

Mr Rob Sherry
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Department of Planning and Environment
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7 July 2023

Ref:201208-ER_DPE-June 2023

Dear Rob

RE: Sydney Metro - Sydney Metro West SSI - ER Monthly Report for June 2023

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

- Condition A30 (k) of the Sydney Metro West, Concept and Stage 1 SSI 10038 Approval (11 March 2021), and associated modifications (MOD 1 - 28 July 2021, MOD 2 - 3 June 2022, MOD3 – 4 July 2022 and MOD4 - 23 December 2022); and
- Condition A32(k) of the Sydney Metro West – The Bays to Sydney CBD SSI 19238057 Approval (24 August 2022).

The attached summary details the key activities undertaken by Environmental Representatives for Sydney Metro – Sydney Metro West for the month of June 2023.

Yours sincerely



Greg Byrnes
Environmental Representative

Cc:

Sydney Metro: Matthew Marrinan, John Lerokis, Pamela Tummers, Andrew Hendy, Cath Snelgrove , Ari Stypel, Ben Armstrong, Sarah Kemp
Contractors: Jared Lipton (AFJV), Steph Mifsud (GLC), Sally Reynolds (JCG)
DPE: Major Projects Portal



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1 PHASE B - CENTRAL TUNNELLING PACKAGE

The Environmental representatives for Phase B of Sydney Metro West are:

- Michael Woolley
- Greg Byrnes
- Jo Robertson

Phase B – Central Tunnelling Package (CTP) is being delivered by Acciona Ferroviol Joint Venture (AFJV). Phase B of Sydney Metro West has been further broken into:

- Phase B1: Civil works
- Phase B2: Tunnelling works

The AFJV hold EPL 21610 for this Phase of works. Activities defined as Phase B2-Tunneling Works in the Staging Report for Metro West commenced during the November 2022 reporting period at Burwood North.

1.1 Key Construction Activities During the Period

The Bays

- Handover of remaining areas south of the Station Box to the Eastern Tunnel Package (ETP) Contractors.
- Completion of the construction of the spoil shed frame and cladding. Use of conveyor system to remove spoil from the station box and load spoil into the spoil shed. Storage of spoil in the shed and load out of trucks within the shed.
- Ongoing operation of two TBMs including support activities such as the grout plant. Tunnelling works are now being undertaken outside standard construction hours
- Ongoing operation of the Construction Water Treatment Plant.

Five Dock

- West shaft: Ongoing excavation of rock from the shaft using a surface miner for the base and excavators with hammers for walls and edges. Load out of material by trucks during standard construction hours using two exits. One load out point uses a telescopic excavator to load trucks and the other uses a kibble. Trucks reverse into both load out points under traffic control.
- East Shaft: Excavation of the cavern by road header. Loading of trucks using either a telescopic excavator or kibble on the gantry crane. Storage of some spoil inside the acoustic shed for later load out on trucks. Ongoing use of a house on Waterview Street adjacent the eastern shaft for project offices. Ongoing trials and noise monitoring of ventilation from the shed from scrubbers in the cavern. Use of crane in Second Ave to install new ventilation ducts through the roof of the shed to reduce noise levels from the vents. AFJV reported that the use of the vents outside standard construction hours was restricted due to noise levels.
- Operation of the Water Treatment Plant at the east site.

Burwood North

- Ongoing excavation of the crossover cavern at the western end of the Station Box by road header during 24-hour operation.
- Ongoing excavation of the station box and stockpiling and load out off site of excavated materials. Wall support, such as rock anchor installation. Excavation of the bench that was used to construct the pedestrian adit. Trucks entering acoustic shed from Parramatta Road with load out points inside the shed and adjacent



to Parramatta Road outside the shed. Trucks exiting site onto Burton Street or back to Parramatta Road. Wheel wash in place at Burton Street exit.

- Operation of the Water Treatment Plant
- Use of multi storey site offices
- South Shaft: Ongoing construction of capping beam for the shaft. Installation of truck turntable to enable access from Burwood Road and hence closure of access from Parramatta Road to allow construction of the capping beam in that area.

North Strathfield

- Completion of capping beam construction. Drilling and stressing of rock anchors
- Construction of three steel loading platforms to enable excavation of the station box and loading of trucks
- Some excavation works at either end of the station box with shotcrete wall support
- Use of hoarding/traffic barrier along outside edge of new slip lane pavement to separate it from Queen Street.

Sydney Olympic Park

- Ongoing excavation of the station box using a ripper on a dozer and excavators. Other works in the station box includes drilling, installing and testing rock anchors and shotcreting of walls.
- Load out of spoil is being undertaken from the site using truck and dogs.
- Works to excavate and construct nozzle sections at western end of the station box. Use of concrete pumping area for this work.
- Use of site exit including weighbridge and wheel wash (as deemed to be required) to Figtree Drive. Heavy vehicles entering from Herb Elliot Avenue.
- Electricity connection works ongoing at the southwest corner of the station box.
- Project Office Operating.

1.2 Key Construction Activities Look Ahead

- Ongoing activities as described above.
- Various OOHWs (conducted under the EPL).
- Bulk excavation of spoil at North Strathfield.

1.3 ER Inspections

There were five ER inspections conducted on each Thursday in June 2023, with sites being inspected on an alternating basis, except for Five Dock which was inspected weekly. Key issues raised during the inspections included:

The Bays:

- Clean up litter and full bin at the carpark area
- Clean hardstand in the TBM laydown area.

Five Dock:

- Large gaps in the hoarding at the site access points for the Western Shaft site, either side of the installed hoarding where there is limited noise mitigation – some additional noise mitigation installed along the top edge of the shaft
- Graffiti required to be removed on the hoarding along Great North Road
- Alarm on gantry crane in the acoustic shed noted to be loud and tonal (now removed)
- Ensure noise levels from the vent are covered in the Five Dock DNVIS



- Ensure doors at the East Shaft Acoustic shed are shut during the day where reasonable and feasible
- Update and issue ESCP for the site clearly showing the flow direction of the stormwater pits

Burwood North:

- Update ESCP; ensure it is clear to all personnel whether water is directed to stormwater or to the WTP
- Ensure sump adjacent Parramatta Road is emptied regularly
- Stabilisation of Update ERSED controls at the filter cake accumulation area at the WTP
- Ensure wash water inside the acoustic shed does not drain to stormwater
- Provide date for tanks to be installed at downpipes of the acoustic shed
- Provide secondary containment for IBC
- Ensure overspray from wheel wash is not directed to stormwater.

North Strathfield

- Remove graffiti from project sign near the site entrance
- Re -set project sign on entrance gate so all details can be seen.

Sydney Olympic Park

- Nil actions, however, observation made to ensure ground stabilised after works around the electricity kiosk at the southwest corner of the station box.

A number of the above actions have been closed out, however some continue to remain open.

1.3.1 Photos



Figure 1 1 Both TBMs have left the Station Box (The Bays)



Figure 1 2 Ongoing cladding of the frame of the spoil shed. (The Bays). Use of the shed for storing spoil from the TBM.



Figure 1.3 Excavation of the western end of the station box under the acoustic shed (Burwood North).



Figure 1.4 Cavern excavation works under the acoustic shed. (Five Dock)

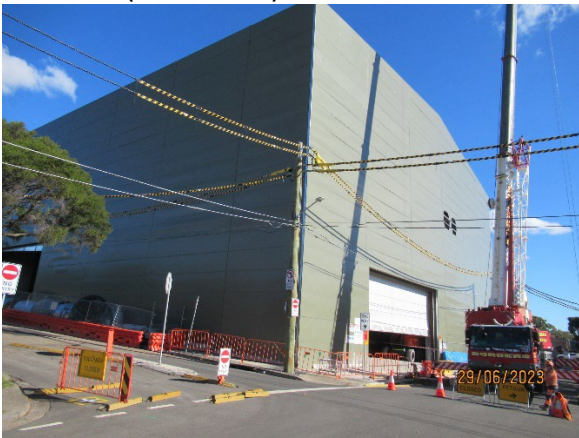


Figure 1.5 Crane set up in Second Av to install vent in roof of the station box. (Five Dock-east).



Figure 1.6 Ongoing excavation of the west shaft (Five Dock-west) utilising a surface miner as well as excavators with hammers.



Figure 1.7 Excavation of some spoil and wall support. Construction of load out platforms. (North Strathfield)



Figure 1.8 Excavation of the Station Box (SOP). Construction of nozzles in the western end.

1.4 Endorsed Document/s

- Nil

A revised DNVIS (Revs 5 and 6) for The Bays was reviewed during the period with comments provided to AFJV.



1.5 Complaints

Based on a monthly Sydney Metro Complaint Registers provided for June 2023, there were 15 Complaints relating to AFJV activities reported during the month; down from 18 reported for the previous month. Seven of the complaints were related to the Five Dock site; two of which were from one resident. Complaints at Five Dock related to: alternative accommodation details (1); sweeper truck parked illegally (1); trucks parking on local roads (2); nighttime noise from the acoustic shed (1); noise from site during standard hours (1); and noise from road repair works during standard hours (1).

The complaints relating to heavy vehicles on local roads was investigated by AFJV and NCRs raised (see Section 1.6). There were no noise complaints from operation of the sweeper truck, demonstrating AFJV has responded to previous complaints and ER action items on this issue during the previous month. The OOH noise complaint from the acoustic shed has been addressed through repositioning the vent fan outlet to the roof. Road repair works were isolated (not ongoing) activities.

Three complaints were received at Burwood North relating to: light spill at night (1); dust (1) and substratum acquisition (1). One complaint regarding out of hours noise was received at North Strathfield. Two complaints were received at SOP relating to dust on a neighbouring commercial building (1) and noise during standard construction hours (1).

1.6 Compliance

1.6.1 Incidents

No incidents considered to represent Incidents as defined under the Project Approval were reported to or observed by the ER.

The following incident report was issued to the ER under the SM Incident Reporting System:

- EI033: AFJV reported that the sewage pump for TBY broke down (mechanical failure) and the backup pump kicked in, additionally had a malfunction. A small amount of wastewater spilled on the asphalt of the pre-start area. No fluid left the project boundary, the bay or entered a stormwater drain.

1.6.2 Non-compliance and Potential Non Compliance

The following Non-Compliance Reports were provided to the ER during the reporting period:

- NCR 019: Burwood North. AFJV reported that following a noise complaint for works a on Saturday morning during the previous reporting period (complaint ID #4710 dated 25 May 2023) an investigation was conducted. It was concluded that spoil haulage activities including loading of a truck were conducted outside the acoustic shed prior to 8am on a Saturday that was not approved under any pathway such as D37(b) Low Noise Impact Works. Additionally, this NCR was submitted outside the required 7-day period due to extended investigation to confirm what was the noise source of the complaint.
- NCR 020: Five Dock: AFJV reported that a trial of the ventilation fans placed at the bottom of the shaft excavation was conducted to determine the noise levels. The fans have a silencer attached as mitigation to minimise impact on the local community. Noise monitoring was conducted to determine the noise levels of the fans. It was found that despite the silencers, the noise caused by the fans was above NML and being operated at night for the trial. The trial was conducted to obtain noise monitoring results at a time when background levels were representative of nighttime impacts.
- NCR 021: Burwood North. AFJV reported that a review of the Burwood North DNVIS Rev 8 identified that impacts from excavation works in the eastern station box being carried out during standard construction hours without an acoustic lid were not specifically assessed in the DNVIS. AFJV reported that a typing error in the document indicated that the eastern shaft daytime impacts were modelled without the mitigation of



the acoustic lid in place. Further investigation of the document (by AFJV) with the noise consultant confirmed this section assessed the southern shaft as opposed to how the section was labelled. Noise modelling for an addendum to DNVIS Rev 8 showed that no additional impact to the surrounding community during standard construction hours occurred from the works when compared to what was assessed in DNVIS Rev 8. An addendum was prepared with the inclusion of a noise model to determine impacts of the daytime activities. This model showed the impact of excavation without a lid was consistent with the assessment in Rev 8. This addendum has been endorsed by the project Acoustic Advisor (AA). The DNVIS is currently being updated to Rev 9 to address changes. The DNVIS Rev 8 addendum covers activity impacts until Rev 9 is endorsed.

- NCR 022: Five Dock. On 16 June 2023 a community complaint was received alleging trucks were parking illegally on Great North Road near Longview Street. The complainant said they had observed a truck stopping in a bus stop zone and other locations. The claims were investigated, and it was observed that trucks associated with haulage at the Five Dock construction site had stopped on the side of Great North Road after turning off Parramatta Road. Some trucks were observed to have stopped in front of driveways for a short duration. Great North Road is part of the approved haul route in the Five Dock Construction Traffic Management Plan.
- NCR 023: Five Dock. On 23 June 2023 at 11:38am a community complaint was received alleging trucks were parking on First Avenue, Five Dock. This section of First Avenue is not part of the approved haul route in the Five Dock Construction Traffic Management Plan.

As reported for the May period, AFJV were in the process of updating DNVISs at Five Dock; Burwood North; SOP and the Bays to reflect works already occurring or for modified noise mitigation measures at these sites. Revised DNVISs, updated after ER and AA comment, have been provided for review for Five Dock and The Bays during the June reporting period.

1.6.3 Audits

It is understood that the third Independent Environmental Audit (IEA) related to the CTP scope of works is still to be scheduled.

1.7 Looking Forward – Core Focus Areas

- Dust generation at all sites during dry weather
- Dirt Tracking onto roads from all sites
- Water Management and ERSED Management across all sites
- Noise and Vibration management at Five Dock and Burwood North
- Traffic Management at Five Dock.



2 PHASE F – WESTERN TUNNELLING PACKAGE

The Environmental Representatives for Phase F of Sydney Metro West are:

- Greg Byrnes
- Swathi Gowda

Phase F – Western Tunnelling Package (WTP) is being delivered by Gamuda Australia Laing O’Rourke Consortium (GLC).

GLC are constructing this Phase of Sydney metro West under EPL 21676.

2.1 Key Construction Activities During the Period

Construction activities are continuing at multiple sites across the WTP with the excavation of the TBM Launch box at Rosehill, excavation of station box at Westmead, Clyde Dive and shaft excavation at Clyde and Diaphragm Wall construction at Parramatta. The following activities were undertaken at the Westmead, Parramatta, Rosehill, Clyde Dive and Clyde MSF sites during June 2023:

Westmead

- Station box excavation, rock bolts and shotcrete. The station box excavation is being constructed during evening hours
- Spoil Stockpile management including storage, classification and removal from site.
- Acoustic shed assembly
- Water Treatment Plant platform concrete pours.

Parramatta

- Archaeological investigations
- Bentonite Plant operation
- Diaphragm wall excavation and construction, some activities associated with the D-Wall construction are being done in the evening
- Piling Pad construction in areas cleared by archaeologist investigation.

Clyde Dive

- Horizontal tunnelling with Road Headers from shaft excavation.
- Spoil management including movement around site, stockpiling, segregation and classification. Spoil is being transferred to the Clyde MSF by Moxy and crossing Unwin Street
- Excavation of the Clyde Dive has commenced, starting at the north end

Rosehill

- Excavation of TBM launch box (approximately 80% complete)
- TBM delivery and assembly. TBM 1 is ready to be lowered into the Launch Box
- Spoil management including segregation, classification, and disposal. Only shale from the box is being produced and it is pre classified and moved off site.
- Temporary Water Treatment Plant operation with discharge to Duck River
- Construction of Spoil Shed continuing
- Long term water treatment plant commissioning



- Wheel wash and weigh bridge is now operational
- Solar Farm has been delivered and the area is being prepared.

Clyde MSF

- Water main and utilities trenching adjacent to the M4 continuing
- Piling for the water conveyance structure on both sides of Kay Street and former Downer site
- Spoil management including segregation, classification, and disposal, including Acid Sulfate soil treatment
- Spoil storage and stockpiling
- Back filling Parramatta Speedway site
- Weigh bridge and wheel wash is now operational
- 2 Kay Street soil remediation is being completed under the off site disposal remediation action plan (RAP)
- Commenced Road diversion and flood detention civil works adjacent to the RTA Façade.

2.2 Key Construction Activities Look Ahead

The key construction activities planned for June 2023 are similar to those listed in Section 3.1 with the addition of the following:

- The Diaphragm Wall at Parramatta is scheduled to start in June 2023. This activity may take place OOH and is currently being assessed
- At Parramatta the Water Treatment Plant Discharge line will be constructed along George Street during OOHW
- Evening works are scheduled to commence at Westmead in early June. The evening works will involve station box excavation and rock bolting. This evening excavation work is to allow the Acoustic Shed to be assembled over the Station Box during the day.

2.3 ER Inspections

Four ER inspections were conducted in June 2023 (7/06/2023, 15/06/2023, 21/06/2023 and 28/06/2023). A total of 2.8 mm (Parramatta BOM) of rain fell during June 2023, compared to a monthly average for June of 82.4mm. In total seven actions were raised across the WTP in June. The low number of actions was most likely due to the low rainfall for the month. The key issues were spoil management and erosion and sediment controls.

The management of mud tracking on Unwin, Kay and Wentworth streets in the Rosehill and Clyde area is being managed adequately with three wheel washes in operation. However, due to the very low rainfall for June the risk of mud tracking from site was low.

The actions and key issues raised at the inspections were:

- **Rosehill** – The Rosehill site is being managed adequately, spoil management is continuing to be a focus area for GLC and the ER. One action was raised for controls to be placed on a spoil stockpile and one for stormwater pit controls.
- **Clyde MSF** - This site currently presents the highest environmental risk for GLC with sediment controls being the key focus area for this site. Two actions were raised for spoil stockpile management.
- **Parramatta** – The Parramatta site is being managed well with no actions raised in June.
- **Westmead** – The Westmead site is being managed well with no actions raised in June.
- **Clyde Dive** – This site is being managed adequately with three actions raised in June. One for a small spill that was identified by the ER, one for erosion and sediment controls and one for chemical storage.



2.3.1 Photos



Figure 2.1: Westmead Site – Westmead hording and acoustic shed construction



Figure 2.2: Westmead site – Station Box excavation with acoustic shed construction



Figure 2.3: Westmead Site – Station Box excavation with acoustic shed construction evening works

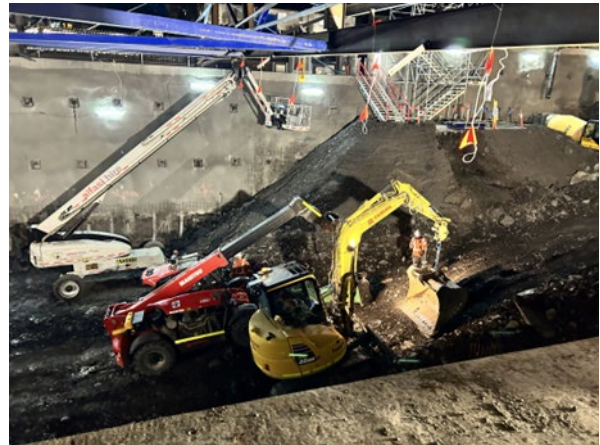


Figure 2.4: Westmead site – Station box excavation during evening works



Figure 2.5: Parramatta Site – Site exit onto George Street



Figure 2.6: Parramatta Site – D-Wall excavation with grab



Figure 2.7: Clyde Dive site – Dive Structure excavation along the ATC boundary



Figure 2.8: Clyde Dive site – Spoon drain down the centre of the site carry dirty water during rain



Figure 2.9: Rosehill Site – Solar Farm prior to set up



Figure 2.10: Rosehill Site – Launch Box excavation



Figure 2.11: Clyde MSF Site – Stormwater Pit maintenance required on Unwin Street



Figure 2.12: Clyde MSF Site – Wheel washing prior to entering Wentworth Street

2.4 Endorsed Documents

No documents were endorsed by the ER during the reporting period. However, two` DNVIS have been reviewed by the ER and comments provided to Sydney Metro and GLC:

- Westmead DNVIS for Acoustic Shed Cladding Installation



- Project Wide DNVIS Rev H updated to include the 24/7 operation of the D-Wall.

2.5 Complaints

Eight complaints related to the WTP were provided to the ER during June 2023.

- **Westmead** – Five complaints: The (1/6/2023) complaint related to spoil truck movements, the (13/6/2023) complaint related to complained about visual amenity of the acoustic shed, the (13/6/2023) complaint related to project driver behaviour, the (27/6/2023) complaint related to noise within standard construction hours and the (30/6/2023) complaint related to geotech drilling on Hassell Street within standard construction hours. The GLC team responded and investigated each complaint adequately and took action where needed.
- **Clyde Stabling Facility** – Three complaints: The (1/6/2023) complaint related water carts and street sweepers damaging the roads, the (2/6/2023) complaint related to worker behaviour and dust and rocks on Wentworth Avenue and the (26/6/2023) complaint related to car damage from a road plate on Grand Avenue. The project has not done any work on Grand Avenue. The GLC team responded and investigated each complaint adequately and took action where needed. The mud tracking has been an ongoing issue for GLC and the ER is continually focusing on this during inspections.

2.6 Compliance

2.6.1 Incidents

No incidents considered to represent Incidents as defined under the Project Approval were reported to or observed by the ER during the reporting period. However, on the 24 June 2023 a water transfer line between the Clyde Dive and Rosehill Water Treatment Plant ruptured and approximately 1,000 litres of construction water spilled offsite onto Unwin Street. The water was removed from the road with sucker truck and stormwater pit controls prevented the water from getting into the stormwater system. The EPA and was notified. The ER conducted an investigation during the next site inspection and is satisfied that measures have been put in place to ensure a similar incident does not happen again.

2.6.2 Non-compliance

No Non-Compliance Reports (NCRs) were issued by the Contractor during the reporting period. No events were observed by the ER that were determined to represent a non-compliance.

2.6.3 Audits

No audits were undertaken during the reporting period.

2.7 Looking Forward – Core Focus Areas

GLC are managing their environmental risk and compliance adequately. The ER inspections and compliance monitoring focused on the implementation of Progressive Erosion and Sediment Control Plans, especially site exit controls to stop mud tracking off site and spoil management.

The core focus areas for the coming month are:

- The construction of the D-Wall at Parramatta has commenced, including work outside standard construction hours. The ER will focus on ensuring these works are managed in accordance with the NVMP and DNVIS.
- GLC are undertaking work outside standard construction hours at the Westmead site. The ER will focus on ensuring these works are managed in accordance with the NVMP and DNVIS.



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- GLC continue to move a large amount of spoil off site and between sites, mud tracking on public roads has reduced in June most likely to the low rainfall. However, this is still a risk and a focus area for the ER in July.



3 PHASE G - EASTERN TUNNEL PACKAGE

The Sydney Metro West Eastern Tunnel Package is Stage 2 of the Sydney Metro West CSSI and is described as major civil construction works between The Bays and Sydney CBD, including station excavation at Pyrmont and Hunter Street and tunnel excavation between the Bays and Hunter Street. Stage 2 (SSI 19238057) was approved on the 24 August 2022.

The Environmental Representatives for the Sydney Metro West Eastern Tunnel Package are:

- Michael Woolley
- Greg Byrnes
- Jo Robertson

The Eastern Tunnelling Package (ETP) is being delivered by John Holland CPB Ghella Joint Venture (JCG) with the contract being awarded in November 2022. Sydney Metro notified DPE that the date of commencement of construction was 17 March 2023. JCG have received an Environmental Protection Licence (EPL) for the project.

3.1 Key Construction Related Activities During the Period

Works conducted during the reporting period included:

Project Wide:

- Pre-Construction Surveys
- Drilling of monitoring and geotechnical investigation boreholes
- CCTV investigations of sewer lines.

Pyrmont East:

- Tree removal completed after ongoing consultation with CoS
- Investigations of utilities using NDD and other techniques
- Soft strip of buildings to be demolished
- Commencement of hard demolition using excavators with hammers and shears/pulverisers
- Assembly of scaffolding around buildings to be demolished
- Stabilisation of boundary footpaths using mini piles; installation of hoarding around the site

Pyrmont West:

- Removal of overhead electrical cables
- Soft strip of buildings to be demolished
- Use of a generator for electricity supply
- Commencement of hard demolition by handheld jackhammer removal of infill brick walls

Hunter Street West:

- Removal of furniture for reuse by others including charities
- Hazardous Materials assessments and removal
- Soft strip of buildings to be demolished
- Commencement of hard demolition to allow for construction of a tower crane footing; excavation of footing and FRP for the footing (Tower Crane planned for installation on weekend of 8-9 July).
- Set up of basement load out zone including demolition of internal walls
- Construction of driveways to Hunter Street requiring temporary closure of the footpath.

Hunter Street East:

- Activities inside the Bligh Street acoustic shed including ongoing tunnelling for the access decline; stockpiling and load out of spoil; and completion of vertical ventilation shafts. Use of air ventilation systems and other tunnelling support activities.
- Commencement of hard demolition to allow for construction of a tower crane footing adjacent Hunter Street below basement slabs; excavation of footing and FRP for the footing (Tower Crane planned for installation on weekend of 8-9 July).
- Removal of furniture for reuse by others including charities



- Hazardous Materials assessments and removal
- Soft strip of buildings to be demolished
- Installation of hoarding around the area for the Tower Crane
- Set up of ground level load out zone including demolition of internal walls.

The Bays:

- Remaining areas of the site held by CTP handed over to ETP Contractors in June 2023.
- Site establishment including set up of site sheds as offices for the construction period
- Ongoing concrete works for the Construction WTP as well as for a temporary WTP
- Works to level the area of the spoil shed; FRP works for footings of the spoil shed
- Importation of fill from the Hunter East site for stockpiling on site and future use as engineering fill
- NDD for utilities investigations to determine design for the segment shed
- Set up of environmental controls.

3.2 Key Construction Activities Look Ahead

The following works are planned in July:

- Ongoing activities as were conducted for June
- Ongoing hard demolition at the Pyrmont station sites which will be noisy
- Utility investigations and relocations
- Hoarding construction
- Tower Crane assembly at both Hunter Street sites
- Further site establishment works at all sites
- Cavern excavation at Hunter Street using Road headers.

3.3 ER Inspections

Four ER inspections were conducted during the reporting period on each Tuesday of June. No actions were raised during ER inspections on 13th and 27th June. The following actions were raised during the inspections:

- Install signs on all sites in accordance with Condition A48 showing project details
- Install noise/dust barriers on scaffolding around areas of hard demolition adjacent footpaths.

Some observations were made during the inspection on 27th June, however, these were addressed at the time of the inspection and not raised as actions. JCG were observed to be responsive to ER feedback during inspections and addressed action items promptly.

JCG provided notification of a heritage find at the Bays during excavation of a sump for the WTP. JCG reported that the item can be left intact and in situ by reducing the depth of the sump. The item (brick wall or footing) was thought to be part of the broader rail turn table uncovered by AFJV in the station box and is consistent with other items found by AFJV.

3.3.1 Photos



Figure 3.1 Pyrmont East: Commencement of hard demolition works from Edward Street



Figure 3.2 Pyrmont East: Hard demolition ongoing using pulverisers



Figure 3.3 Hunter St West: Installation of scaffolding for area to be demolished for truck access.



Figure 3.4 Hunter St West: B Class Hoarding Construction



Figure 3.5 Tunnel decline: Ongoing excavation by road headers.



Figure 3.6 Hunter Street West: Tower Crane footing – hard demolition to allow for access to the footing.



Figure 3.7 The Bays: Concrete works for the WTP



Figure 3.8 The Bays: General site establishment activities

3.4 Endorsed document/s

One document was signed by the ER during the reporting period:

- Minor Ancillary Application - Carparking and Truck Queueing area The Bays Rev B

The Application signed by the ER under Condition A23 related to carparking and a small truck queueing area adjacent the existing WCX and AFJV carparking and laydown areas in Ports land adjacent the construction site at the Bays. The use of this area has the benefit of using areas for parking and truck queueing that are not available to the public. The area is distant from sensitive receivers and consistent with surrounding land use.

In accordance with CoA A32(d)iii the written statements endorsing the above documents are provided in Appendix A (if relevant).

3.5 Complaints

Nine complaints related to the ETP were reported to the ER during June 2023. Three of the complaints related to the Hunter Street sites regarding: noise during standard hours (1); quality of pedestrian ramp on Hunter Street near Pit Street (1); and partial closure of path outside business on Hunter Street. No complaints were received from tunnelling activities.

Six of the complaints related to work at Pymont regarding: property damage (1); a generator left on outside standard construction hours (1); dust on balcony (1); vehicle idling outside resident (1); fumes from generator (2).

During ER Inspections it was verified that a new generator had been installed at Pymont West after which no complaints regarding fumes were reported.

3.6 Compliance

3.6.1 Incidents

No Incidents as defined under the Infrastructure Approval were reported to the ER during the reporting period.

Two minor oil spills (one comprising cooking oil) were reported under the JCG Incident Reporting System. Both were managed and contained on site.

3.6.2 Non-compliance

No Non compliances were reported to the ER or observed by the ER during the reporting period.



3.6.3 Audits

The first Independent Environmental Audit was conducted during the reporting period with an opening meeting held on 6 June 2023, followed by a site inspection carried out in conjunction with the ER Inspection. ERs were audited during the IEA for conditions relevant to the ER role.

3.7 Looking Forward – Core Focus Areas

In July 2023, the ER Team will be focused on:

- General monitoring of construction activities; including site establishment works at the Bays
- Ongoing hard demolition activities at Pyrmont East and West
- Tower crane installation at the Hunter Street sites
- Ongoing preparation for demolition at Hunter Street sites
- Tunnelling of the cavern from Hunter Street East.



4 SYDNEY METRO RETAINED OBLIGATIONS AND OTHER ACTIVITY

The Environmental Representatives for the Sydney Metro Retained Obligations and other Activities are:

- Jo Robertson
- Greg Byrnes

The Sydney Metro Retained Obligations and other Activities is being delivered by Sydney Metro with various sub-contractors delivering the works. These works do not require an EPL.

4.1 Key Construction Activities During the Period

The ER is not aware for other Sydney Metro managed construction activities during the period.

4.2 Key Construction Activities Look Ahead

The ER is not aware for other Sydney Metro managed construction activities during the period.

4.3 ER Inspections

There were no ER inspections of this work during the reporting period.

4.3.1 Photos

None

4.4 Endorsed Document/s

No Sydney Metro documents were endorsed during the reporting period.

4.5 Complaints

No complaints have been reported to the ER in relation to the investigations previously conducted for Sydney Metro.

4.6 Compliance

4.6.1 Incidents

No incidents have been reported to the ER in relation to the investigations previously conducted for Sydney Metro.

4.6.2 Non-compliance

No non compliances have been reported to the ER in relation to the investigations previously conducted for Sydney Metro.

4.6.3 Audits

No audits were conducted during the reporting period.



4.7 Looking Forward – Core Focus Areas

A risk workshop is held monthly with the ERs and the Sydney Metro Environment team to discuss contractor performance, environmental risk and identify key focus areas for the upcoming month. This process is continuing.



5 STATEMENT OF LIMITATIONS

Healthy Buildings International (HBI) has prepared this report in accordance with the requirements of Condition A30(k) of the Sydney Metro West, Concept and Stage 1 SSI 10038 Approval (11 March 2021), and Condition A32(k) of the Sydney Metro West – The Bays to Sydney CBD SSI 19238057 Approval (24 August 2022).

The report is for the sole purposes of Department of Planning and Environment (DPE) 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.

Where the Report indicates that information has been provided to HBI by third parties, HBI assumes no liability for any inaccuracies in or omissions to that information.

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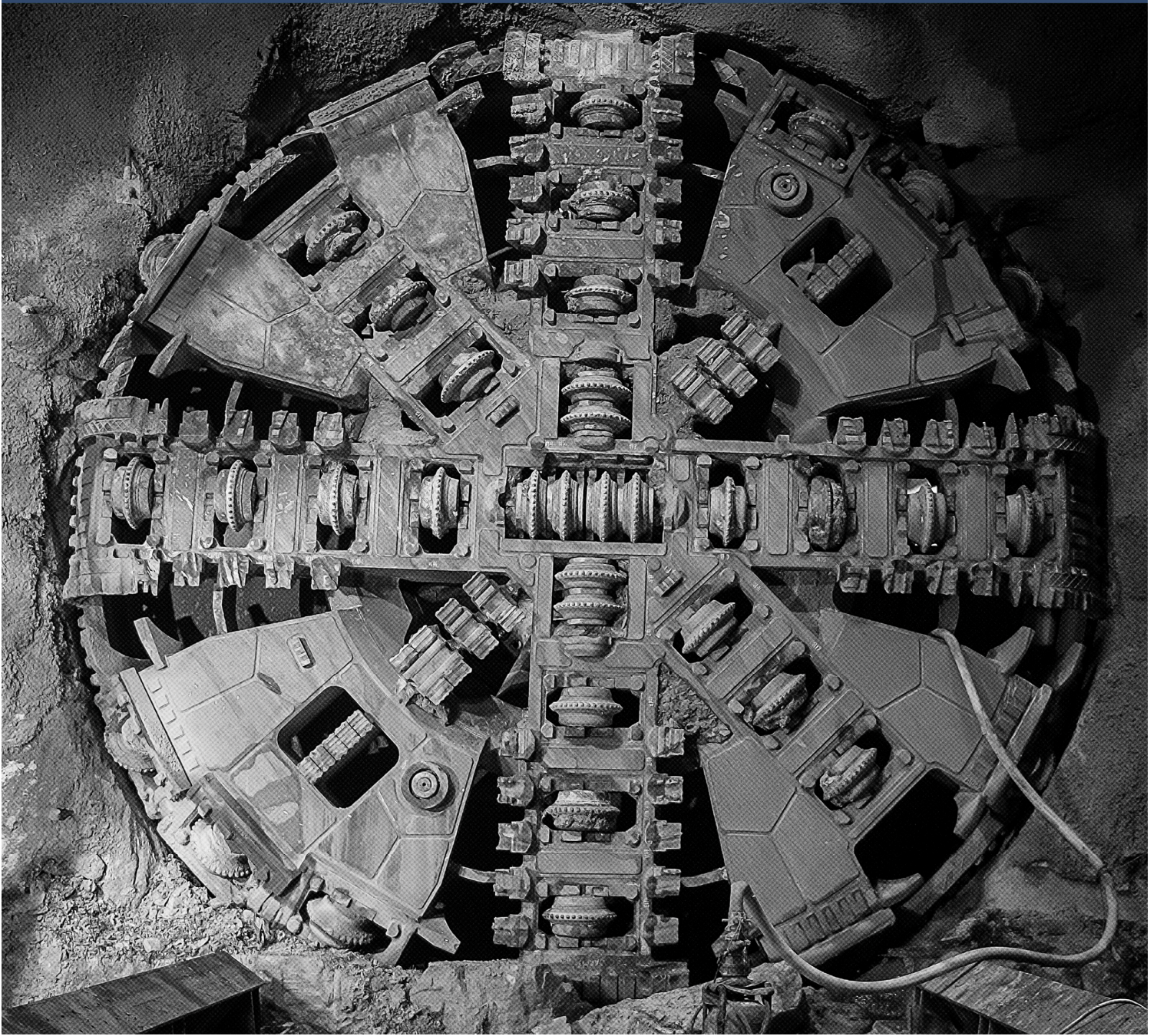
6 APPENDIX A – ER DOCUMENT ENDORSEMENT RECORDS

The Bays

Minor ancillary facility

Vehicle parking and truck marshalling

SMWSTETP-JCG-TBY-TF200-EN-MEM-072001



Memo	
Title	Application for Minor Ancillary Facility – The Bays
Date	30 May 2023
Doc Number	SMWSTETP-JCG-TBY-TF200-EN-MEM-072001
To	Ari Stypel (Sydney Metro), Michael Woolley (Environmental Representative)
From	Sally Reynolds (JCG JV – Environment, Approvals & Sustainability Director)

1. Introduction

This memo relates to a minor ancillary facility associated with a new car parking and truck marshalling area located adjacent to the Sydney Metro ‘The Bays’ construction site, at Glebe Island, Rozelle.

The minor ancillary facility has not been identified in the Sydney Metro West Stage 2 Environmental Impact Statement (EIS). Figure 1 shows the proposed location of the minor ancillary facility. The facility will be managed in accordance with the John Holland CPB Contractor Ghella (JCG) Joint Venture (JV) Construction Environmental Management Plan (CEMP) and sub plans.



Figure 1: Location of the minor ancillary facility

The minor ancillary facility is required for construction vehicle parking and truck marshalling. The facility would allow improved capacity and safety for vehicle parking and truck movements (see Figure 2). The proposed area is approximately 5000 square metres and requires minimal construction works to establish the site (e.g. perimeter fencing, line marking, lighting tower install, boom gate and barrier installation).

2. Compliance

The approval pathway for minor ancillary facilities is identified in the Sydney Metro West Stage 2 Planning Approval.

The use of the vehicle parking and truck marshalling area as a minor ancillary facility at The Bays construction site is not identified in the Sydney Metro West Stage 2 EIS. However, under approval of the Environmental Representative (ER), the minor ancillary facility can be established if the requirements of Condition of Approval (CoA) A23 are met. Table 1 outlines compliance with each requirement of CoA A23.

Table 1: Compliance with requirements of CoA A23

CoA	Requirement	Compliance
A23	Lunch sheds, office sheds, portable toilet facilities, and the like, can be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria:	This memo and Application for Minor Ancillary Facility (Appendix A) has been prepared and will be provided to the ER to allow the assessment of the impacts of the proposed minor ancillary facility located adjacent to The Bays construction site.
A23 (a)	Are located within or adjacent to the Construction Boundary; and	The proposed minor ancillary facility will be located adjacent to the Sydney Metro 'The Bays' construction site.
A23 (b)	Have been assessed by the ER to have: <ul style="list-style-type: none"> i. minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the ICNG, traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and 	There would be minimal amenity impacts as the proposed location is not surrounded by residential receivers. The proposed area is currently being used as a parking area by the current owner within an industrial area, i.e. working maritime port environment. Appendix A provides an analysis of potential impacts and mitigation measures, when necessary.
	ii. minimal environmental impact with respect to waste management and flooding, and	There will be minimal environmental impact with respect to waste management and no impact with respect to flooding as described in Appendix A.
	iii. no impacts on biodiversity, soil and water, and Heritage items beyond those already approved under other conditions of this approval.	There will be no environmental impact with respect to biodiversity, soil and water, and heritage as described in Appendix A.

Appendix A - Application for Minor Ancillary Facility


Minor ancillary facility information	
Site location (attach map for reference)	Glebe Island, Rozelle NSW 2039. Refer .
Date works to commence: 26/06/2023	Date works to finish: March 2025
Minor ancillary facilities in accordance with A23	
<p>The proposed minor ancillary facility associated with a vehicle parking and truck marshalling area (Stage 1) will be located adjacent to the Sydney Metro Bays construction site at Glebe Island. If required, and following approval of the <i>Construction Traffic Management Plan The Bays Stage 2</i>, the minor ancillary facility will be amended and resubmitted for approval.</p> <p>The minor ancillary facility has not been identified in the Sydney Metro West Stage 2 EIS. The minor ancillary facility is required to provide construction parking and truck marshalling for construction of The Bays. The <i>Construction Traffic Management Plan The Bays Stage 1 Site Establishment</i> (Rev 01) (CTMP) considers the truck marshalling area (Section 5.6) and light vehicle parking (Section 6.10). The CTMP has been prepared in accordance with the Construction Traffic Management Framework (CTMF) and approved by Customer Journey Planning (CJP) (04/04/2023). The proposed heavy vehicle traffic volumes to The Bays site are no more than the Sydney Metro West Stage 2 EIS heavy vehicle traffic volumes predicted at 156 heavy vehicle movements per day and seven heavy vehicle movements during the peak hours, refer to CTMP Section 6.1.</p> <p>The establishment of the facility requires minimal construction works to establish the site. Site establishment includes the installation of perimeter fencing, line marking, lighting tower install, boom gate and barrier installation to delineate the site. Refer to Table 2 for details of the assessment of each aspect.</p> <p>Note, no sensitive land user(s) are adjacent to the minor ancillary facility, therefore the requirements of CoA A24 and A25 are not triggered.</p>	


Table 2: Aspect assessment

Aspect	Assessment
<ul style="list-style-type: none"> Amenity to surrounding residencies and businesses 	<ul style="list-style-type: none"> The facility is located in an industrial setting on Glebe Island and is approximately 335m from the closest residence located on Robert Street Rozelle. The impact is likely to be minimal for residences and the Glebe Island businesses as a result of the facility. The Visual Amenity Management Sub plan would be implemented during the operation of the facility.
<ul style="list-style-type: none"> Noise 	<ul style="list-style-type: none"> There are no residential receivers in the vicinity of the proposed minor ancillary facility. Noise impacts from the facility would be consistent with the Noise Management Levels and therefore compliant with the Interim Construction Noise Guidelines (DECC, 2009) Construction traffic movements have been assessed in the Detailed Noise and Vibration Impact Statement – The Bays, refer Section 8. The Noise and Vibration Management Sub plan would be implemented during the operation of the facility. Construction traffic noise impacts will be managed by limiting heavy vehicle movements to standard

Aspect	Assessment
	<p>construction hours, with limited heavy vehicle movement after 10 pm when OOHW is triggered.</p>
<ul style="list-style-type: none"> ▪ Traffic and access 	<ul style="list-style-type: none"> ▪ The facility would be used to minimise traffic and access impacts during construction by providing approx. 80 light vehicle and 8 truck marshalling spaces. ▪ The provision of the light vehicle spaces adjacent to the site will reduce the likelihood of construction workers parking on surrounding local streets. ▪ The facility provides a safe path of travel for workers to access the construction site. ▪ The truck marshalling spaces will relieve congestion on haul roads by avoiding circulation and avoids trucks queuing at site accesses. ▪ The marshalling area provides an opportunity to implement a ‘call-up system’ to loading areas for efficient truck management. The short travel distance from the marshalling area to the loading area minimises the risk of delayed trucks and multiple trucks arriving at site resulting in truck queuing. ▪ Potential impacts on traffic and access would be minor and managed in accordance with the CTMP (Stage 1).
<ul style="list-style-type: none"> ▪ Dust and odour 	<ul style="list-style-type: none"> ▪ The proposed new facility would be located in a hard paved/sealed surface and dust generation would be negligible. There would be no odour impacts. The facility would be managed in accordance with the Air Quality Management Sub plan.
<ul style="list-style-type: none"> ▪ Visual (including light spill) 	<ul style="list-style-type: none"> ▪ Visual amenity impacts would be minor as there are no surrounding residential receivers or sensitive land users. Lighting for the facility would be oriented downwards and not directed across the Bay. Silenced lighting towers would be installed when the facility is used at night. ▪ The Visual Amenity Management Sub plan would be implemented during the operation of the facility.
<ul style="list-style-type: none"> ▪ Waste management 	<ul style="list-style-type: none"> ▪ Waste is expected to be negligible. Waste facilities would be provided for general waste (e.g. food packaging) and be disposed at an appropriate facility and managed in accordance with the Waste Management Sub-plan.
<ul style="list-style-type: none"> ▪ Flooding 	<ul style="list-style-type: none"> ▪ The proposed location for the minor ancillary facility is not mapped as vulnerable to flooding.
<ul style="list-style-type: none"> ▪ Biodiversity 	<ul style="list-style-type: none"> ▪ The proposed location for the minor ancillary facility is highly disturbed (pavement area). There would be no vegetation clearing, tree removal or pruning, or impacts to biodiversity values. No additional assessment is required.
<ul style="list-style-type: none"> ▪ Soil and water 	<ul style="list-style-type: none"> ▪ There will be no disturbance to soil and the proposed area is fully hard paved/sealed surface. The proposed

Aspect	Assessment
	location will be added to the Erosion and Sediment Control Plan and Environmental Control Map. The facility will managed in accordance with the Soil and Water Management Sub plan.
<ul style="list-style-type: none"> ▪ Heritage 	<ul style="list-style-type: none"> ▪ No heritage items are located at the facility. There will be no impacts to heritage items as a result of the use of the minor ancillary facility. No additional assessment is required.

Internal sign off		
Environment, Approvals & Sustainability Director:		
Name: Sally Reynolds	Signature: 	Date: 26/06/2023

Environmental Representative sign off		Yes/No
Does the proposed minor ancillary facility meet the requirements of Condition of Approval A23?		
Name: Michael Woolley	Signature: 	Date: 26 June 2023
Additional comments / notes: Noted facility described in the approved CTMP for the Bays. Trucks to avoid/minimise reversing. Ensure air brake silencers are fitted for any trucks that use the facility between 10pm and 7am. JCG to respond to any complaints regarding the facility and provide mitigation for any impacts monitored or reported.		