

Mr Rob Sherry  
Team Leader Compliance – Government Projects  
Department of Planning, Industry and Environment  
GPO Box 39  
SYDNEY NSW 2001

3 February 2020

Ref: 170108-ER-DPIE-Jan20-SSJ CS NCW LW S2B

Dear Rob

**Re: Sydney Metro City & South West - ER Monthly Report for January 2020 – CS, NCW, SSJ, LW and S2B**

Healthy Buildings International (HBI) submits this report to the Secretary in accordance with:

- Condition A24 (l) of the Sydney Metro City & South West Chatswood to Sydenham CSSI 15\_7400 Approval (9 January 2017) and associated modifications (MOD1\_Victoria Cross and Artarmon (18 October 2017), MOD2\_Central Walk (21 December 2017), MOD4\_Sydenham Station and Metro Facility South (13 December 2017), MOD3\_ Martin Place Metro Station (22 March 2018), MOD5\_Blues Point Acoustic Shed (2 November 2018) and MOD6\_ Administrative Changes (21 February 2019);
- Condition A26(j) of the Sydney Metro Sydenham to Bankstown Upgrade SSI\_8256 Approval (12 December 2018).

The attached summary details the following key activities undertaken by ERs for Sydney Metro – City and South West Chatswood to Sydenham (C2S) during the month of **January 2020** for Sydenham Station Junction, Central Station, Northern Corridor and Line Wide Works.

It also provides a summary in relation to the Sydney Metro - Sydenham to Bankstown (S2B) for the same period.

Yours sincerely

Jo Robertson  
Environmental Representative

Sydney Metro Cc: Fil Cerone, Matt Marrinan, Ben Armstrong, Stuart Hodgson, Adam Koutsamanis, Andrew Hendy, Simon Fisher, Tim Solomon, Ann Patterson,  
DPIE Cc: Elizabeth Williamson, Alice Pryke, Erica van den Honert  
IEP Cc: Larry Weiss, Julie Dickson



Summary of Contract Packages	Environmental Representative/s
Sydenham Station Junction (SSJ)	Jo Heltborg
Central Station	Michael Woolley
Northern Corridor (NCW)	Peter Hatton
Line Wide (Tallawong to Bankstown)	Peter Hatton
Sydenham to Bankstown Sydney Metro Early Works (SMEW)	Jo Robertson

**Key Construction Activities**

<p>Sydenham Station Junction (SSJ)</p>	<ul style="list-style-type: none"> <li>▪ CSR Works area - Stockpiling of capping material and waste materials. Canal bridge and services works in rail corridor complete. Track realignment and retaining wall works complete.</li> <li>▪ Inlet CSR works area - Underbore receival pit covered. Ballast and sand stockpiles mostly removed though some material remaining. Equipment stored during the recent possession removed. Works in the adjacent rail corridor (track works (new and realignment), capping, ballast replacement) complete.</li> <li>▪ Geotechnical Office area - Sewerage infrastructure removal works complete. Vibration monitor remains in place on Geotech building. New track drainage to be installed in the rail corridor. Geotech building to be refurbished for use as a service facility.</li> <li>▪ Rail Corridor - Track works and overhead wiring works complete. Redundant signalling equipment removed for storage at Bolton St laydown. Possession works complete.</li> <li>▪ Burrows Ave - Platform canopy lifts complete. Road closure completed in Hogan Ave, 13-15th January (HV cable trenching); Noise monitoring indicated no levels above those predicted, no complaints; Continuation of HV trenching works planned early-mid February.</li> <li>▪ 11 Sydenham Rd - Works recommenced on 6th January. Further excavation for culverts which are to be backfilled in coming weeks. Some potential acid sulphate soils (PASS) transported to XPT Centre site for treatment.</li> <li>▪ Sydenham Pumping Station - Formwork underway for the culvert and cleaning prior to concrete pour. Pump station well rectification works in progress. New access ramp complete.</li> <li>▪ Confluence Area - Drilling/investigation for culvert piles was underway; Excavation works had progressed and sheet piling was installed; Aqueduct extended to edge of pit / confluence area.</li> <li>▪ Way Street stockpile and laydown areas - Equipment and waste storage (skip bins).</li> <li>▪ XPT laydown area - Stockpiling and PASS treatment.</li> </ul>
<p>Central Station</p>	<ul style="list-style-type: none"> <li>▪ Spoil trucks and other vehicles using SYAB.</li> <li>▪ Excavation of natural soils beneath Metro Box track slab. Loading of spoil onto trucks for offsite disposal.</li> <li>▪ Construction of blinding layer and metro track base layer was ongoing.</li> <li>▪ Heritage excavations continued on former haul road at southern end, with the last section being processed in January. Excavation of soils and removal via Mole holes ongoing. The Water Treatment Plant (WTP) was commissioned and operated (batch process) to treat runoff rain. Water was tested in laboratory prior to discharge.</li> <li>▪ LOR reported excavation within hoardings on the Concourse is ongoing. A portion of the Olympic Tunnel has been closed.</li> <li>▪ Some former canopies removed and temporary canopies installed. A portion of the Olympic Tunnel has been closed. As a consequence, commuters enter Central Station</li> </ul>



	<p>using an extended bridge, aided by additional wayfinding signage; Hoardings and signage for wayfinding on the upper Concourse have been installed to allow commuters to access the Station safely, separated from work areas.</p> <ul style="list-style-type: none"> <li>▪ Excavation of Platform 16 with materials being removed through the adit. Area separated from public areas by hoarding; noise blankets; and material above the hoarding and connected to the canopy.</li> <li>▪ Continuation of piling. A total of 66 piles are to be constructed. Capping beam installation along Randle Lane side.</li> <li>▪ CSR excavations appeared to have been completed with conduit installed. Stockpiled material was in the process of being removed. Posts for the CSR were being installed adjacent a brick wall and tracks leading to the Mortuary Station. An ATF fence was observed defining the boundary of the activities near the Mortuary Station Building.</li> </ul>
Northern Corridor Works (NCW)	<ul style="list-style-type: none"> <li>▪ Skeleton track works (Country end)</li> <li>▪ Preparation works for temporary down slew and delivery of materials to site</li> <li>▪ Trainstop suppression and support works</li> <li>▪ Tuning units, installation of trainstop conduit and GST on down</li> <li>▪ Drainage works</li> </ul>
Line Wide	<p>SMTF (Systems Connect Site)</p> <ul style="list-style-type: none"> <li>▪ Excavation and installation of underline crossings</li> <li>▪ Excavation and installation (including concrete encasement) of fire ring mains</li> <li>▪ Capping installation on new stabling roads</li> <li>▪ Installation of combined services route</li> <li>▪ Formation of footings for train access platforms</li> <li>▪ Backfill drainage structures</li> <li>▪ Loading out waste concrete for recycling</li> <li>▪ Drilling for light post footings</li> </ul>
SMEW	<ul style="list-style-type: none"> <li>▪ Retaining wall piles at the Ness Avenue Bridge and retaining wall piles at the Wairoa Road Bridge.</li> <li>▪ The proposed ground stabilisation concrete injection locations at Retaining Wall 2 were marked out.</li> <li>▪ Asbestos removal and monitoring as well as cut to the batter and associated general fill removal was also undertaken during the period.</li> </ul>
<b>ER Inspections</b>	
SSJ	<p>There were two inspections conducted by the ER in January 2020. Issues identified during inspections involved: erosion and sediment control issues, hazardous chemical signage and storage, and tree protection.</p>
Central Station	<p>There were two ER inspections conducted in January 2020. The key issues discussed at these inspections were:</p> <ul style="list-style-type: none"> <li>▪ Spill kit at Mortuary Station yard required trash removal and material replenishment</li> <li>▪ Oil leak management</li> <li>▪ Monitoring of water and ERSED controls in vicinity of Sydney Trains ramp</li> <li>▪ General ERSED cleaning and maintenance</li> </ul>
NCW	<p>There were no ER inspections conducted in January 2020. Inspection proposed for February 8 (possession weekend)</p>
Line Wide	<p>There were two inspections in January 2020. The key issues discussed at these inspections were:</p> <ul style="list-style-type: none"> <li>▪ Dust management continues to be the highest environmental risk for the site Mitigation measures are generally effective with continued focus on vehicle speed and dust mitigation strategies generally. The water cart is being engaged to apply</li> </ul>



	<p>polymer and water regularly</p> <ul style="list-style-type: none"> <li>▪ Site preparation pre rain events particularly in relation to the management of run-off and drainage</li> <li>▪ Pre-Christmas polymer application worked well with no dust complaints received during the shut-down period</li> <li>▪ A good standard of housekeeping is being observed on the site. This is on-going</li> <li>▪ It was observed that excavated natural material (ENM) from sucker truck operations was being deposited at Snake Mountain. It is confirmed that this practice is consistent with the Spoil Classification, Reuse and Recycling Procedure (SMCSWLWC-SYC-1NL-PM-PLN-000031 of 12/06/2019 Rev 00)</li> <li>▪ All aspects relating to environmental management at the site entrance have been addressed and the site now complies with requirements</li> </ul>
SMEW	<p>There were two ER inspections conducted in January 2020. Key issues identified were related to:</p> <ul style="list-style-type: none"> <li>▪ Installation of haul roads and associated sub surface drainage in preparation for works to batter</li> <li>▪ Stabilisation of batters at all times</li> <li>▪ Minor erosion and sediment control issues</li> </ul>
<b>Endorsed Document/s</b>	
SSJ	<ul style="list-style-type: none"> <li>▪ Nil</li> </ul>
Central Station	<ul style="list-style-type: none"> <li>▪ Nil</li> </ul>
NCW	<ul style="list-style-type: none"> <li>▪ Out of Hours Works Application (OOHWA33 - Rev 04)</li> </ul>
Line Wide	<ul style="list-style-type: none"> <li>▪ Construction Air Quality Management Plan (C2B) RevB</li> <li>▪ Construction Environment Management Plan (C2B) RevB</li> <li>▪ Construction Heritage Management Plan (C2B), Rev B</li> <li>▪ Construction Soil Water and Groundwater Management Plan (C2B) RevB</li> <li>▪ Construction Waste Recycling Spoil Management (C2B) RevB</li> <li>▪ Construction Noise and Vibration Management Plan (C2B) RevB</li> <li>▪ MWA 008 - Surry Hills to Waterloo, Soil Resistivity Testing</li> <li>▪ Consistency Assessment SMTF Works East of Tallawong Rd Rev0</li> </ul>
SMEW	<ul style="list-style-type: none"> <li>▪ Nil</li> </ul>
<b>Non-compliance/ Incidents or Repeat Complaints</b>	
<p>Sydney Metro has been providing summaries of complaints to DPIE daily and a summary to the ER. Responses to each complaint have been noted in each complaint report, with follow up actions often defined in revised reports. Key or repeat items of note are discussed below for the respective projects.</p>	
SSJ	<p>There were no incidents for SSJ reported to the ER under conditions A41 to A44 of SSI 7400. Two Class 3 environmental incidents were raised during the period:</p> <ol style="list-style-type: none"> <li>1. Surface rainwater flowed from the 11 Sydenham Rd site under the roller door of a neighbouring industrial property during a heavy rain event. Additional sediment controls were installed around the roller door to prevent a recurrence.</li> <li>2. Dust was raised as a concern during PASS treatment at the XPT Centre laydown area. Upon review, it was determined that PASS treatment should be limited to times when wind speeds are below 15km/h (wind speed was 30km/h at the time).</li> </ol> <p>There were no environmental non compliances for SSJ during the reporting period. A non-compliance with the Sydenham Pit Interim Operating Procedure in relation to pit vacation was identified though will be managed as a quality system non conformance.</p>



NCW	Complaints received during this period related to noise during routine work periods, notification confusion between Sydney Metro and Sydney Trains, and a vehicle idling short term an access gate. The ER is not aware of any non compliances. There were no incidents reported to the ER under conditions A41 to A44 of SSI 7400.
Central Station	Complaint aspects for this site during the period included: <ul style="list-style-type: none"> <li>▪ dust settling on property during a period for generally elevated dust levels in Sydney due to bush fires.</li> <li>▪ noise during work hours, and</li> <li>▪ noise during an out of hours oversize vehicle delivery (which had not been notified to the public). A non compliance was raised for this event.</li> </ul> There were no incidents for Central reported to the ER under conditions A41 to A44 of SSI 7400.
Line Wide	Line wide received no complaints during the period. There were no incidents reported to the ER nor were there non-compliances during the reporting period.
SMEW	There were no incidents reported to the ER under conditions A36 of SSI 8256. There were also nil non compliances raised. There was a complaint about the behaviour of traffic controllers managing the replacement buses at Campsie (organised by Sydney Coordination Office (SCO)) during the possession works.

**Audits**

SSJ	No ER involvement in audit activity including Independent Environmental Audits (IEA program).
NCW	No ER involvement in audit activity including Independent Environmental Audits (IEA program).
Central Station	No ER involvement in audit activity including Independent Environmental Audits (IEA program).
SMEW	No ER involvement in audit activity including Independent Environmental Audits (IEA program).
Line Wide	No ER involvement in audit activity including Independent Environmental Audits (IEA program).

**Looking Forward – Core Focus Areas**

Sydney Metro	<ul style="list-style-type: none"> <li>▪ Compliance review for Q3 and Q4 for 2019 (finalise report)</li> <li>▪ Review of compliance with B15 requirements SSI _7400 and likewise for similar requirements for SSI 8256</li> <li>▪ Complaints line reporting requirements</li> </ul>
SSJ	<ul style="list-style-type: none"> <li>▪ Management of PASS</li> <li>▪ Dust management</li> <li>▪ Culvert work, and completion of supporting structures, and associated impacts.</li> <li>▪ Completion of station structures</li> <li>▪ Compliance review Q4, 2019</li> </ul>
NCW	<ul style="list-style-type: none"> <li>▪ Possession planning for 2020</li> <li>▪ Noise and vibration management during possessions</li> </ul>
Central Station	<ul style="list-style-type: none"> <li>▪ Investigations and approvals associated with the use of the Eveleigh Facility</li> <li>▪ Compliance review Q4, 2019</li> </ul>



Line Wide	<ul style="list-style-type: none"><li>▪ SMTF (North) construction site works, especially dust management</li><li>▪ Central to Waterloo 33 kV works</li><li>▪ Cumulative impacts from adjacent projects</li><li>▪ Noise and vibration management during OOHW for construction of portal between Chatswood and Artarmon</li><li>▪ Stakeholder engagement during transition/ handover between construction contractors</li><li>▪ Noise and vibration management during construction of 33 kV BPS from Campsie to Canterbury</li><li>▪ Compliance review Q4, 2019</li></ul>
SMEW	<ul style="list-style-type: none"><li>▪ Environmental controls associated with the concrete injection columns and proposed upcoming saw nails in proximity to Cooks River</li><li>▪ Temporary road closure works (Ness Avenue)</li><li>▪ Compliance review Q4, 2019</li></ul>



### **Statement of Limitations**

Healthy Buildings International (HBI) has prepared this report in accordance with the requirements of Condition A24(l) of the Sydney Metro Conditions of Approval (CSSI 15\_7400) and Condition A26(j) of the Sydney Metro Conditions of Approval (CSSI 17\_8256). The report is for the sole purposes of Department of Planning Industry and Environment (DPIE) and Sydney Metro. It has been prepared based on generally accepted practices and standards at the time it was prepared. No other warranty, expressed or implied, is made as to the professional advice included in this Report. This report did not assess any aspects relating to safety.

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