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Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

7 July 2020

Ref: 170108-ERDPIJun20-SSJCSLWTSOMS2B

Dear Rob

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

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

- Condition A24 (l) of the Sydney Metro City and 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), MOD3_Martin Place Metro Station (22 March 2018), MOD4_Sydenham Station and Metro Facility South (13 December 2017), MOD5_Blues Point Acoustic Shed (2 November 2018), MOD6_Administrative Changes (21 February 2019), and MOD7_Administrative Changes (29 June 2020); and
- Condition A26(j) of the Sydney Metro Sydenham to Bankstown Upgrade SSI_8256 Approval (12 December 2018).

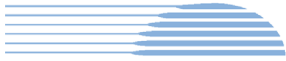
The attached summary details the following key activities undertaken by ERs for Sydney Metro – City and South West Chatswood to Sydenham (C2S) during the month of **June 2020** for Sydenham Station and Junction, Central Station, Northern Corridor and Line Wide Works.

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

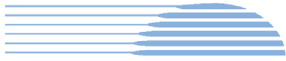
Yours sincerely

Jo Robertson
Environmental Representative

Sydney Metro Cc: Carolyn Riley, Fil Cerone, Ben Armstrong, Hugh Chapman, Andrew Hendy, Simon Fisher, Tim Solomon, Ann Patterson,
DPIE Cc: Elizabeth Williamson, Alice Pryke, Erica van den Honert
IEP Cc: Larry Weiss, Julie Dickson



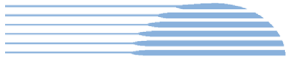
Summary of Contract Packages		Environmental Representative/s
Sydenham Station and Junction (SSJ)		Jo Heltborg
Central Station		Michael Woolley
Northern Corridor (NCW)		Peter Hatton
Line Wide (Tallawong to Bankstown)		Peter Hatton
TSOM (Train Service Operation and Maintenance)		Peter Hatton
Sydenham to Bankstown Sydney Metro Early Works (SMEW)		Jo Robertson
Key Construction Activities		
Sydenham Station and Junction (SSJ)	<ul style="list-style-type: none"> ▪ Geotechnical Area – Ongoing construction of the retaining wall, combined services route (CSR) installation and roofing. Service installation in base slab of building; replacement of building walls. ▪ SEC triangle – High voltage underbore receiving pit from the Geotech Area. ▪ Platforms 1 & 2 – Construction of the aerial concourse and headstock ongoing; construction of lift shafts and staircase footings. ▪ Burrows Ave - Piling for plaza retaining wall, and excavation of footings for new customer service building on Platform 6. ▪ Footpath and verge restoration on Bolton Street. ▪ 11 Sydenham Rd – Backfilling of precast culverts continuing. Sewer installation works. Ongoing culvert extension works to join the aqueduct with culverts on 11 Sydenham Road ▪ 11 Sydenham Rd triangle –Excavation ongoing in preparation for tie-in works scheduled mid-July. Planning of proposed underbore to Hogan Ave & Sydenham Rd. ▪ Sydenham Pit and Pumping Station – The aqueduct was filled in preparation for hydrostatic testing (using 4.3ML of water pumped from Sydenham Pit). Formwork underway on top of the aqueduct. ▪ Confluence Structure – Construction of the confluence structure ongoing. ▪ Temporary Upstream Connection – joined to the confluence structure in preparation for tie-in works at the Sydenham triangle area. 	
Central Station	<ul style="list-style-type: none"> ▪ Spoil trucks and other vehicles using SYAB ▪ Metro Box - Truck movements; spoil excavation; metro box ventilation using scrubbers. Ongoing excavation and construction activities. Tower Crane operating. Steel fixing and concrete pours in lower sections. ▪ Sydney Yard - Water Treatment Plant Operation; truck access; laydown. Stockpiling, processing and loadout of excavated material. ▪ Northern Concourse - Further removal of existing canopies. Pre-Cast concrete columns for canopies in place with some beams also installed. Preparation for arrival of new canopies. Works for new escalator. ▪ Platform 16 to 23 – Ongoing hammering works to access pedestrian tunnel. ▪ Eastern Entrance - Excavation of shale under Randle Lane; canopy tube installation. ▪ Devonshire Street Tunnel - In operation and used by commuters. ▪ Ongoing CSR works - New compound set up near station entrance at Chalmers Street. Excavation into Ghost station to commence after moving services. Mortuary Station – Laydown, CSR works in DHGL. Stockpiling soils. ▪ SYAB - Ongoing works in area of the recently installed pit. ▪ ESR Concourse - Temporary walkway installed and in use by pedestrians to allow for further works in the area. ▪ Platform1 - GST works ongoing outside southern end of platform. 	



Northern Corridor Works (NCW)	<ul style="list-style-type: none"> ▪ NCW construction works completed in May. No further activities. This line item will be removed in the next reporting period.
Line Wide	<p>SMTF</p> <ul style="list-style-type: none"> ▪ Survey, cable trenching and laying, backfilling and re-surfacing ▪ Traffic control <p>Belmore Construction Site Office (BCOS)</p> <ul style="list-style-type: none"> ▪ No works during the reporting period <p>Canterbury to Campsie – Bulk Power Supply Works</p> <ul style="list-style-type: none"> ▪ Operation of ancillary facility adjacent to Ausgrid sub-station, Westfield St, Earlwood ▪ Trenching and conduit installation underway in Gould Street, Campsie <p>Northern Connection</p> <ul style="list-style-type: none"> ▪ Material importation during standard hours.
TSOM	<ul style="list-style-type: none"> ▪ Fit out works ongoing to an area of approximate 254 m² on ground level and level 1 comprising: <ul style="list-style-type: none"> ○ Electrical mechanical, mechanical, fire, hydraulics works ○ Fit-out works including some interface works to the existing OCC Facility ○ Provision of the external mechanical enclosure and transformer generating yard
SMEW	<ul style="list-style-type: none"> ▪ Foord Avenue, Metford Street: civil works to support the recent CSR bridge installation on the Foord Avenue Bridge ▪ Livingstone Road Bridge, Moyes Street, Mc Neilly Park: CSR works underway in the corridor adjacent to Mc Neilly Park with access to the corridor via Woolley Lane. ▪ Retaining Wall 1 (RW1), Charles Street (near bridge): Ongoing placement of fill along the corridor behind the carpark area. ▪ Retaining Wall 2 (RW2), Soil nail works test (grout injection) completed at the northern end of the site (Cooks River). Work to prepare the piles for panel installation was underway at RW2. No work toward the Cooks River end of the site. ▪ Retaining Wall 3 (RW3), Wairoa Street, North and South Parade: The RW3 batter has been further cut back and benched in some locations. ▪ Lilian Street, Winfred Street, Loch Street : Work to galvanised steel troughing (GST) underway in the corridor.
ER Inspections - ER inspections have been modified to observe Coronavirus pandemic protocols	
SSJ	<p>There were two inspections conducted by the ER in June 2020. The key issues identified during the inspections were:</p> <ul style="list-style-type: none"> ▪ Inappropriate concrete washout. ▪ An accumulation of sediment was observed in the gutter adjacent to piling works on Burrows Ave. ▪ Fragments of asbestos were identified while excavating for services through the base slab of the Geotech building. Unexpected Finds Protocol (UFP) was to be implemented. ▪ Damage to the road had occurred on Burrows Ave, contributing to the tracking of material down the road. JHLOR to confirm the cause of damage and responsibility for repair. ▪ Graffiti was carved into newly laid cement footpath, close to footpath restoration works. JHLOR to confirm whether related to project works. ▪ The surface of the access ramp to 11 Sydenham Rd was damaged. ERSED controls were also damaged, and loose material was observed along the sides and top of the haul road.



	<ul style="list-style-type: none"> ▪ Sludge had built up under the settling tank at 11 Sydenham Rd and presented a risk of overflow onto the adjacent haul road. ▪ Stockpile controls and covers were in poor condition at 11 Sydenham Rd; and a significant amount of dirt had built up on the internal haul road. ▪ Improvements to stockpile controls at Garden Street were identified. Sediment had accumulated in the gutter at the site entrance, and controls required replacement. ▪ Stormwater refuse had been stockpiled in Sydenham Pit, and there was evidence of the inappropriate storage of concrete washout waste. A waste incident was raised by JHLOR in response to these findings. ▪ 11 Sydenham Rd: Stockpiles remained uncovered and tackifier not applied (action remains since February 2020).
Central Station	<p>There were two ER inspections conducted in June 2020 . The key issues discussed at these inspections were:</p> <ul style="list-style-type: none"> ▪ Some IBCs were observed to contain waste oil and other liquids with no secondary containment. ▪ An excavator was observed un-occupied and idling for an extended period of time. ▪ Some areas of the haul road in the Yard area had loose dirt on the surface and was dry, leading to the potential for windblown dust. ▪ A skip bin was full of rubbish, and rubbish was observed on the ground at the Mortuary station compound. Further, general housekeeping in the area was not of a high standard. ▪ Concrete wash wastes had been disposed of directly to ground.
NCW	<p>There were no ER inspections conducted in June 2020 as the NCW have demobilised from site and contract was completed 30 June 2020. This line item will removed in the next reporting period.</p>
Line Wide	<p>There was one inspection in June 2020 for SMTF. The key issues discussed at this inspection was:</p> <ul style="list-style-type: none"> ▪ Temporary use of Tallawong Station commuter carpark has ended and vehicle entrance to construction compound and works now via Gate C from Themeda Ave. ▪ Gate C entrance has been stabilised by placement of ballast along the road way. Has resulted in minimal transport of mud and dust onto Themeda Ave. ▪ Removal of geofabric from area above and to north of sediment basin has commenced. It was noted that the surface under the geofabric has been compacted. Light ripping and watering may be required to enable and regeneration of vegetation on the site. ▪ Recent rain has resulted in temporary mitigation of dust risk. ▪ Some areas of waste management and house keeping could be improved including replacement of waste bins before reaching capacity. ▪ Final access road into the SMTF expansion site is under construction. It was noted that tracking of mud onto MTS area has occurred during these works. Road sweeping truck has been organised to remove the mud deposits. It is understood that the final road form will be a bitumen surface. ▪ Track and sleeper laying for the expanded train facility continuing including construction of test track. ▪ Construction of the SER building is continuing. ▪ Following several weeks of little rain there is potential for dust generation to become an environmental risk for the site. As noted above, a water cart is active on the site to mitigate the risk. <p>Two inspections were conducted in June 2020 for the Canterbury to Campsie – Bulk Power Supply Works: Issues discussed included:</p>



	<ul style="list-style-type: none"> ▪ Works inspected were located in Gould Street Campsie between Emu Street and Redman Street. There was an initial issue around location of spill kit on the site. The contractor was initially not able to provide the kit when requested by the ER. It took some time before a spill kit could be located. At subsequent inspections two spill kits were located adjacent to construction sites. A third was located in a site vehicle for use in conjunction with plant and machinery refuelling. ▪ Ensure Arborist is present when excavation is undertaken within Tree Protection Zone of designated trees (Bird Tree Consultancy March 2020). ▪ It was noted that the site is well sign posted and traffic controllers are on site to ensure vehicles and pedestrian do not encroach within the construction area; and that the site is being maintained in a clean and tidy condition by the contractor. <p>No inspections were conducted in June 2020 for the Belmore Construction Office Site or the Northern Connection.</p>
TSOM	<p>There was one inspection conducted by the ER in June 2020. The key issues identified during the inspections were:</p> <ul style="list-style-type: none"> ▪ Low impact works are being well managed within the MTS site. ▪ Bingo bins are on-site for waste management. The site is clean and free of waste and debris. ▪ Worker vehicles are parked within designated areas.
SMEW	<p>There were two ER inspections conducted in June 2020. Key issues identified were related to:</p> <ul style="list-style-type: none"> ▪ Graffiti was observed on the blue Sydney Metro branding screening. JHLOR were planning to either paint over it or replace the material. ▪ A minor amount of silt had made its way behind the drain controls (the coir log). It is noted that the coir log protects the drain however does not protect the active open grate drain. Due to a road flooding potential if the grate is covered, improved sediment control should be instituted to keep the material on site. ▪ Work to the GST was underway in the corridor at Lillian. Some rubbish and a used short term concrete wash out observed. JHLOR agreed to tidy these up. ▪ The batters on the southern side of Foord Avenue remain exposed – it was discussed that some stabilisation strategy should be employed here. ▪ JHLOR should ensure that the pre condition survey of the proposed footpath closure area covers all structures not just the pavement condition prior to taking control of this area. ▪ Materials (and plant) should not be stored against this tree nor in its drip line. ▪ A drum of wetting agent was observed without a lid (nearly full). Lid to be located and used and the drum to be stored correctly when not in use.
Endorsed Document/s	
SSJ	<ul style="list-style-type: none"> ▪ Nil this period
Central Station	<ul style="list-style-type: none"> ▪ Nil this period
NCW	<ul style="list-style-type: none"> ▪ Nil this period
Line Wide	<ul style="list-style-type: none"> ▪ ER Endorsement CNVIS Chatswood Early Works Access ▪ ER Endorsement Belmore Site Compound
TSOM	<ul style="list-style-type: none"> ▪ Nil this period
SMEW	<ul style="list-style-type: none"> ▪ Nil this period however a number of management plans were reviewed for minor amendments with endorsement anticipated in July including: <ul style="list-style-type: none"> ▪ Southwest Metro Early Works CEMP Rev07 ▪ Construction Heritage Management Plan Rev06 ▪ Construction Noise and Vibration Management Plan-Rev07



<ul style="list-style-type: none"> ▪ Construction Soil and Water Management Plan Rev06 	
Non-compliance/ Incidents or Repeat Complaints	
<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.</p> <p>There was one Class 3 environmental incident reported during June 2020:</p> <ul style="list-style-type: none"> ▪ During an ER inspection it was noticed that concrete waste had been inappropriately disposed of in the Sydenham Pit. Concreting works have been ongoing on the aqueduct structure and it is believed the waste was associated with these works. It is also noted that sediment from the pit floor had been collected by JHLOR during the period and placed in a bunded area to dry out. It is the responsibility of Sydney Water to remove waste from their asset, however, JHLOR undertakes these duties at times as an act of good will for the stakeholder and to mitigate dust risks. Due to the viscous nature of the sediment collected, it must be contained until it is dry enough to load out with trucks (which go to landfill via public roads). This can take several days. <p>The concrete waste was observed within the pit sediment collection bund.</p> <p>There were no non-compliances raised for SSJ during June 2020.</p> <p>There were no complaints received for SSJ during June 2020.</p>
Central Station	<p>Complaint aspects for this site during the period have been provided to DPIE and included seven complaints from the one complainant covering daytime and night time noise from various activities.</p> <p>LOR raised incident reports in the period for:</p> <ul style="list-style-type: none"> ▪ A discharge event of water from the water treatment plant (WTP) slightly outside of pH specifications. This event was reported to the EPA. ▪ Discharge from a bunded fuel trailer in Sydney Yard, Central Station. LOR stated that most of the spill was contained on hard stand and that none of the spill migrated into stormwater drains. <p>There were no incidents for Central reported to the ER under conditions A41 to A44 of SSI 7400.</p>
NCW	<p>No complaints were received in the period. 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.</p>
Line Wide	<p>There were no community complaints during the reporting period.</p> <p>The ER is not aware of any non compliances. There were no incidents for Line Wide reported to the ER under conditions A41 to A44 of SSI 7400.</p>
TSOM	<p>No complaints, incidents or non-compliances</p>
SMEW	<p>There were no incidents reported to the ER under conditions A36 of SSI 8256.</p> <p>JHLOR raised two minor incident reports in the period as follows:</p> <ul style="list-style-type: none"> ▪ While working at RW2 a hydraulic hose on an excavator boom burst, spilling a small amount of hydraulic oil onto the ground below. Approximately 300 mls was spilt - all oil was fully contained on the ground below. There was no impact to the hose at the time - the cause of the split hose is unknown. The spill was cleaned up. ▪ Sydney Metro reported that photos from a Surveillance Report indicated that some tree branches were observed on top of a stockpile at RW3. This was confirmed on-site by the JHLOR Environment Manager. When raised with the area Supervisor he was unsure of how this occurred but suspected that contact was made between the tree and an excavator working in the area. The tree is included in the Project Tree



	<p>report for removal; however no Vegetation trimming or removal permit was in place at the time of the incident. It is likely that the incident has resulted from an accidental collision between the excavator and the tree branches.</p> <p>The ER is not aware of any non compliances for SMEW for the period however during a recent reconciliation of Construction Compliance Reports #5 and #6, it became evident that a non compliance documented by SMEW in relation to the removal of four trees that occurred in September 2019 that was included in the CCR#5 was not documented in the ERs report to DPIE for September 2019. For completeness, the details of this non compliance as reported by JHLOR are provided herein.</p> <p><i>During a review of Clearing Permits SSJT1B-VRP-001, SSJT1B-VRP-002 and SSJT1B-VRP-003 it was found that 4 trees have been removed that were not identified within the Tree Report for removal. Trees to be removed are to be included within a tree report as per SSI-8256 Instrument of Approval condition E5.</i></p> <p><i>Under SSJT1B-VRP-001 tree 451, 460 and 482 were identified for retention within the Tree Report however these were removed. Under SSJT1B-VRP-003 tree 243 was identified for retention within the Tree Report however was removed.</i></p> <p><i>A review of the tree removal process indicated that there were discrepancies between the JHLOR's internal tree removal tracking spreadsheet and the Tree Report. JHLOR produced a Tree Removal Tracking Spreadsheet during the design/preconstruction phase to inform the Tree Report. A number of trees identified for removal within the latest revision of the tracking sheet had not been appropriately captured within the Tree Report due to an administrative error. When the Vegetation Removal Permits were produced, trees were checked against the tracking spreadsheet (due to convenience and ease of use) rather than the Tree Report.</i></p> <p><i>It is noted that the trees removed are located within the design/construction footprint of the works and are to be removed. None of the trees removed would have otherwise been retained. No threatened species or EEC member was removed. All trees removed were assessed to have a retention value of Z (i.e. low retention value).</i></p> <p>There were two complaints related to the SMEW works. This included a complaint related to damage to a windscreen that although unlikely to be related to the SMEW work will be repaired as a gesture of goodwill; the other related to water seepage through the wall of an adjacent property. The business owner of Ashbury Service Centre has reported that muddy water is seeping through his business wall. Following subsequent investigation, a temporary solution has been agreed with water proofing measures put into place to stop the water seepage.</p> <p>There were no Metron related complaints in the period.</p>
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	Review of Draft and Final Audit reports by the Independent Auditor covering Monitoring at Central Station (noise and groundwater).
Line Wide	No ER involvement in audit activity including Independent Environmental Audits (IEA program).



TSOM	No audits proposed
SMEW	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"> ▪ Tree replacement consultation
SSJ	<ul style="list-style-type: none"> ▪ The potential to encounter groundwater during excavations for an underbore from the Sydenham triangle to Hogan Ave & Sydenham Rd. ▪ Channel diversion works at the SSJ/TSE interface in preparation for culvert tie-in works at the Sydenham triangle. ▪ Management of ERSED controls generally, including stockpile management at 11 Sydenham Rd, and damage to surfaces and tracking at Garden Street. ▪ Completion of station structures and noise impacts during OOHW.
NCW	<ul style="list-style-type: none"> ▪ Nil - contract completed 30 June. Handover to Line Wide Contractor
Central Station	<ul style="list-style-type: none"> ▪ Noise and vibration management during works on possessions and at the Eastern Entrance ▪ Construction of the canopies at the Northern Concourse ▪ Ongoing operation of the Water Treatment Plant
Line Wide	<ul style="list-style-type: none"> ▪ SMTF (North) construction site works, especially dust management ▪ Surry Hills to Waterloo 33 kV works ▪ Cumulative impacts from adjacent projects ▪ Noise and vibration management during OOHW for construction of portal between Chatswood and Artarmon ▪ Stakeholder engagement during transition/ handover between construction contractors ▪ Noise and vibration management during construction of 33 kV BPS from Campsie to Canterbury as well as resident access disruption and traffic management
TSOM	<ul style="list-style-type: none"> ▪ Compliance with LWW Construction Traffic Management Plan
SMEW	<ul style="list-style-type: none"> ▪ Environmental controls associated with works in proximity to Cooks River ▪ Foord Avenue culvert work ▪ Compliance review Q1, 2020



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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