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1. Advanced and Enabling Works (AEW)

Contract Package	Environmental Representative/s
Advanced and Enabling Works (AEW)	[REDACTED]
Key Construction Activities During the Period	
<ul style="list-style-type: none"> ▪ SSTOM Project Office (SPO): <ul style="list-style-type: none"> ○ The steel superstructure was completed ○ All prefabricated floor panels were installed ○ The façade was started to be installed on levels 1 and 2 ○ Internal fire treatment is on going ○ Electrical services have started to be connected ○ Excavations are progressively filled with stabilised sand ▪ St Marys Footbridge: <ul style="list-style-type: none"> ○ Survey and investigation activities continued ○ Construction activities have not commenced to date 	
Key Construction Activities Look Ahead	
<p>The Construction activities planned for the upcoming period for the Advanced Enabling Works (AEW) comprise of:</p> <ul style="list-style-type: none"> ▪ SSTOM Project Office (SPO): <ul style="list-style-type: none"> ○ Completing the façade panels to level 4 ○ Installation of the roof ○ Completion of the remainder of services – water, sewer and remaining electrical ○ Internal fit out and fire treatment ▪ St Marys Station Footbridge: <ul style="list-style-type: none"> ○ Submission of CEMP to SM and the ER for endorsement ○ Site establishment once CEMP has been endorsed 	
ER Inspections	
<p>There was one (1) ER inspection of the SPO conducted by [REDACTED] in April 2023 (ER inspections are on a fortnightly cycle weather and health permitting). No inspections were undertaken on the St Marys Station Footbridge as construction is yet to commence.</p> <ul style="list-style-type: none"> ▪ 26/04/2023 - Key points/ issues raised during this inspection were as follows: <ul style="list-style-type: none"> ○ The site is being managed well and is posing a low environmental risk at this stage of the works ○ There was minor amounts of rubbish observed at the back of the site that was cleaned up ○ The prefabricated and material selection are good sustainability initiatives ○ As the façade is installed noise impacts will further decrease <p>It is noted that the contractor was diligent in addressing all actions from the ER inspection reports and actions were not left open.</p>	
Photos	



The superstructure is complete and façade elements are being installed



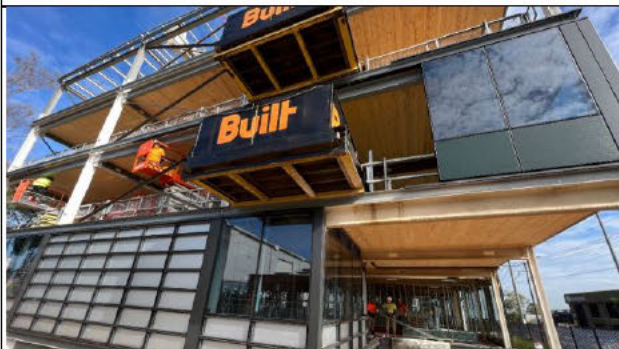
The external fire stairs are complete and fire certification works are ongoing



Minor amounts of rubbish at the back of the site were observed and need to be cleaned up



The main entrance point of the SPO is progressing



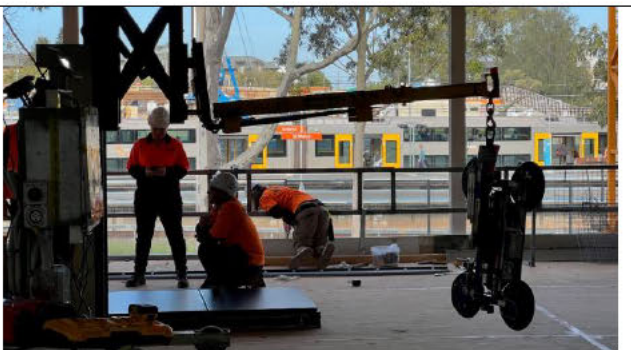
Service bins are located on each level for effective and convenient rubbish collections



Internal fit out is progressing



The façade is placed internally and provides a sound barrier



The façade is lifted using suction cups and manually placed in position

Endorsed Document/s



<p>The following documents were endorsed/approved by the ER [REDACTED]</p> <ul style="list-style-type: none">▪ None <p>The following documents were provided for information or reviewed with comments provided to Sydney Metro.</p> <ul style="list-style-type: none">▪ Out of Hours Application Form – Out of Hours General Works, May 2023
Complaints / Incidents / Non-compliance
<p>No non-compliances or incidents were reported to or identified by the ER for the Period:</p> <p>No complaints were received during the period:</p>
Audits (specific to packages reported in this report)
<ul style="list-style-type: none">▪ No audits were undertaken during the period
Looking Forward – Core Focus Areas
<p>Documentation of the SPO sustainability and environmental initiatives Compliance of the St Marys Station Footbridge CEMP</p> <p>ER Closing Comments: Works on the SSTOM Project Office (SPO) have been shifting to internal works. Given the facades are being installed the noise levels from the works are minimised reducing impact on surrounding receivers. Built has complied with the CTMP and as a result there has not been any noticeable impact to traffic movements in the area. For the St Marys Station Pedestrian Footbridge, a revised CEMP has just been submitted to Sydney Metro or the ER for final review. Construction will not commence until this CEMP has been endorsed and notification of commencement has been made as per A34.</p>



2. Station Boxes and Tunnelling (SBT)

Contract Package	Environmental Representative/s
Station Boxes and Tunnelling (SBT)	[REDACTED]
Key Construction Activities During the Period	
<ul style="list-style-type: none"> ▪ Saint Marys: <ul style="list-style-type: none"> ○ ERSED control installation and modification ongoing with an automated truck wheel wash being installed to replace existing rumble grid. ○ Western piling, blinding and breakback ○ Southern haul road completed ○ Central pile cap and upstand completed ○ Piling in western piling pads ○ Eastern to central station box excavation up to to 10 m, into Bringelly shale – rock ripping ongoing ○ Soil nail installation and shotcrete within station box excavation ○ Water treatment plant construction ○ Main (Station Plaza) Laydown spoil storage bay operational with ERSED controls being upgraded to collect water for treatment by the water treatment plant ○ Spoil and construction materials stockpiling in Main Laydown area ▪ Claremont Meadows Services Facility: <ul style="list-style-type: none"> ○ Water treatment plant and sewer connection completed and approved by Sydney water for discharge as trade waste. ○ Sediment basins operational ○ Shaft excavation, and material stockpiling and haulage ▪ Orchard Hills: <ul style="list-style-type: none"> ○ Spoil and topsoil storage ○ Installation of ERSED controls ongoing, with modifications as the works progress ○ Pre-cast tunnel segment storage in the north ○ Storage of tunnelling ancillary equipment. ○ Expansion of segment storage pad with site won top soil and spoil in the northeast corner ○ Central tunnel segment storage pad in the west completed ○ Storage of TBM elements and assembly with tower crane in the central tunnel segment storage pad ○ Construction of Spoil storage bays north of Station box ○ Station box excavation, soil nail installation and shotcreting. ○ Capping beam FRP in central areas of station box ○ Stockpiling and removal of material to SCAW in SW corner of site at Kent and Lansdowne Roads. ○ Lansdowne Rd ridge operating ○ Pile break-back and blinding, and Capping Beam FRP south of Lansdowne Rd ○ Conveyor storage south of Lansdowne Rd ○ Piling of Station box completed ▪ Aerotropolis : <ul style="list-style-type: none"> ○ Piling completed ○ Station box capping beam and upstand completed 	



- Excavation of station box
- Shotcreting of station box excavation walls
- Stockpiling and removal offsite of station box excavation spoil material
- Water Treatment plant slab installation
- **Bringelly Services Facility :**
 - Excavation of shaft material – at 17m below ground surface.
 - Spoil stockpiling and load out
 - Installation of the water treatment plant
 - Placement of stable materials (shale) on access road to western stockpile areas.
 - Storage of top soil and ACM

▪ **Key Construction Activities Look Ahead**

- **Saint Marys:**
 - Continue to establish ERSED Controls – complete automated wheel wash and establishment at station street and main (former plaza) laydown area
 - Complete pilling at western portion
 - Continue blinding and pile break-back centre to west
 - Continue capping beam construction centre to west.
 - WTP proof of performance tests and operation
 - Continue station box bulk excavation and shotcreting east to west
 - Continue soil nail installation in station box excavation
 - Finalise main (former plaza) laydown areas configuration and fit-out
- **Claremont Meadows Services Facility:**
 - Continue Erosion sediment controls operation and maintenance
 - Continue Water Treatment Plant operation and maintenance
 - Ring Cap pours
 - Continue bulk excavation of shaft
- **Orchard Hills:**
 - General Site establishment works, soil stockpiling,
 - Spoil and topsoil storage
 - Installation of ERSED controls
 - Pre-cast tunnel segment storage in the north
 - Central tunnel segment storage pad FRP in the west
 - Complete storage of TBM elements and assembly with tower crane in the central tunnel segment storage pad
 - Capping beam FRP in southern areas of station box – south of Lansdowne Rd.
 - Complete pile break-back and blinding in southern areas
 - Conveyor storage south of Lansdowne Rd
- **Aerotropolis :**
 - Continue ERSED controls installation
 - Complete surface PFAS soil removal works in area identified as moderate risk by the DSI
 - Loadout of contaminated material
 - Excavation of perimeter clean and dirty water drainage swales
 - Excavation of station box
 - Shotcreting of station box excavation walls



- Stockpiling and removal offsite of station box excavation spoil material
- Water Treatment plant installation
- Bringelly Services Facility :
 - Continue Erosion sediment controls operation and maintenance
 - Complete Install and commission of WTP
 - Continue bulk excavation of shaft

ER Inspections

There were two (2) ER Inspections conducted by [REDACTED] (ER inspections are on a fortnightly cycle weather and health permitting).

- **13/04/2023** - Key points/ issues raised during this inspection were as follows:
 - St Marys- At the Station St western boundary observed discharge of pile grout slurry/supernatant to ground flowing to stormwater system. On inspection it was noted that majority of sediment was retained by coir logs and the pit warden remain in good condition with only minor sediment accumulation observed. CPBG to clean up the area immediately reinforce the correct practice for disposal of slurry supernatant and prepare an incident report using the Sydney Metro format.
 - St Marys - Controls around the pits on Station St have been displaced and require re-instatement to the good standard observed in the previous inspection.
 - St Marys -- At the Station St western boundary, coir logs should be overlapped or sand bags placed at joints as seen in some areas, to prevent bypass.
 - St Marys - Reportedly in consultation with a CPESC, a retention wall with a height of approximately 1m has been constructed at the south western corner to retain dirty water and prevent uncontrolled flow to the adjacent live stormwater drain. It was discussed that a sump and pump arrangement with high/low switch will also be installed within the next week, which will transfer water to St Marys water treatment plant for treatment. It was noted during the inspection that the volume of water retained will be determined, not by the wall but by the height of the less than 0.5 m high threshold between the wall and the site hording at the south eastern extent of the wall. Above 0.5 m stormwater will bypass the wall - along the hoarding, and discharge to the stormwater pit beyond. Also, it is noted that the water treatment plant has not been commissioned. CPBG to provide revised ESCP for the area, install all measures required for the mitigation measures to operate as intended, and provide the ER with a description of how the various mitigation measures will operate.
 - St Marys - Pile blinding and breakback at the western extent of the station box, with best practice mitigation noise mitigation (acoustic blankets) in place and well installed
 - Orchard Hills - The construction of sediment basin SB8 is ongoing but appears significantly delayed. Given the catchment area and levels of soil disturbance. Currently the area is discharging without adequate controlled pathways and retention to land to the east. CPBG to prioritise installation within two weeks of Ersed controls and mitigation in accordance with the progressive ESCP.
 - Orchard Hills – At the areas north of the station box a formal sediment basin consistent with sediment basin SB6 in the progressive ESCP could not be identified onsite. It was discussed that consultation with the CPESC is ongoing, with CPBG noting that a revised progressive ESCP is in preparation. CPBG to provide an updated ESCP and prioritise installation within two weeks of Ersed controls and mitigation in accordance with the progressive ESCP.
 - Orchard Hills – Erosion and sediment controls for Southwest laydown areas north of Lansdowne road (Catchment CA4) are not consistent with the progressive ESCP provided to the ER. It was discussed that consultation with the CPESC is ongoing, with CPBG noting that a revised



progressive ESCP is in preparation. CPBG to provide an updated progressive ESCP reflecting actual Ersed controls. If revision of the ESCP requires installation of additional controls, CPBG to prioritise installation within two weeks.

- Orchard Hills - Sediment fence around stockpiles in Southwest laydown areas north of Lansdowne road (Catchment CA4) and along Lansdowne Rd is either not present or, where present, is not installed adequately. CPBG to repair/install sediment fences per the progressive ESCP.
- Orchard Hills - Access was not provided to areas south of Lansdowne Road for the second consecutive inspection. Areas have not been inspected by the ER for over a month. CPBG is reminded that ER inspections of areas of the ER's interest are a critical activity in meeting the requirements of condition A32 f). Therefore, CPBG must make internal arrangements - in advance, for inspections to proceed per the ER itinerary provided to CPBG in advance.
- Orchard hills - Assembly of TBM and storage ongoing on central western tunnel segment storage area. Noted the best practice use of acoustic blankets, well installed on scaffolding, to minimize noise impacts on the surrounding community
- Aerotropolis – Sediment fence in south east areas of site has not been keyed in. CPBG to install sediment fence in accordance with the Blue Book and the progressive ESCP.
- Aerotropolis – Sediment basin has been constructed but is not operating as intended as drainage inlet pathways and spillway are yet to be constructed and appear significantly delayed due materials for reuse stockpiled in it's vicinity. CPBG to prioritise installation, within two weeks, of Ersed controls and mitigation in accordance with the progressive ESCP. I was subsequently relayed that due to the areas of the swales and the reuse of the stockpiled materials being intended for an area found to be contaminated with PFAS, disturbance of materials and reuse of materials in that area is awaiting CLM Auditor concurrence with the RAP. Consequently alternative ERSED controls are in place in the area.
- Aerotropolis – As per the progressive ESCP the northeastern corner of the DSI moderate risk areas is being used as a retention basin. However, the progressive ESCP calls for a sump with a minimum capacity of 40,000 L, but the observed capacity of the retention area appeared significantly less. This observation is supported by the fact that reportedly 12,000 L were disposed offsite from the area as it reached capacity during a recent rain event. Implementation of the progressive ESCP is particularly important given the area is PFAS impacted and PFAS partitioning behaviour into water suggests a risk of offsite discharge of PFAS contaminated water. CPBG improved installation of Ersed controls and mitigations and confirmed they were in accordance with the progressive ESCP.
- Bringelly – Sediment basin at capacity. Basins are to be emptied within 5 days of last rain event, in accordance with the CSWMP and the ESCP. Based on the BOM observations for Horsley Park (10km away) the last rain event took place to 9 am on 8/3/23, with 0 mm since that date. CPBG to restore basin capacity immediately, and provide justification for basin capacity not being restored by 9:00 am 13/3/23. If reasonable justification cannot be provided by 21/4/23 a Non-compliance with conditions C10 and E128 should be raised and a NCR prepared. CPBG confirmed that an event had occurred at the site. It was noted that 10 mm of rain was recorded at Holsworthy for that week.
- Bringelly – It was noted that untreated shaft water (as noted by CPBG personnel) was being discharged to the sediment basin from a pipe adjacent to the WTP. Discharge of waters other than site stormwater into sediment basins is not consistent with the implementation requirements of the Blue Book. CPBG to investigate discharge and provide information, including justification, for discharge to the basin and evidence of any procedure in place to mitigate impact on the ability of the basin to operate as intended by the Blue Book. CPBG subsequently relayed that water from the shaft works discharged to the basin until the discharge permit is obtained is disposed offsite within less than 5 days and prior to rain events, and survey indicates



that the basin has been constructed with twice the design capacity, maintaining the ability of the basin to operate as intended

- **27/04/2023** - Key points/ issues raised during this inspection were as follows:
 - St Marys - The strip drain at the northwestern corner of Gidley St. continues under the hoarding and will discharge to Station Street beyond during rain events. CPBG to block drain completely at hoarding.
 - St Marys -- Significant tracking noted from spoil haulage on unstabilised road from the station box and across Station St to the spoil bin in the Plaza laydown area. CPBG to minimize tracking by providing sufficient stabilized runway, given that erosion and sediment controls in the area are end of line controls direct to stormwater, not designed to cope with high sediment loads. Alternatively, CPBG to provide procedure describing how stormwater on station St is blocked and first-flush arrangement implemented, as indicated at subsequent meeting.
 - St Marys - Stockpiling (spoil bin) area in operation with significant mud accumulation noted given that final downgradient sediment controls have not been installed. CPBG to minimize sediment accumulation, given that erosion and sediment controls in the area are end of line controls direct to stormwater, not designed to cope with high sediment loads.
 - St Marys - Truck wash/rumble grid, out of action while being replaced by automated truck wash. Wheels being hosed down individually, with water draining towards controls at Station St. Reducing tracking per the action raised above will also alleviate tracking by vehicles exiting the site and, therefore, the need for hosing down wheels. Truck wash should be commissioned and operational as a matter of priority.
 - St Marys - Observed Sediment laden water, from wheels being hosed down, discharging to stormwater pits just south of the WTP. Given that erosion and sediment controls in the area are end of line controls, not designed to cope with high sediment loads, the practice should be stopped, and the water collected and treated/disposed adequately. Alternatively, CPBG to provide procedure describing how stormwater on station St is blocked and first-flush arrangement. Also, a current up to date ESCP for the St Marys site reflecting controls including references to new procedures agreed with SEEC and/or the EPA is to be provided to the ER.
 - Orchard Hills - CPBG to reinstate native vegetation bunting and signage in the North east corner of basin SB8.
 - Orchard Hills -- Dirty water swales to SB8 are constructed as V channels rather than swales with a 0.5m base required by the ESCP drain sizing table. CPBG to provide check dams or similar in bases to prevent erosion..
 - Orchard Hills -- Various drums of TBM lubricant compound stored on pallets in main segment storage pad. CPBG to provide manufacturer's SDS..
 - Orchard Hills - CPBG to stabilize haul road and adjacent area outside the northeast corner of the station box, with a trafficable soil binder/polymer.
 - Orchard Hills - CPBG to update ESCP to reflect current conditions and controls; e.g. deletion of clean water swale in the north and update of no go area to the east of SB3 to reflect activities in the area and controls required, including stable access.
 - Aerotropolis -- CPBG to update ESCP to reflect current conditions and controls; e.g. alternatives to dirty- water swale in the south , update to guide controls to be used during placement of fill lifts along the eastern central areas (prior to final swales), and southern no-go area.
 - Bringelly -- Concrete washout and waste noted throughout the central laydown area slab, adjacent a stormwater pit that discharges to a dirty water swale and ultimately to the sediment basin. CPBG to stop practice and provide additional training on the correct practices through toolbox briefing, with evidence to be provided to the ER.



Photos	
	
Orchard Hills North – The construction of sediment basin SB8 is significantly delayed	Orchard Hills North – Native vegetation bunting and signage needed at sediment basin SB8
	
View north of Orchard Hills south of Lansdowne Rd. Pilling completed with pile cap FRP underway.	Orchard hills– Central stormwater collection sump empty ahead of rain forecast
	
St Marys: Grout supernatant sediment noted in the north western corner near Goods Shed	St Marys Significant tracking noted from spoil haulage on unstabilised road, across Station St,
	
St Marys Stockpiling area in operation with significant mud accumulation noted	Collection system not installed at nib wall in the southwest corner of St Marys main laydown



St Marys- Wheels hosed as truck wash at exit out of action - being replaced by new automatic wash.



St Marys - Observed Sediment laden water, from wheels being hosed down, discharging to pits



Bringelly Services Facility – shaft water was being discharged to the sediment basin



Bringelly Services Facility - Concrete washout and waste near pit connected to swale, and sed. basin



Bringelly Services Facility – shaft water was being discharged to the sediment basin



Bringelly Services Facility - Concrete washout and waste near pit connected to swale, and sed. basin



Aerotropolis station box: View south



Aerotropolis station box: View north



Aerotropolis view to southwest: Sed basin installed awaiting inlet pathways and spillway



Aerotropolis : PFAs contaminated area has been broken up with earth berms to limit erosion



Endorsed Document/s
<p>No documents were endorsed by the ER. The following documents were provided for information or review:</p> <ul style="list-style-type: none"> ▪ Nil this period
Complaints / Incidents / Non-compliance
<p>One (1) Non-compliance was identified by or reported to the ER this period as follows:</p> <ul style="list-style-type: none"> • A Non-compliance was raised against Condition E128 (Erosion and sediment controls were not in accordance with the Blue Book) by Independent Environmental Audit 3. <p>One (1) incident of note was identified by or reported to the ER this period:</p> <ul style="list-style-type: none"> • Pilling grout supernatant fluid spill due to failure of a transfer hose at St Marys. <p>Seven (7) complaints were reported to the ER:</p> <ul style="list-style-type: none"> ▪ 15/04/2023 – Orchard Hills resident complaint regarding dirt on road coming from Orchard Hills site. Project informed stakeholder of current and future measures in place to mitigate dirt on roads. ▪ 15/04/2023 – Orchard Hills – Penrith Council received a complaint regarding dirt on the road coming from the construction site near Orchard Hills Metro Station, advising that his car and property gets dirty from the works. ▪ 19/04/2023 – St Marys Complaint of worker parking in Chesham Street, St Marys. Complaint was provided to the St Marys team and a reminder that workers are not to park in Chesham St. and additional signage was erected. ▪ 19/04/2023 – St Marys stake holder contacted Penrith Council concerned vehicles are speeding down access road - between Station Street and Phillip Street in St Marys. Project reportedly encouraged stakeholder to obtain any registration numbers for identification in future if possible, and informed stakeholder the team would address feedback in reference to road safety and speed limits at the team toolboxes and prestarts. ▪ 26/04/2023 – Orchard Hills - Penrith City Council received a request for mowing of the nature strips along Orchard Hills construction sites on Lansdowne Road and Kent Road, Orchard Hills. Project team reportedly advised Penrith City Council that the grass verge along Kent and Lansdowne Roads will be mowed/slashed by 29/4/23. ▪ 26/04/2023 – Orchard Hills stakeholder complained regarding out of hours noise and light spill coming from the Orchard Hills site. Project team have reportedly met with stakeholder at property to assess impacts and discuss mitigation measures in place, advised stakeholder an investigation is underway ▪ 28/4/23 - Orchard Hills – Orchard Hills resident complaint regarding frequency of trucks and b-doubles on Homestead Road, Orchard Hills.
Audits (specific to packages reported in this report)
<ul style="list-style-type: none"> ▪ No audits were undertaken during the period
Looking Forward – Core Focus Areas
<p>Compliance with CoA C22 will be an area of focus in the next reporting period</p> <p>ER Closing Comments:</p> <p>Although the number of complaints has reduced, Environmental performance in relation to ERSED control implementation continues to require greater consideration and action, including revision and implementation of Erosion and Sediment Control plans. Project needs to improve responsiveness to ER requests for updated Erosion and Sediment Control Plans, and planning of ER inspections to ensure the ER is provided access to areas requested, with safety concerns resolved internally prior to inspections.</p>



3. Surface and Civil Alignment Works (SCAW)

Contract Package	Environmental Representative/s
Surface and Civil Alignment Works (SCAW)	[REDACTED]
Key Construction Activities During the Period	
<ul style="list-style-type: none"> ▪ Patons Lane: <ul style="list-style-type: none"> ○ Cutting activities continue ○ Construction of a basin adjacent to Patons Lane is complete ○ Out of hours sandstone stockpiling continues ○ Work continues on main entry / exit point ▪ Stabling and Maintenance Facility (SMF) Orchard Hills: <ul style="list-style-type: none"> ○ Sandstone capping is being applied to exposed areas ○ Fill material is being deposited from SCAW and SBT ○ The sandstone stockpile is being used during approved normal hours ○ Preparatory works for Blaxlands Creek crossing ▪ Luddenham Station <ul style="list-style-type: none"> ○ The designated light vehicle access track is complete ○ A new compound has been established ○ Piling works continue ○ Topsoil is being spread across the site ready for hydromulch ○ Preparatory works for construction of Luddenham Rd roundabout ▪ Luddenham Road South <ul style="list-style-type: none"> ○ ERSED controls have been installed ○ Topsoil stripping has commenced ○ The entry / exit is being constructed ▪ M12 to Cosgroves Creek <ul style="list-style-type: none"> ○ No further work has occurred since March 2023 ○ ERSED controls have been maintained ▪ Elizabeth Drive: <ul style="list-style-type: none"> ○ Pile caps are complete at the piling pad in preparation for Super-T delivery ○ Topsoil has been spread as is programmed for hydromulch 	
Key Construction Activities Look Ahead	
<ul style="list-style-type: none"> ▪ Patons Lane: <ul style="list-style-type: none"> ○ The main entry / exit point will be established ○ Sandstone will continue to be brought to this part of the project ○ Environmental controls will be modified following changes in levels ▪ Stabling and Maintenance Facility (SMF) Orchard Hills: 	



- Stockpiling of site won material and imported sandstone will continue at the SMF
- Sandstone material will be brought into the SMF during the hours nominated under E38
- Crossing of Blaxland Creek at three locations
- Luddenham Station
 - Piling will continue at the station site
 - Excess fill will be taken to the SMF
- Luddenham Road South
 - The dedicated access point will be completed
 - Cutting activities will continue
 - Basins adjacent to Cosgroves Creek will be constructed
- M12 to Cosgroves Creek
 - Sediment basins will be constructed which will ultimately be a bioretention basin
- Elizabeth Drive:
 - Super Ts will be delivered and placed at the bridge site
 - Drainage works will continue
 - Earthworks on the alignment to continue

ER Inspections

There were two (2) ER Inspections in April 2023 (ER inspections are on a fortnightly cycle weather and health permitting).

- 03/04/2023 [REDACTED] - Key points/ issues raised during this inspection were as follows:
 - The project's ERSED controls were effective, this was demonstrated during the recent rain falls.
 - Mud tracking was an issue at the Luddenham station site, the project should look at alternate and complimentary strategies for managing this
 - The inlet to the new basin at the Patons Lane compound required additional geofabric to prevent scour
 - The presence of weeds, in particular at the main compound site at Elizabeth Drive, was an issue
 - The reuse of site won rock for ERSED controls is good practice and the project should be commended for this initiative
- 20/04/2023 [REDACTED] - Key points/ issues raised during this inspection were as follows:
 - Rain during the inspection proved that the ERSED controls are generally adequate. ERSED plans have recently been reviewed and updated by the external soil conservationist.
 - Mud tracking was an issue at Patons Lane where exit controls were no longer effective in removing mud prior to vehicles exiting site.
 - Some flagging around retained trees at the SMF had fallen down, recommend the team do a full inspection of all flagging and rectify any issues.
 - A pallet bund at the piling pad had water in it, this water needs to be tested and removed from the bund to restore its full holding capacity.



- With the recent rain some sediment had been deposited in drainage lines that needed to be removed, for example the drainage line adjacent to the piling area.

Photos



Piling pad - Excavation continues around the headstocks to allow the set up of the 500t crane and super-T delivery



Piling pad - Geofabric and check dams have been placed in the drainage line from the piling pad



Piling pad - Green pick has started to shoot from the drainage lines and previously spread topsoil



Compound access road - Site won rock is being used in erosion and sediment controls on site instead of being disposed off site



Luddenham station - this is the first pile to be constructed



Luddenham station - Piling has commenced at the Luddenham station site



Luddenham station - Forms and reinforcement for the parapets are being constructed on site



Luddenham station - All loads of concrete are being tested prior to being poured. It is noted that the trucks washout back at their depot



Luddenham Station - The ballast at the exit point had become full of sediment which could be tracked onto public roads



Patons Lane - Trucks from SBT are bringing material to be stockpiled at the SMF







Patons Lane - ERSED controls around the perimeter of the compound have been effective in dealing with the recent rain



Patons Lane - The inlet to the recently dug sediment basin requires geofabric to extend down to prevent scour of the inlet



<p>SMF - Sandstone deliveries continue at the SMF</p>	<p>SMF - Shale from SBT has been delivered and stockpiled at the SMF, it was noted that this material may have hydrocarbon leachate</p>
	
<p>SMF - Additional water retaining sumps have been created adjacent to Blaxlands Creek</p>	<p>SMF - Sediment fence has been installed ahead of any works commencing in Blaxlands Creek</p>
	
<p>SMF – One of the proposed crossing points at Blaxland Creek</p>	<p>Luddenham South - Works continue at the Luddenham South site</p>
<p>Endorsed Document/s</p>	
<p>The following documents were endorsed by the ER:</p> <ul style="list-style-type: none"> ▪ None <p>The following documents were provided for information or reviewed:</p> <ul style="list-style-type: none"> ▪ Surface and Civil Alignment Works – Flora and Fauna Management Sub Plan (rev 2) 	
<p>Complaints / Incidents / Non-compliance</p>	
<p>Three (3) complaints were reported to the ER during the period.</p> <ul style="list-style-type: none"> ○ 21/04/23 – Stakeholder reported grass and weed maintenance west of property, weeds south of the property inside SMF and noise from the SMF during standard construction hours. Continuous noise data was checked and grass and weeds were reviewed. Noise monitoring data was complaint and was offered to the stakeholder. Grass and weeds are to be maintained by the SCAW and Sydney Metro property teams. ○ 28/04/23 - Stakeholder was provided information on concerns raised in SM Complaints ID: 4644. However, they contacted CPBUI stating that they were not satisfied by the interaction they had with the Community Place Manager. The CPBUI stakeholder and communication manager contacted the stakeholder regarding the interaction with the community place manager and updated the stakeholder that they had since spoken with the community place manager and drone operator. The stakeholder also requested an apology from the community place manager, 	



and the stakeholder and communication manager advised they raised this also with the community place manager; however, due to the recent interaction and conflict, an apology would not be forthcoming at this stage. The stakeholder was unsatisfied with the CPBUI response.

- 28/04/23 - Stakeholder has contact and raised concerns about the following:
 - Drilling at 7am outside of standard construction hours
 - Drone flown in stakeholders property
 - Dust and mud concerns on vehicle
 - Grass and weeds at the property boundary
 - Being placed on hold for 15 minutes when contacting the call centre.

The stakeholder was informed the team reviewed the noise monitoring data and confirmed no work was done at the time mentioned by the CPBUI team.

- Acknowledged residents' feedback in regard to the survey drone. The Place Manager informed them about the drone's purpose and process in response to their privacy concerns.
- The contractor team informed the resident that the drone was in the survey area and informed the resident that the drone would not hover over the property due to needing to capture the project boundary and track alignment, not their property.
- Dust and mud on cars: the stakeholder was offered car wash vouchers and explained the environmental control factors to minimise dust, such as
 - Dedicated road sweeper, traversing between Kent and Lansdowne Rd.; however, no sweepers on Samuel Marsden Road as directed by Council;
 - Two water carts are onsite, spraying haul roads and material handling areas.
 - A rumble grid was installed on the Lansdowne Road site exit.
 - Rumble grids have been installed on both exits on Kent Road.
 - Traffic control hoses heavy vehicles down on the rumble grids before leaving the site.
 - Three permanent wheel washes will be installed in preparation for tunnelling and increased haulage.
 - daily environmental inspections of the roads to clean up any excess mud tracking.
- Call centre: All WSA call logs have been requested via the call centre and reviewed. The logs provided indicate no calls were received by the stakeholder at the contact number.

This complaint remains open

No incidents of note were reported to the ER during the period.

No non-compliances were reported to the ER during the period:

Audits (specific to packages reported in this report)

No audits were undertaken during the period



Looking Forward – Core Focus Areas

Identification and analysis of nature of complaints and stakeholders. Tailoring of messaging to repeat complainants to resolve any animosity that may exist.

ER Closing Comments: Erosion and sediment has been a significant issue for the project during stripping and cutting activities. With increased stabilisation and reduction in erosivity this risk, while still present, is now able to be more effectively managed. The upcoming risk for the SCAW project involves waterway crossing, specifically of Cosgroves and Blaxland Creeks. The project has undertaken consultation regarding crossing methodologies as per C5 and is in the process of refining the preferred method and materials. The project continues to be responsive to the issues raised by the ER during the environmental inspections and actions are being closed out within agreed timeframes.



4. Stations, Systems, Trains, Operations and Maintenance Package (SSTOM)

Contract Package	Environmental Representative/s
Stations, Systems, Trains, Operations and Maintenance Package (SSTOM)	[REDACTED]
Key Construction Activities During the Period	
<ul style="list-style-type: none"> Project is in early engagement phase only. No Low Impact or construction activities underway. The project presented to DPE in late March to initiate consultation. The project has reported that consultation with the required authorities is ongoing. 	
Key Construction Activities Look Ahead	
<ul style="list-style-type: none"> Project is in early engagement phase only. No Low Impact or construction activities undertaken for April. Construction target date is August 2023. 	
ER Inspections	
There were no ER Inspections in March 2023.	
Photos	
No applicable as no inspections to date.	
Endorsed Document/s	
<p>The following documents were endorsed by the ER:</p> <ul style="list-style-type: none"> Nil <p>The ER received early revisions of the updated Staging Report and drafts of the project plans in mid to late April for review. Comments will be provided progressively to the project and Sydney Metro.</p>	
Complaints / Incidents / Non-compliance	
No SSTOM specific complaints were reported to the ER during the period. No incidents were reported to the ER during the period. No non-compliances were reported to the ER during the period:	
Audits (specific to packages reported in this report)	
No audits were undertaken during the period	
Looking Forward – Core Focus Areas	
<p>Review and where appropriate, endorsement of the Staging Report.</p> <p>Review and feedback on the Management Plans, as well as review and endorsement of the risk assessment in the Staging Report will be of core focus in May.</p>	
<p>ER Closing Comments:The project team is slowly forming with more detailed information becoming available as time goes by. Detailed design is continuing.</p>	

5. Statement of Limitations

Healthy Buildings International (HBI) has prepared this report in accordance with the requirements of Condition A32 (k) of the Sydney Metro Western Sydney Airport, Concept and Stage 1 SSI 10051 Approval (23 July 2021). 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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