

Mr Rob Sherry
Team Leader Compliance – Government Projects
Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

7 December 2023

Ref:201208-ER_DPE-November 2023

Dear Rob

RE: Sydney Metro - Sydney Metro West SSI - ER Monthly Report for November 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, MOD 4 - 23 December 2022 and MOD 5 – 20 September 2023); 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 November 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



Table of Contents

1	Phase B - Central Tunnelling Package	4
1.1	Key Construction Activities During the Period	4
1.2	Key Construction Activities Look Ahead	5
1.3	ER Inspections	5
1.3.1	Photos	6
1.4	Endorsed Document/s	7
1.5	Complaints	7
1.6	Compliance	7
1.6.1	Incidents	7
1.6.2	Non-compliance and Potential Non Compliance	8
1.6.3	Audits	8
1.7	Looking Forward – Core Focus Areas	8
2	Phase F – Western Tunnelling Package	9
2.1	Key Construction Activities During the Period	9
2.2	Key Construction Activities Look Ahead	10
2.3	ER Inspections	10
2.3.1	Photos	11
2.4	Endorsed Documents	12
2.5	Complaints	13
2.6	Compliance	13
2.6.1	Incidents	13
2.6.2	Non-compliance	13
2.6.3	Audits	14
2.7	Looking Forward – Core Focus Areas	14
3	Phase G - Eastern Tunnel Package	15
3.4	Endorsed document/s	17
3.5	Complaints	18
3.6	Compliance	18
3.6.1	Incidents	18
3.6.2	Non-compliance	18
3.6.3	Audits	18
3.7	Looking Forward – Core Focus Areas	18
4	PHASE H - Westmead Utility Relocation	19
4.1	Key Construction Related Activities During the Period	19
4.1	Key Construction Activities Look Ahead	19



4.2	ER Inspections	19
4.2.1	Photos	19
4.3	Endorsed Document/s.....	20
4.4	Complaints	20
4.1	Compliance.....	20
4.1.1	Incidents.....	20
4.1.2	Non-compliance.....	20
4.1.3	Audits	20
4.2	Looking Forward – Core Focus Areas	20
5	Sydney Metro Retained Obligations and Other Activity	21
5.1	Key Construction Activities During the Period	21
5.2	Key Construction Activities Look Ahead.....	21
5.3	ER Inspections	21
5.3.1	Photos	21
5.4	Endorsed Document/s.....	21
5.5	Complaints	21
5.6	Compliance.....	21
5.6.1	Incidents.....	21
5.6.2	Non-compliance.....	21
5.6.3	Audits	21
5.7	Looking Forward – Core Focus Areas	22
6	Statement of Limitations.....	23
7	Appendix A – ER Document Endorsement Records (ETP only).....	24



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

- Ongoing operation of two TBMs including support activities such as the grout plant; deliveries of segments (24/7); works inside the acoustic shed. Both TBMs were close to arriving at Five Dock at the end of the reporting period.
- Ongoing construction of cross passages.
- Use of conveyor system to remove spoil from the TBMs into the spoil shed. Storage of spoil in the shed and load out of trucks.
- Ongoing operation of the Construction Water Treatment Plant; site office facilities; and works shops.

Five Dock

- West shaft: Ongoing excavation of rock from the shaft. Load out of material by trucks during standard construction hours.
- Ongoing excavation and wall support for the western cavern from the western wall of the shaft.
- East Shaft: Ongoing Form, Reo Pour (FRP) works for the nozzles and cavern lining. Ongoing use of a house on Waterview Street adjacent the eastern shaft for project offices. Ongoing ventilation. Ongoing works inside the Central Cavern including excavation and wall support.
- Operation of the Water Treatment Plant at the east site.

Burwood North

- Ongoing concrete pours lining of the cavern roof using specialised roof lining formwork.
- Ongoing excavation of the station box, including stockpiling and load out off site. During large concrete pours, load out of trucks is stopped. Wall support, including rock anchor installation.
- Trucks are entering site through acoustic shed from Parramatta Road with load out point adjacent to Parramatta Road outside the shed.
- Completion of the Nozzle excavation on the eastern face of the station box.
- Operation of the Water Treatment Plant
- South Shaft: Ongoing bulk excavation from the shaft. Wall support including drilling and installing anchors as well as shotcrete. Use of truck turntable with truck access from Burwood Road.



North Strathfield

- Ongoing bulk excavation of station box with load out via the slip lane alongside Queen Street. Drilling and stressing of rock anchors; wall support with shotcrete. The excavation of the Station Box is being completed by dozer and rock hammers around the walls. Exchange of telescopic excavators after breakdown.

Sydney Olympic Park

- Handover of the western end of the station box and some surface areas to WTP Contractors at the end of the reporting period. Entrance driveway from Herb Elliot Ave now a shared zone.
- Concrete pours for blinding layer on the base of parts of the station box after completion of excavation.
- Removal of spoil from the station box and load out of spoil using truck and dogs
- Works to excavate and construct nozzle sections at western and eastern ends of the station box. Use of concrete pumping area in the eastern end of the station box 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.
- Project Office Operating.

1.2 Key Construction Activities Look Ahead

- Ongoing activities as described above.
- Various OOHWs (conducted under the EPL).
- TBM maintenance after arrival at Five Dock.

1.3 ER Inspections

There were four ER inspections conducted on each Thursday during November 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:

- Nil

Five Dock:

- Observation regarding ERSED Controls.

Burwood North:

- One ERSED and water management related action at the spoil stockpile area
- Observation regarding minor oil spill and replenishment of spill kits.

North Strathfield

- Dirty water from the water storage tanks required containment/management.

Sydney Olympic Park

- No truck labelling was observed on one truck as per Condition A47
- Containment required augmenting around concrete pump; and concrete residues to be cleaned up.



The number of actions raised has continued to be low when compared to prior months.

1.3.1 Photos



Figure 1 1 Water Treatment Plant (The Bays).



Figure 1 2 Excavation of the South Shaft (Burwood North).

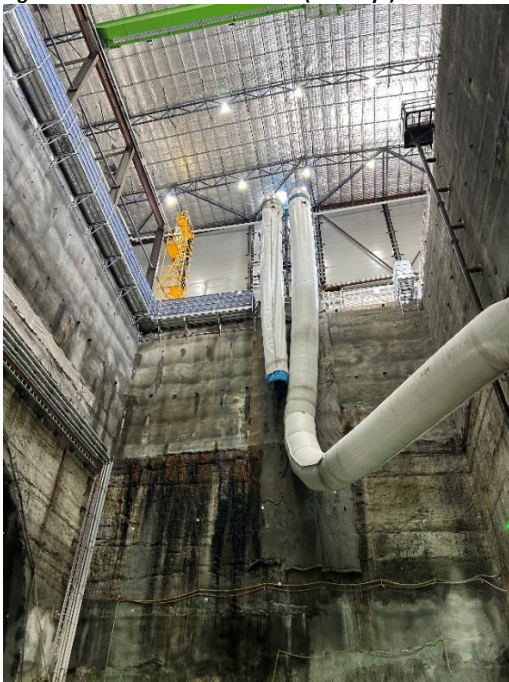


Figure 1 3 Ventilation in the East Shaft



Figure 1 4 Station Box excavation and nozzle works. (Burwood North)



Figure 1 5 Concrete FRP works in the base of the Central Cavern (Five Dock).

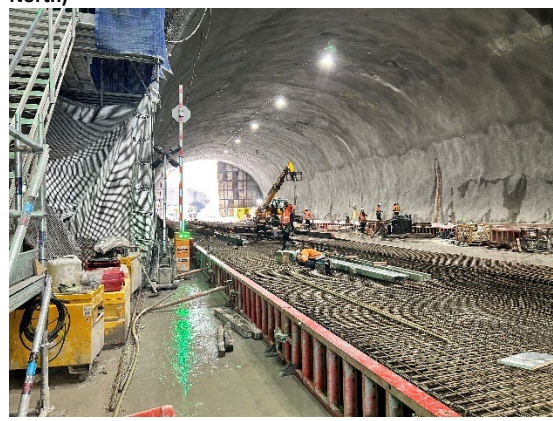


Figure 1 6 Concrete FRP works in the base of the Central Cavern (Five Dock).



Figure 1.7 Excavation of spoil using steel platforms. (North Strathfield)



Figure 1.8 Handover has occurred for the Western end of the Station box including the Nozzles (SOP).

1.4 Endorsed Document/s

AFJV completed an annual review of various management plans resulting in minor amendments to some plans. The following plans were endorsed during the reporting period:

- Heritage Management Plan (Rev 8)
- Visual Amenity Management Plan (Rev 6)

1.5 Complaints

Based on a monthly Sydney Metro Complaint Register provided for November 2023, there were 16 complaints reported during the month, with one of the reported complaints identified as not related to AFJV activities.

Five project related complaints were received for ground born noise and vibration from tunnelling works. Movement of the TBM has meant the source of the complaints has since been removed.

Four complaints were related to the Five Dock site regarding: OOHWs noise (2); road plates alleged to be cause of an accident; and water backing up in a house (1 - not determined to be project related).

Five complaints were received at Burwood North relating to: truck stopping on Gipps Street (1); OOHW noise (3) and vehicle parking blocking access (1 - reported as an NCR).

One complaint related to noise from a compressor/generator that was left on inside the site after dayshift at North Strathfield. This was turned off that night.

One complaint was received at SOP relating to property damage.

No complaints were received at the Bays during the reporting period.

1.6 Compliance

1.6.1 Incidents

In the previous reporting period an incident was reported by AFJV by email relating to discharge from the WTP at the Bays to the licenced discharge point. AFJV indicated that a potential incident was under investigation and that a formal incident report would be provided following completion of the investigation. It is understood that an R3 report was requested by the EPA during November and responded to by AFJV.



AFJV also reported one incident under the Sydney Metro Incident Management Procedure for a minor leak of ferric chloride at the Bays which was contained on site.

1.6.2 Non-compliance and Potential Non Compliance

Three Non-Compliance Reports were provided to the ER during the reporting period as follows:

- NCR 031: This related to a concrete agitator truck parked on Landsdowne Street in front of a driveway and was referenced in the last reporting period.
- NCR032: On 9th November, CJP identified and emailed AFJV in regard to a truck turning right out of the northern most driveway at the NST site. This movement was performed under traffic control and the truck then turned into Waratah Street, which is not part of the approved site haul routes.
- NCR033: On 20 November, a worker parked on Burwood Road and partially obstructed a driveway for less than an hour, before being identified by AFJV employee.

1.6.3 Audits

A draft report for the third Independent Environmental Audit on the Sydney Metro West, Concept and Stage 1 SSI 10038 Approval was issued during the previous reporting period. The ER has not received a final version of the report.

1.7 Looking Forward – Core Focus Areas

- Dust generation at all sites during dry weather
- Dirt Tracking onto roads from 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
- Mike Woolley
- Maulik Bapodara

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

During November, construction activities continued at all WTP sites. The following activities were undertaken at the Westmead, Parramatta, Rosehill, Clyde Dive and Clyde MSF sites during November 2023:

Westmead

- Station box excavation, rock bolts and shotcrete.
- Spoil from the Station Box excavation is being removed via kibble and gantry crane inside the acoustic shed.
- The excavated material is pre classified and is being loaded out during day works.
- Water Treatment Plant commissioning.
- Road Header excavation of cross over caverns at the eastern and western end of the Station Box (24hrs/5days). Cross over cavern has progressed 147m towards Parramatta.

Parramatta

- Bentonite Plant operation with de-sander material being removed from site
- Diaphragm wall (D-Wall) excavation with two cutters and one Grab with spoil being transferred to MSF (OOHW)
- Water Treatment Plant commissioning
- Guide wall removal has commenced in areas where the D-Wall has been completed. This being done with a wire cutter to reduce noise and vibration
- The removal of the concrete pad over the eastern half of the station box has commenced.

Clyde Dive

- Arrival and departure tunnelling with Road header from the tunnel shaft. The road headers are now under receivers on the west side of James Ruse Drive
- Horizontal tunnelling with Road header from the tunnel shaft towards the Dive excavation
- Spoil management including transfer to the Clyde MSF
- Clyde dive excavation, shotcreting and soil nail drilling. Rock hammer and excavator are now being used. The excavation is now through the ASS layer

Rosehill

- TBM 1 and 2 continue to tunnel excavation with spoil being transferred to the spoil shed via the spoil conveyor



- Water treatment plant is operational and receiving water from Clyde Dive and Clyde MSF. WTP waste is being stockpiled and classified on site prior to disposal
- Segment delivery is continuing and the segment shed is being constructed
- Grout Plant operation

Clyde MSF

- Water main and utilities trenching adjacent to the M4 and along Duck Creek
- Unwin Street diversion construction including piling and bridge works
- Rail bridge works, including piling, pylon and bridge deck construction over Duck and A'Becketts Creeks
- Road diversion and flood detention civil works adjacent to the RTA Facade.
- Duck Creek and A'Becketts Creek low flow diversion channel excavation and rock armour placement.
- Spoil management including stockpiling, segregation, classification and movement around site. This includes Acid Sulfate soil treatment
- Earthworks, including back filling of the Parramatta Speedway site
- Management of multiple Unexpected hydrocarbon finds including three USTs at 2 Kay street.

2.2 Key Construction Activities Look Ahead

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

- GLC are preparing to remove the Mangroves under the Mod 5 approval. The ecologist has identified a number of Ibis nests in the mangroves.
- Parramatta Station Box excavation is scheduled to commence in December
- Westmead and Parramatta Water Treatment Plant commissioning
- Duck and A'Becketts Creek low flow channel excavations
- Christmas and New Year shutdown preparations

2.3 ER Inspections

Five ER inspections were conducted in November 2023 (1/11/2023, 8/11/2023, 15/11/2023, 22/11/2023 and 29/11/2023). A total of 45.8 mm (Parramatta BOM) of rain fell during November 2023, compared to a monthly average of 62.5mm. In total five actions were raised across the WTP in November. The actions and key issues raised at the inspections were:

- **Rosehill** – The Rosehill site is being managed well with focus on spoil management. However, one action was raised for a spill identified during the ER Inspection at the Grout Plant with some grout going over the hoarding.
- **Clyde MSF** - This site currently presents the highest environmental risk for GLC with sediment controls and spoil management being the key focus area for this site. During an ER inspection, three actions were raised for inadequate gate controls to manage mud tracking, stormwater pit control maintenance and inadequate erosion and sediment controls during the excavation of Duck Creek.
- **Parramatta** – The Parramatta site is being managed well with no actions raised. The excavation of the D-Wall presents an elevated risk for GLC and remains a key focus area for this site. Spoil from multiple sources is being managed at the Parramatta site and segregation and labelling was discussed during site inspections.
- **Westmead** – The Westmead site is being managed well with no actions raised. Noise and vibration outside standard construction hours present an elevated risk for GLC and remains a key focus area for this site. The ER and AA inspected the air compressor located on the southern boundary of the Westmead site. Additional noise mitigation has been installed and GLC have completed noise monitoring to identify any noise reductions. The road damage outside the Westmead site gate on Hawkesbury Road is becoming a road hazard. GLC are working with Parramatta Council to complete the repairs.



- **Clyde Dive** – This site is being managed well with one action raised. Water was observed spilling from the wheel wash and going under the site hoarding, this was addressed by pumping out the wheel wash more regularly.

2.3.1 Photos



Figure 2.1: Westmead Site –air compressor with additional mitigation measures



Figure 2.2: Westmead site – Station Box excavation inside acoustic shed with water sprays



Figure 2.3: Parramatta Site – Guide wall removal adjacent to Roxy Theatre



Figure 2.4: Parramatta site – Capping beam FRP works



Figure 2.5: Clyde Dive site – ASS stockpile storage and treatment area



Figure 2.6: Clyde Dive site – Dive Structure excavation along the ATC boundary



Figure 2.7: Rosehill Site – spoil shed in operation



Figure 2.10: Rosehill Site – Grout Plant spill



Figure 2.11: Clyde MSF Site – Unexpected Petroleum Storage Tanks removed at 2 Kay Street



Figure 2.12: Clyde MSF Site – Mud tracking onto Unwin Street prior to clean up



Figure 2.13: Clyde MSF Site – Spoil management and dust suppression



Figure 2.14: Clyde MSF Site – Gate 9 wheel wash with additional high pressure cleaning

2.4 Endorsed Documents

GLC is currently conducting an annual review and incorporating MOD 5 into the management plans. The following plans were endorsed during the reporting period 3

- Sydney Metro West - Western Tunnelling Package: Visual Amenity Project Management Plan (Revision E)
- Sydney Metro West – Western Tunnelling Package: Spoil Management Plan (Rev F)



2.5 Complaints

Eleven complaints were provided to the ER for November 2023, this was an increase from five the previous month. Three of the complaints were recorded as unrelated to Sydney Metro activities. However, the road deterioration at Westmead is partially related to GLC construction activities. These complaints are summarised below:

- **Westmead** – Two complaints: The (24/11/2023) complaint related to construction related dust, GLC are undertaking dust generating works inside the Acoustic Shed. No dust issues have been raised at ER Site Inspections at Westmead. The (27/11/2023) complaint related the deterioration of Hawkesbury Road. Though this complaint was logged as not related to Sydney Metro, the WTP construction activities are contributing to the road damage in front of the site gate. The ER has raised this particular damage multiple times and GLC are working with Parramatta Council to get repairs completed.
- **Parramatta** – Three complaints: The (10/11/2023) complaint was for noise from night works, noise monitoring indicated levels were within predicted levels. AA has requested noise monitoring data. The (13/11/2023) complaint was for curing compound being sprayed over hoarding and onto a car and the complainant's car was cleaned. The ER reviewed this complaint during the next inspection and was satisfied with the GLC response. The (17/11/2023) complaint was for mud on car parked illegally on the outside of the Hoarding, GLC cleaned the car. The ER reviewed this complaint during the next inspection and was satisfied with the GLC response.
- **Clyde** – One complaint. The (2/11/2023) complaint was in regard to potholes and Dust on Martha Street. GLC response is satisfactory. Martha Street will be included in the next ER inspection.
- **Project Wide**- Three complaints. The (30/11/2023) and (17/11/2023) complaints were for a damaged windscreen from a project truck. Following an investigation GLC repaired the windscreens out of good will. The complaint (15/11/2023) was for ground borne noise and vibration from the road headers.

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.

2.6.2 Non-compliance

Three Non-Compliance Reports were provided to the ER during the reporting period and are summarised below:

- A complaint was received on the 25/10/2023 with regard to haulage trucks parking in Landsdowne street, Parramatta outside normal construction hours. This area is also not an approved haulage route. Following a review of the complaint by the ER, GLC were requested to investigate a non-compliance. GLC confirmed that this event was a non-compliance with MCoA D90 (c) and (e). The ER is satisfied with the corrective actions implemented by GLC to avoid reoccurrence.
- At 5:00am on 2/11/2023, a 400-tonne mobile crane unexpectedly arrived at the Westmead Metro Construction Site. No approvals were in place for the OOH delivery and this was found to be a non-compliance with MCoA D43 (DNVIS) and D37 (d) (iii). The ER is satisfied with the corrective actions implemented by GLC to avoid reoccurrence.
- On the 15/11/2023 waste from the remediation of underground petroleum storage tanks was sent to a landfill not licenced to accept such waste. The waste was not management in accordance with the Spoil Management Plan and Soil and Water Management Plan, including segregation and labelling. This event was found to be a non-conformance against MCoA D113 and D114. The ER has requested the Spoil Management Plan and Soil and Water Management Plan to include more robust spoil management measures and undertake a contaminated spoil management training session with the spoil team. The ER is monitoring the close out of the corrective actions.



2.6.3 Audits

A draft report for the third Independent Environmental Audit on the Sydney Metro West, Concept and Stage 1 SSI 10038 Approval was issued during the previous reporting period. The ER has not received a final version of the report.

2.7 Looking Forward – Core Focus Areas

GLC are managing their environmental risk and compliance adequately. The environmental risk of the WTP is decreasing due to a portion of the works moving underground and inside Acoustic sheds.

The core focus areas for the coming month are:

- GLC continue to move a large amount of spoil off site and between sites, mud tracking on public roads has been a project risk and will continue to be a focus area for the ER.
- The diversion of Duck and A'Becketts Creek is continuing. This work involves creating a new low flow channel linked with rock and backfilling the original creek alignment. The ER will focus on ensuring the works are completed in accordance with the Flora and Fauna management Plan and Soil and Water Management Plan.
- Contaminated spoil management.



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
- Maulik Bapodara
- 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 Environmental Protection Licence (EPL 21784) 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:

- Completion of piling for supports for a raised steel platform
- Preparation for piling along the Union Street boundary such as construction of a piling pad
- Segregation and load out of spoil/wastes
- Stabilisation of boundary footpaths with retaining walls and other measures
- Management of heritage find in the eastern corner of the site

Pyrmont West:

- Ongoing removal of concrete slabs on ground and former basement carpark structure
- Installation of wall support such as rock bolts, anchors and piles
- Ongoing load out demolition waste materials
- Excavation of ground to allow retaining wall to be built along Paternoster Row

Hunter Street West:

- Hazardous Materials assessments and removal
- Ongoing soft strip of buildings to be demolished
- Commencement of hard demolition of some buildings along George Street
- Ongoing installation of scaffolding along some parts of George and Hunter Streets
- Ongoing use of the basement load out zone for loading trucks and removal of soft strip wastes through driveway to Hunter Street.

Hunter Street East:

- Activities inside the Bligh Street acoustic shed including ongoing excavation of the station cavern and various adits; turnback's; declines and ventilation shafts; stockpiling and load out of spoil. Use of air ventilation systems and other tunnelling support activities.
- Hazardous Materials assessments and removal
- Ongoing soft strip of buildings to be demolished
- Ongoing installation of scaffolding
- Ongoing works to support planned hard demolition activities including construction of columns to support some building elements



The Bays:

- Ongoing use of site offices
- Water treatment using the temporary WTP
- Ongoing works for the Construction WTP
- Cladding installation for the spoil shed
- Completion of the HV kiosk to the west of the haul road
- Excavation for a sewer connection adjacent the WBPS
- Construction of a concrete edge to the station box where there is no capping beam; removal of scaffolding installed for this purpose.
- Construction of the frame for the segment shed
- Set up of environmental controls.

3.2 Key Construction Activities Look Ahead

The following works are planned in November:

- Ongoing activities as described above as conducted for November
- Utility investigations and relocations
- Further site establishment works at all sites
- Installation of tower crane at Pyrmont East

3.3 ER Inspections

Three ER inspections were conducted during the reporting period on each Tuesday of November, except for the 21st November due to key personnel being unavailable. Two actions were raised during the month:

- Provision of secondary containment to fuels and chemicals in the basement at Hunter Street West
- Maintenance required of ERSED controls at near the WBPS at the Bays

JCG were observed to be responsive to ER feedback during inspections.

3.3.1 Photos



Figure 3.1 Pyrmont East: Tower Crane base installed. Piling pad along Union Street under construction.



Figure 3.2 Pyrmont East: Tower Crane base and foundation



Figure 3.3 Pyrmont West: Works to install wall support around former basement



Figure 3.4 Pyrmont West: Works to install wall support around former basement



Figure 3.5 Hunter East: Road header excavation of the cavern ongoing

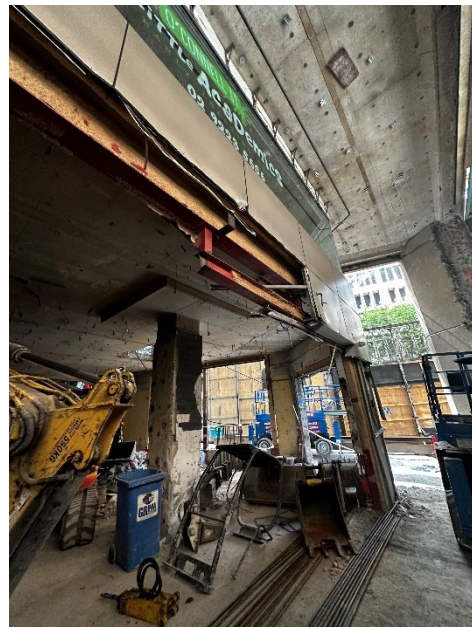


Figure 3.6 Hunter East: Ongoing demolition and building support works



Figure 3.7 The Bays: Frame being constructed for the Segment Shed over the station box



Figure 3.8 The Bays: FRP for construction of the edge of the station box near completed

3.4 Endorsed document/s

There was one document endorsed by the ER during the reporting period:



- Minor Ancillary Application - Carparking area The Bays (Rev E).

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

3.5 Complaints

Thirty-two complaints related to the ETP were reported to the ER during November 2023. A total of 31 of these were from the Pyrmont site with 28 of these related to noise and vibration. Two complaints related to dust and one in regard to general consultation.

One complaint related to truck driver behaviour and property damage. The truck was hauling spoil for the Hunter Street site.

3.6 Compliance

3.6.1 Incidents

No Incidents as defined under the Infrastructure Approval or under Sydney Metro/JCGs systems were reported to the ER during the reporting period.

One minor hydrocarbon spill that was contained on site was reported under JCG reporting systems.

3.6.2 Non-compliance

No non compliances were reported by JCG or Sydney Metro for the reporting period and none were observed by the ER.

3.6.3 Audits

There was no IEA or internal audits conducted during the reporting period.

3.7 Looking Forward – Core Focus Areas

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

- General monitoring of construction activities; including site establishment works at the Bays
- Noise and dust associated with the ongoing hard demolition activities at Pyrmont West; Pyrmont East and Hunter Street West
- Potential for tracking of dirt at the various demolition sites and at the Bays



4 PHASE H - WESTMEAD UTILITY RELOCATION

The Sydney Metro West Phase H – Westmead Telstra and Jemna Gas Relocation involves the installation of new utility services around the new Sydney Metro Station at Westmead via Hawkesbury, Bailey and Hassell Streets.

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

- Greg Byrnes
- Michael Woolley
- Maulik Bapodara

The Sydney Metro West Phase H – Westmead Telstra and Jemna Gas Relocation is being delivered by Quickway with the contract being awarded in August 2023.

No EPL will be required for this phase of Sydney metro West.

4.1 Key Construction Related Activities During the Period

Low Impact Works approved by Sydney Metro were undertaken by Quickway between the 26 October and 17 November 2023 when the Noise and Vibration Management Plan was approved by DPE. Construction works included:

- Investigative works, including excavating slit trenches and potholes to locate services and determine ground conditions, lifting service pits by non-mechanical means, mark out service locations, site clean-up and demobilisation.
- Silverwater Compound mobilisation

4.1 Key Construction Activities Look Ahead

Conduit installation will commence in December 2023..

4.2 ER Inspections

One ER inspections was completed during the reporting period. No actions were raised, however, the proper use of noise blankets and the unnecessary blocking of driveways was discussed.

4.2.1 Photos



Figure 4.1 Westmead Utility Works: Utility investigations with Vac Truck



Figure 4.2 Westmead Utility Works: Utility investigations with Vac Truck with truck partially blocking driveway



4.3 Endorsed Document/s

The following documents were endorsed during the reporting period.

- Sydney Metro West – Westmead Utility Relocation Works: Construction Environmental Management Plan (Revision 3)

4.4 Complaints

Two complaints were provided to the ER for November 2023. The complaint (14/11/2023) related to noise impacts during OOHW. Additional information was provided to the complainant and noise monitoring was offered. The complaint (27/11/2023) related to noise from OOHW on Bailey Street. The complainant was provided with additional information on the OOHW program.

4.1 Compliance

4.1.1 Incidents

No incidents have been reported to the ER in relation to these works.

4.1.2 Non-compliance

No non-compliances have been reported to the ER or identified by the ER.

4.1.3 Audits

No audits were conducted during the reporting period on Phase H.

4.2 Looking Forward – Core Focus Areas

The core focus areas for the coming month are:

- Work outside standard construction hours
- Interface with WTP



5 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.

5.1 Key Construction Activities During the Period

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

5.2 Key Construction Activities Look Ahead

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

5.3 ER Inspections

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

5.3.1 Photos

None

5.4 Endorsed Document/s

No Sydney Metro documents were endorsed during the reporting period.

5.5 Complaints

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

5.6 Compliance

5.6.1 Incidents

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

5.6.2 Non-compliance

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

5.6.3 Audits

No audits were conducted during the reporting period on this package or works.



5.7 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.



6 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.

This Report was prepared based on the conditions encountered and information reviewed at this time. HBI disclaims responsibility for any changes that may have occurred after this time.

This Report should be read in full. No responsibility is accepted for use of any part of this report in any other context or for any other purpose or by third parties. This Report does not purport to give legal advice. Legal advice can only be given by qualified legal practitioners.

Except as required by law, no third party may use or rely on this Report unless otherwise agreed by HBI in writing. Except as specifically stated in this section, HBI does not authorise the use or findings of this Report by any third party

To the extent permitted by law, HBI expressly disclaims and excludes liability for any loss, damage, cost or expenses suffered by any third party relating to or resulting from the use of, or reliance on, any information contained in this Report. HBI does not admit that any action, liability or claim may exist or be available to any third party.



HBI Healthy Buildings International Pty Ltd

7 APPENDIX A – ER DOCUMENT ENDORSEMENT RECORDS (ETP ONLY)

Memo	
Title	Application for amendment to Minor Ancillary Facility – The Bays
Date	18 September 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 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 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.

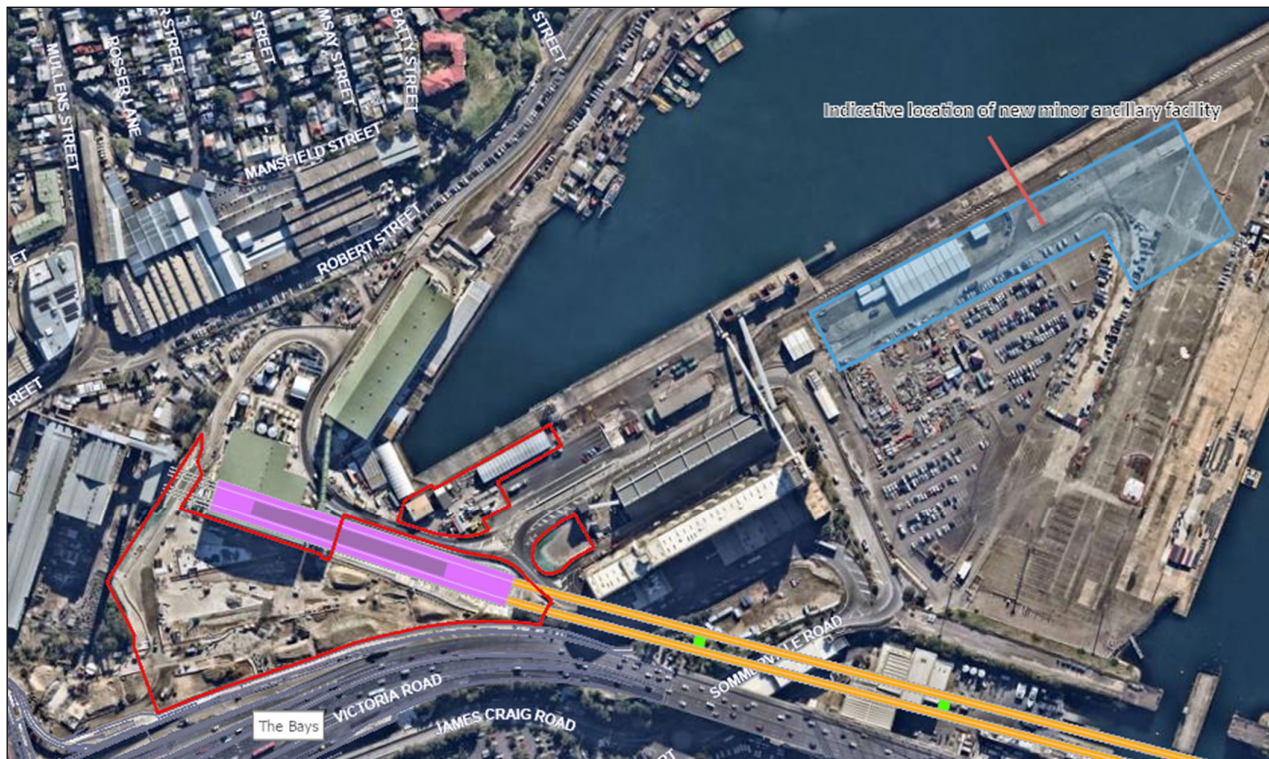


Figure 1: Location of the minor ancillary facility

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 area is approximately 6500 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). Minor ancillary facility (Rev C) was endorsed by the Environment Representative on 23 June 2023. Revision

C has been revised to include the addition of a truck marshalling area (indicatively shown in green in Figure 2) and additional light vehicle parking (indicatively shown in purple and red in Figure 2).

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 as shown in Figure 2 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 minor ancillary facility located adjacent to The Bays construction site.
A23 (a)	Are located within or adjacent to the Construction Boundary; and	The 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 location is not surrounded by residential receivers. The area is currently being used as a parking area by JCG JV or 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.



Figure 2 Layout of carpark and truck marshalling area

Appendix A - Application for Minor Ancillary Facility


Minor ancillary facility information	
Site location (attach map for reference)	Glebe Island, Rozelle NSW 2039.
Date works to commence: 26/09/2023 (ER approved 26/06/2023 Rev C) 17/11/2023 (Rev E) amended to increase the size of the facility and increase vehicle numbers	Date works to finish: March 2025
Minor ancillary facilities in accordance with A23	
<p>The minor ancillary facility associated with a vehicle parking and truck marshalling area (Stage 1) is 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 was not been identified in the Sydney Metro West Stage 2 EIS. This update to the minor ancillary facility is required to provide additional 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. Heavy vehicle drivers will use existing facilities (e.g. toilets) located on site provided by Ports NSW.</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 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)

Aspect	Assessment
	<ul style="list-style-type: none"> ▪ 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 construction hours, with limited heavy vehicle movement after 10 pm when OOHW is triggered.
<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. 191 light vehicle and 7 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. Potential impacts on offsite parking would be minor and managed in accordance with the Construction Parking and Access Strategy (once prepared). ▪ 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 facility is 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. The management measures include the use of a water cart or road sweeper on access roads.
<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

Aspect	Assessment
	and managed in accordance with the Waste Management Sub-plan.
<ul style="list-style-type: none"> ▪ Flooding 	<ul style="list-style-type: none"> ▪ The 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 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 area is fully hard paved/sealed surface. The 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:
Environmental Representative sign off		Yes/No
Does the minor ancillary facility meet the requirements of Condition of Approval A23?		
Name: Maulik Bapodara	Signature: 	Date: 17/11/2023
Additional comments / notes:		