

**WESTCONNEX
M4-M5 LINK PROJECT
Mainline Tunnel
Environmental Representative Monthly Report**

March 2021

Doc no. 17021-RP-MR-033-WCX M4-M5 Link Mainline Tunnels ER Monthly Report_March 2021 _0



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Glossary of terms and abbreviations

Term	Definition
AA	Acoustic Advisor
CCS	Community Communications Strategy
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
Construction	As per the definition included in the Infrastructure Approval
CCM	Community Complaints Mediator
CRM	Community Relations Manager
CSSI	Critical State Significant Infrastructure
CTEAP	Compliance Tracking and Environmental Audit Program
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
ER	Independent Environmental Representative approved by DPIE
EMS	Environmental Management System
EPA	NSW Environment Protection Authority
EPL	NSW Environment Protection Licence
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cth)</i>
ESCP	Erosion and Sediment Control Plan
ESM	Environment and Sustainability Manager (ASB JV)
ASB JV	Acciona Samsung Bouygues Joint Venture
OEH	Office of Environment and Heritage
OEMP	Operational Environmental Management Plan
POEO Act	<i>Protection of the Environment Operations Act 1997 (NSW)</i>
(the) Project	M4-M5 Link Project Mainline Tunnels (Stage 1)
Proponent	Transport for NSW
Roads and Maritime	Roads and Maritime Services (now TfNSW)
ROL	Road Occupancy Licence
Secretary	Secretary of DPIE
SEMP	Site Establishment Management Plan
SPIR	Submissions and preferred infrastructure report
SSI	State Significant Infrastructure
TMC	Transport Management Centre
TfNSW	Transport for NSW (formally Roads and Maritime Services)
WestConnex	WestConnex Transurban

1. Introduction

1.1 Background

WestConnex is one of the NSW Government's key infrastructure projects which aims to ease congestion, create jobs and connect communities.

The Proponent for the project is Transport for NSW (formally Roads and Maritime Services) and has commissioned WestConnex Transurban to deliver the Project. WestConnex Transurban has engaged the Acciona Samsung Bouygues Joint Venture (ASBJV) (previously Lendlease Samsung Bouygues Joint Venture) to design and construct Stage 1 of the M4-M5 Link being the Mainline Tunnels (the project).

The WestConnex M4-M5 Link project will be constructed and opened to traffic in two stages:

- Stage 1 – M4-M5 Link Mainline Tunnels
- Stage 2 – Rozelle Interchange and Iron Cove Link.

The WestConnex M4-M5 Link Stage 1 - Mainline Tunnels project will deliver twin mainline motorway tunnels between the M4 East at Haberfield and the M8 at St Peters. Each tunnel would be around 7.5 kilometres long and would generally accommodate up to four lanes of traffic in each direction.

The Project was declared to be State Significant Infrastructure (SSI) and Critical State Significant Infrastructure (CSSI) project and was approved by the Minister for Planning on 17 April 2018 (Infrastructure Approval – SSI 7485). The Infrastructure Approval has been modified several times and these modifications are summarised below:

- Modification 1 – Approved on 25 February 2019. Modification 1 was to primarily allow the existing Northcote Civil and Tunnel Ancillary Site (previously used by the WestConnex M4 East Project) to be used as a civil and tunnel site for this project and to relocate the approved operational water treatment plant from Darley Road (which is no longer going to be used as an operational facility) to the St Peters Interchange. These modifications relate to M4-M5 Link – Mainline Tunnels stage of the Project, however the modified Conditions of Approval are relevant for both stages of the Project.
- Modification 2 – Approved on 30 September 2020. Modification 2 primarily relates to the construction of a new elevated vehicular overpass over The Crescent that would allow eastbound traffic heading north on The Crescent from Annandale to bypass the signalised intersection at The Crescent/City West Link junction. This proposed overpass would remove the approved pedestrian and cycling land bridge from the proposal, which would be replaced with a pedestrian and cycling green link further to the west, providing a connection between the future open space at Rozelle Rail Yards and the Rozelle Bay light rail stop. The amended design introduces an upgraded at grade pedestrian and cycling crossing in order to connect to the Rozelle Bay foreshore.
- Modification 3 – Approved on 28 July 2020. Modification 3 primarily relates to the relocation of the Iron Cove Motorway Operations Complex, including the electrical substation and ventilation facilities into underground caverns; the construction of a switch room, high voltage regulators and an alternative Operational Motorway Control System facility on the surface between Callan and Toelle Streets; an additional underground ventilation tunnel; and the use of the Iron Cove construction ancillary facility as a tunnelling support site. These modifications relate to the M4-M5 Link - Rozelle



Interchange stage of the Project, however the modified Conditions of Approval are relevant for both stages of the Project.

- Modification 4 – Approved on 30 July 2020. Modification 4 primarily relates to the establishment and use of a construction ancillary facility on Glebe Island. This modification relates to the M4-M5 Link - Rozelle Interchange stage of the Project, however the modified Conditions of Approval are relevant for both stages of the Project.
- Modification 5 – Approved on the 17 November 2020. Modification 5 sought approval to include a new condition to allow the establishment of additional minor ancillary facilities that are likely to have minimal environmental impact.

Approval to commence construction was granted through the approval of the CEMP and Sub-plans on the 26 November 2018.

1.2 Environmental Representative

The M4-M5 Link Project engaged an independent Environmental Representative (ER) in accordance with Condition of Approval (CoA) A17 of the Infrastructure Approval – SSI 7485.

Cameron Weller was nominated as the Principal Environmental Representative for the M4-M5 Link project and approved by the delegate to the Secretary on the 21 June 2018 in accordance with CoA A18.

Toby Hobbs was nominated as the Alternate ER for the M4-M5 Link Project and approved by the delegate to the Secretary on the 22 May 2019, in accordance with CoA A18, A19 and A20.

1.3 Acoustic Advisor

In accordance with CoA A24, an independent, suitably qualified and experienced Acoustic Advisor (AA) must be engaged for the duration of the SSI project. John Hutchison was nominated as the Acoustic Advisor for the M4-M5 Link Project and approved by the delegate to the Secretary on the 20 June 2018 in accordance with CoA A24.

As required in CoA A26(g), the ER is required to work closely with the independent Acoustic Advisor on noise and vibration related matters on the Project. Interactions with the AA are summarized in Section 3.5 of this report.

1.4 Scope of monthly report

As required by CoA A21(j), the Environmental Representative is to prepare and submit a monthly report, providing information on the project, the Environmental Representatives activities throughout each month of the project, and a summary of any community complaints, compliance issues and results of site inspections, and any other relevant information. The report also needs to fulfil the requirements outlined in the *Environmental Representative Protocol* (DPIE, 2017).

As the Project is divided into two main stages, separate Environmental Representative monthly reports will be issued for each stage of work.

This report covers M4-M5 Link Mainline Tunnels stage of the Project.

2. Project Update

2.1 General

Covid-19 was identified in March 2020 as being a major public health risk by the NSW State Government and the Federal Government.

Restrictions in NSW have generally eased and the ER Inspections started to return to normal in early July, and have continued as normal since September 2020.

Due to the changing nature of the NSW and Federal Government advice, the site inspection regime will continue to change in accordance with the Government advice as well as Project specific restrictions.

ASB JV have carried out a compliance review on the Project and have determined that the Project can still maintain compliance with all Conditions of Approval during this time.

ASB JV are also utilising the provisions of the *Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days) Order 2020*, albeit this has so far been limited. It is noted that the order was extended by the State Government till the 31 March 2022.

2.2 Extreme Weather Event

Sydney experienced an extreme weather event between 17th and 24th March 2021. The Bureau of Meteorology weather station at Sydney Observatory Hill recorded 330.4 mm of rain over the eight days. The extreme weather event caused moderate to major flooding across areas of Sydney, the Central Coast and the Mid-North Coast.

The project prepared accordingly and as a result was not significantly impacted by the extreme weather event and no issues were reported to the ER during or after the event.

2.3 Summary of construction activities

2.3.1 Pyrmont Bridge Road

Tunnelling continued throughout March. Spoil was removed from the tunnel via the decline and was stockpiled in the acoustic shed prior to being removed from site. Manual wheel washing is still occurring to augment the automatic wheel wash and trickle bar, where required. Street sweeping and dust suppression is also continuing inside the shed to further assist in reducing the risk of dust leaving the shed via either the Mallet Street or Pyrmont Bridge Road doors. Regular drive-by observations throughout the month did not identify any major mud-tracking issues from the exit gate on Pyrmont Bridge Road and it is noted that wheel washing is being carried out to the same standard at all times, and not just increased during the ER site inspections.

Very hard rock is still being excavated at the tunnel face under Annandale. In particular, the westbound offramp (to Rozelle Interchange) the main heading where hard rock is currently being excavated. This offramp tunnel will progressively get shallower (i.e. closer to the residents along Reserve Street) as the excavation

progresses. There was the potential that this section of the off-ramp would generate complaints due to the shallower depth of the tunnel (when compared with the mainline tunnel) and the very hard rock in the vicinity, however, complaints have been minimal compared to what was expected. The road headers for the off-ramp are currently under Young Street, Annandale.

Tunnelling along the mainline tunnels is progressing well in Leichhardt area, and is largely through the section of very-hard rock. Currently the westbound mainline tunnel is approximately under residential properties around Hill Street and Balmain Road, Leichhardt and the eastbound mainline tunnel is approximately under residents under residential properties on Milton Street, Leichhardt. Tunnel depths of the mainline tunnels have been gradually increasing and therefore the alternate accommodation trigger was not met during March and therefore alternate accommodation was not offered.

Tunnelling is continuing to the south of Pyrmont Bridge Road and both mainline tunnels are now under Enmore Road and are expected to breakthrough to the tunnels heading north from the Campbell Road site in April.

Concrete paving is progressing from the decline in an easterly and westerly direction from the decline from the PBR facility. Once paving is complete, mechanical and electrical (M&E) fit-out is continuing behind the paving.

2.3.2 Campbell Road Civil and Tunnel Site

Tunnelling continued throughout March with material being stockpiled in the acoustic shed and in the outdoor stockpile site within the compound, prior to being removed from the site. The outdoor stockpile site continues to only be loaded out from during standard construction hours and is regularly cleaned with street sweepers when stockpiled material is removed to assist in minimising dust being generated from the concrete surface.

Civil construction continued at the vent shaft site, the facilities building and the cut and cover area throughout March. Construction of the building has also been continuing throughout March, both on the main structure and the internal fit-out.

The EPL was varied on the 12 June to allow for a number of continuous concrete pours that are expected to continue into non-standard construction hours. A maximum of eight continuous concrete pours were included in the EPL variation and a restriction of a minimum of a week between each concrete pour to provide respite to the potentially affected receivers. Five of these out of hours concrete pours have been completed to date. The largest of the continuous pours was successfully completed in December, with several smaller concrete pours remaining prior to the building structure being completed. A continuous concrete pour is planned for either late April or early May.

The St Peters Interchange Euston Street ramps will continue be utilised to access the cut and cover area and the new Albert Street will be used for deliveries of materials for use in the construction of the vent facilities building. This new arrangement will maximise the efficiency of the site, while having significant safety benefits for the workers on the site.

The small portion of land along Albert Street, continues to be used for a laydown area for the construction of the vent shaft and facilities building. The area is clean and tidy and the standard of housekeeping is generally high.

Tunnelling has progressed north from the Campbell Road tunnel site, along King Street, and is expected to breakthrough to mainline tunnels heading south from the Pyrmont Bridge Road site in April.



2.3.3 Parramatta Road East and West Ancillary Site

No changes have been made to the Parramatta Road East and West Ancillary site. The Parramatta Road East site was being fully utilised for car parking for workers from Northcote and Wattle Street tunnel sites. The car park is generally about 80-90% occupied at present. Mechanical and electrical (M&E) components of construction are starting to increase from the Northcote and Wattle Street sites, and therefore the car park is expected to be 90-100% occupied in the coming months.

Parramatta Road West site continues to be utilised mostly as a storage yard. The small lot on the corner of west Alt Street and Parramatta Road is also being utilised as a car parking area at present.

A small concrete testing facility continues to be operational within the storage yard of the Parramatta Road West civil site and will be used for basic concrete testing activities for the Northcote and Wattle Street sites.

2.3.4 Northcote Street and Wattle Street Tunnel Sites

Tunnelling continued at both the Northcote Street and Wattle Street Tunnel sites during March.

Tunnel spoil haulage out of Wattle Street ceased in 2019 and all spoil continues to be removed from the tunnel via the Northcote acoustic shed.

Work in the Wattle Street cut and cover continued in March. Drainage and utilities continued to be installed in the median area prior to the wall panels being installed in early 2021.

The wheel wash at the exit of the Northcote site is continually being tweaked to maximise its effectiveness and minimise the staining on Wattle Street.

Variable Message Signs and other traffic signage will be progressively installed on Wattle Street over the next few months.

3. Status of Environmental Document Review

3.1 Construction Environmental Management Plan and Sub-plans

No major changes to the Construction Environmental Management Plan or sub-plans were required to be reviewed and endorsed in March 2021.

3.2 Minor revisions to management plans

No minor revisions of any of the management plans were required to be considered by the ER during March 2021.



3.3 Minor Ancillary Facility Approvals

No minor ancillary facility applications were sent to the ER for consideration during March 2021..

3.4 Out-of-hour-work Approvals

Two Out of Hours Work (OOHW) applications were approved by the ER during March 2021.

One OOHW application was for the piling for the Variable Message Sign posts on Wattle Street. The proposed OOHW application was discussed with the AA and considered to be low-risk. Approval of the OOHW Application was granted on the 28 March 2021

One OOHW application was for the emergency pavement repairs at the Pyrmont Bridge Road Tunnel Site exit gate. The pothole was observed to gradually be getting worse over the previous weeks, and work to repair this section of Pyrmont Bridge Road was being planned to occur in April. However, during the week of 29 March, the pothole became increasingly worse and dangerous for motorists and cyclists. The work was therefore required to be carried out on Saturday the 3rd and Sunday the 4th of April. Work was proposed to be completed during daytime hours, however, it was considered to be OOHW due to the Easter weekend public holidays. The OOHW application was approved by the ER on the 31 March 2021.

3.5 Document reviews – Other Project Documents

A memo was sent to the ER for information that proposed the use of vacant land located at 12-18 Burrows Road for the use of an ancillary facility for the Mechanical and Electrical (M&E) phase of the project. The Project team proposed the site as it meets the requirements in Condition of Approval C21A. The Project team have updated the CEMP and the TTAMP to include this ancillary site and have sent the revised management plans to the ER for consideration for approval in late March. These plans will be reviewed by the ER in early April 2021.

No other documents were reviewed by the ER during March 2021.

4. Monthly Evaluation

4.1 Site inspections

Two site inspections were carried out during March on the following date:

- 4 March 2021
- 18 March 2021

No major issues were identified during the inspections.

As mentioned in Section 2.1, Covid-19 may affect the site inspection regime in the future depending on NSW and Federal Government advice. The ER will continue to discuss and update DPIE on the site inspections.

The inspection report has been included in Appendix A of this report.



4.2 Non-conformances, incidents, corrective or preventative actions

Four incidents were reported to the ER and TfNSW during March 2021.

Two (Category 2) incidents related to a minor hydraulic oil spills at the Campbell Road Civil and Tunnel Site. The spills were fully contained on-site and cleaned up immediately.

One (Category 2) incident related to a minor paint spill in the tunnel at the Pyrmont Bridge Road Tunnel site. The paint was spilt onto a new section of pavement and was cleaned up immediately.

One (Category 2) incident related to a minor oil spill at the Pyrmont Bridge Road Tunnel site. The spill was fully contained and cleaned up immediately.

4.2.1 Unexpected finds

No unexpected finds were reported to the ER during March 2021.

4.3 Community complaints and response

Twenty-one (21) community complaints were received by the Project during March 2021. A summary of the complaints is included below:

- One (1) complaint was unrelated to the Project.
- Fourteen (14) complaints were related to noise and/or vibration impacts. Of these complaints ten were located within the vicinity of the very hard rock in Annandale and Leichhardt.
- One (1) complaint related to trucks parking on Parramatta Road. The truck was parked in a legal parking location at the time of the complaint.
- Two (2) complaints related to parking.
- One (1) complaint related to the damaged pavement on Pyrmont Bridge Road near the exit of the site. The pavement repairs are being carried out on the 3rd and 4th April.
- One (1) complaint related to truck driver behaviour on the M4. After an investigation, the haulage contractor found no evidence of dangerous driving.
- One (1) complaint related to a request for compensation as a result of loss of income due to tenants vacating a rental property.

The ER was not asked to be involved in the resolution of any complaints during March 2021, nor was the ER requested by the Secretary or their delegate to assist in the resolution of any complaints.

4.4 Environmental Review Group Meeting

No Environmental Review Group Meeting was held during March 2021.



4.5 Meetings

The ER attended one formal meeting in March 2021 with representatives from WestConnex (Transurban), TfNSW, the ASB JV and the DPIE.

A number of informal meetings were also held between representative of WestConnex (Transurban), ASB JV and Transport for NSW, which the ER also attended.

4.6 Audits

The ER was not involved in any audits during March 2021.

4.7 Alternate Environmental Representative Activities

The Alternate ER was not required to work on the project in March 2021.

The ER provides regular updates to the Alternate ER on the status of the Project.

4.8 Interactions with the Acoustic Advisor

The ER and the Acoustic Advisor have worked closely together in March to review noise and vibration related documents and discussed noise and vibration aspects of the project.

The ER will continue to work collaboratively with the Acoustic Advisor throughout the project.

4.9 Other ER Activities

The ER was not required to carry out any other functions during March 2021.

No communication was received from the Secretary or a response given to the Secretary about any matter on the Project during March 2021.

The ER was not asked to help plan, attend or undertake audits by the Department during March 2021.



5. Closing comments

The ASB JV team are continuing to manage the project in a proactive and highly competent manner and this was evident in the way the sites and the construction personnel managed the Project throughout March, particularly as there were no issues identified as a result of the extreme rainfall event that occurred during the month.

The inspections carried out in March did not identify any major issues and general housekeeping and site management across sites inspected was still of a very high standard and the ASB JV should be commended on continuing their high standards.

No major community complaints were required to be managed by the Project team and the ASB JV Community Engagement team are working closely with the effected community to manage any complaints that are received.



Appendix A. **Inspection Reports**

ER ENVIRONMENTAL SITE INSPECTION REPORT

PROJECT: M4-M5 Link – Mainline Tunnels		Construction Activities Works occurring at the time of inspection include: <ul style="list-style-type: none">• Northcote<ul style="list-style-type: none">○ Tunnelling activities○ Workshop activities• PBR<ul style="list-style-type: none">○ Tunnelling activities• Campbell Rd Civil and Tunnel Site<ul style="list-style-type: none">○ Tunnelling○ Facilities building continuing.○ Vent shaft construction continuing• PREW<ul style="list-style-type: none">○ Laydown of materials○ Concrete testing facility	Weather Conditions: Sunny, clear Approx. 26°c.		Project Risk Status:
			Rainfall previous 24hrs: 0 mm		
			Rainfall forecast next 24hrs: 0 mm		✓ Green
			Immediate or High risk identified that requires immediate action (if so, provide details)?		Amber
Date: 04/03/21	Time (start/finish): 9:00am	Red			
Inspection No: 55					
Attendees: Cameron Weller (ER), Travis McCarthy (ASBJV); Grant Sainsbery (ASBJV); Verity Turner (WCX); Angela Gleeson (ASB JV); Verity Avery (ASB JV)					

General Comments:

- The inspection was general in nature and covered Campbell Road Civil and Tunnel site, Northcote and PREW.
- In general, all sites were generally clean and tidy and no major concerns raised by the inspection team.
- No dust issues were identified during the inspection.

Next Inspection: 18/03/21

ER ENVIRONMENTAL SITE INSPECTION REPORT




Items from previous audit(s) and inspection.

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	Risk (H, M, L)	ACTION	Agreed Close out date	Response
1	Nil	Nil	Nil	Nil	Nil	Nil




New items

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
1	Campbell Road Civil and Tunnel Site	Weed growth on the verge outside of the site needs to be addressed, however, it is acknowledged that it may not be the responsibility of the Project to manage these weeds.	L	Investigate who's responsibility it is to manage weeds. If a project responsibility, weeds should be managed in accordance with the FFMP.	12/03/21	Ongoing . This area sits outside of the Project Footprint Boundary. In discussion with management



ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
						
2	Campbell Road Civil and Tunnel Site	Several hazardous materials containers were observed to located outside of a bundled area. 	L	Move all hazardous material containers into bundled areas, onto pallet bunds or into hazardous materials containers.	08/03/21	

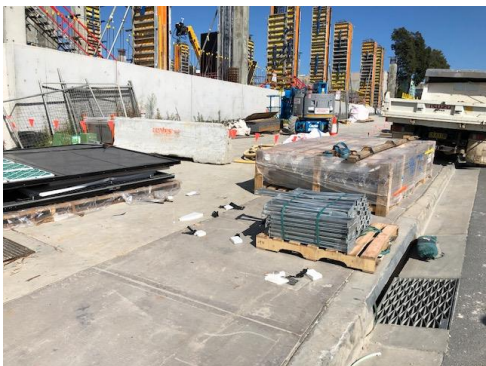


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
						   <p>New pallet bunded was ordered and received on Friday (5th of</p>


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
						March). Both have been installed in the mechanical workshop.
3	Campbell Road Civil and Tunnel Site	<p>Workshop spill kit could not be located during the inspection. Workshop area would benefit from a general tidy.</p> 	L	<p>Ensure spill kit is located at the workshop. Tidy workshop in general.</p> <p>Recommend that a review of all spill kits is done across the Campbell Road site.</p>	11/03/21	 <p>A new spill kit has been installed at the mechanical workshop in the same position as the old spill kit. It is fully stocked with spill response material.</p>


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
4	Campbell Road Civil and Tunnel Site	<p>Housekeeping along Albert Street was observed to not be great during the inspection.</p> 	L	Tidy Albert Street area. Ensure all rubbish is picked up and ensure the hard surfaces are swept to ensure no material cannot make it's way into the drainage system.		 


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
						
5	Northcote	Positive observation – gate area continues to look clean and tidy and the wheel wash set up continues to be very effective.	N/A	N/A	N/A	N/A

ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
						
5	Northcote	Positive observation – drain at low point of the site continues to be very well managed and is clean and tidy.	N/A	N/A	N/A	N/A

ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
						

Key

<u>Recommended priority for completion of actions associated with risk allocation</u>	
High	Within 24hrs*
Medium	Within 3 Working Days*
Low	Within 5 Working Days*

***To be completed sooner if adverse weather conditions predicted or if there is an imminent risk of environmental harm. Close out dates will be agreed with the project team and/or will follow this guidance.**

ER ENVIRONMENTAL SITE INSPECTION REPORT

PROJECT: M4-M5 Link – Mainline Tunnels		Construction Activities Works occurring at the time of inspection include: <ul style="list-style-type: none">• Northcote<ul style="list-style-type: none">○ Tunnelling activities○ Workshop activities• PBR<ul style="list-style-type: none">○ Tunnelling activities• Campbell Rd Civil and Tunnel Site<ul style="list-style-type: none">○ Tunnelling○ Facilities building continuing.• PREW<ul style="list-style-type: none">○ Laydown of materials○ Concrete testing facility	Weather Conditions: Raining Approx. 21°c.		Project Risk Status:
Rainfall previous 24hrs: 13.6 mm recorded till 9am at the Sydney Observatory.					
Rainfall forecast next 24hrs: 20-40 mm			Immediate or High risk identified that requires immediate action (if so, provide details)?	✓ Green	
Date: 18/03/21	Time (start/finish): 9:30am				
Inspection No: 56		Amber			
Attendees: Cameron Weller (ER), Travis McCarthy (ASBJV); Grant Sainsbery (ASBJV); Verity Turner (WCX); Anna Burke (ASBJV); Courtney Moran (TfNSW)				Red	

General Comments:

- The inspection was general in nature and covered Northcote Tunnel site, the Pyrmont Bridge Road tunnel site.
- In general, all sites were generally clean and tidy and no major concerns raised by the inspection team.
- An inspection of the external areas of the Campbell Road site did not identify any concerns with mud-tracking or any other issues.


Next Inspection: 1/04/21

ER ENVIRONMENTAL SITE INSPECTION REPORT



Items from previous audit(s) and inspection.

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	Risk (H, M, L)	ACTION	Agreed Close out date	Response
1	Nil	Nil	Nil	Nil	Nil	Nil



New items

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
1	Northcote	<p>Positive observation – gate area continues to look clean and tidy and the wheel wash set up continues to be very effective.</p> 	N/A	N/A	N/A	N/A


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
						
2	Northcote	<p>Positive observation – all hazardous material stored outside of the HAZMAT storage containers were located on pallet bunds.</p> 	N/A	N/A	N/A	N/A


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
						
3	Northcote	<p>Positive observation – drain at low point of the site continues to be very well managed and is clean and tidy. It was suitably set up for the forecast rainfall.</p> 	N/A	N/A	N/A	N/A



ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
4	Northcote/Wattle Street	Temporary turf on verge that was installed for sediment control did not look overly healthy and the general condition of the verge was not great with long grass in areas, weeds and a few exposed disturbed areas.	L	Verge needs to be closely monitored over the next few weeks to ensure the erosion and sedimentation risk does not increase. Monitor the grass and weed growth and trim where necessary. Also, program the remaining work in as quickly as possible so that the footpath and verge remediation can occur as soon as possible.	Please provide an update prior to 31/03/21	<p>Maintenance to the area undertaken, grass area improving following good rain.</p> <p>Footpath/verge rectification will be completed in May following piling work to restore to preexisting condition.</p> 

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5	PBR	<p>Positive observation – pallet bunds are being used for chemicals and at the time of the inspection the bunds had 100% capacity (ie no rain water was observed to be in the bunds).</p> 	N/A	N/A	N/A	N/A
6	PBR	<p>Positive Observation – exit gate continues to be managed very well. Wheel washing and trickle bar appeared to be effective in cleaning tyres.</p>	N/A	N/A	N/A	N/A

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No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY (H, M, L)	ACTION	Agreed Close out date	Response
						
7	General	<p>General observation – all trucks observed during the site visit all had the project identifying stickers stuck to the trucks.</p> 	N/A	N/A	N/A	N/A

Key

<u>Recommended priority for completion of actions associated with risk allocation</u>	
High	Within 24hrs*
Medium	Within 3 Working Days*
Low	Within 5 Working Days*

***To be completed sooner if adverse weather conditions predicted or if there is an imminent risk of environmental harm. Close out dates will be agreed with the project team and/or will follow this guidance.**