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7 May 2024

Ref:201208-ER_DPHI-April 2024

Dear Rob

RE: Sydney Metro - Sydney Metro West SSI - ER Monthly Report for April 2024

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 April 2024.

Yours sincerely



Greg Byrnes
Environmental Representative

Cc:

DPHI: Major Projects Portal

Sydney Metro: Matthew Marrinan, John Ieroklis, Andrew Hendy, Cath Snelgrove, Ari Stypel, Ben Armstrong, Sarah Kemp, Syed Shah, Valerie Lebon

Contractors: Jared Lipton (AFJV), Steph Mifsud (GLC), Sally Reynolds (JCG), Tom St Vincent Welch (Quickway)



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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

- Ongoing support activities for the two TBMs which were arrived at Burwood North prior to the end of the reporting period. These activities included delivery of segments, operation of the grout plant and water treatment plant and operation of ventilation systems. The grout plant was in the process of being moved to Burwood North at the end of the reporting period.
- Ongoing construction of cross passages between the two tunnels.
- Storage of spoil in the shed and load out of spoil on trucks.
- Ongoing operation of the Construction Water Treatment Plant; site office facilities; and works shops.

Five Dock

- West shaft: Ongoing support for TBM tunnelling for both TBMs. Northern access to be used for light vehicle parking. Ongoing use of the carparking by the public on Great North Road in front of the site.
- East Shaft: Deliveries and various works inside the acoustic shed. Tunnelling support activities including access for the tunnelling workforce. Removal of concrete plinths for the TBM in the shaft as well as removal of blinding and rock in the cavern to achieve design. Load out of spoil and concrete by truck from the eastern shed, with some breaking up of concrete inside the shed to remove steel reinforcing prior to load out.
- Ongoing use of a house on Waterview Street adjacent the eastern shaft for project offices.
- Water directed to the Bays WTP for treatment.

Burwood North

- Various works in the station box in preparation for TBM arrival. Arrival of both TBMs into the Station Box. Traverse of TBM 4 across the station box.
- OOHWS relating to driveways and utilities in various areas around the site.
- Set up and preparation of some items for the TBM including grout plant; power supply; WTP use 24/7 and segment storage. AFJV reported the WTP was only being used during standard construction hours during the reporting period.
- South Shaft: Works complete. Area being used for light vehicle parking.



North Strathfield

- Ongoing FRP for plinths and the base of the station box. Installation of services. Ongoing FRP for the lining of the Nozzles at each end of the station box.
- Ongoing OOHWs for Utilities in Queen Street and other local roads.

Sydney Olympic Park

- Ongoing FRP works to line the Nozzles. Concrete management at the surface.
- Project Office Operating.

1.2 Key Construction Activities Look Ahead

- Ongoing activities as described above.
- Various OOHWs (conducted under the EPL).
- TBM traverse across the station box at Burwood North and re-commence tunnelling towards North Strathfield.

1.3 ER Inspections

There were three ER inspections conducted on each Thursday during April, except for 25th April due to the ANZAC Day public holiday. Sites were inspected on an alternating basis. The following actions were raised:

The Bays:

- Remove sediment from the swale drain near the WTP discharge point.
- Ensure chemicals and fuel are stored in accordance with the SWMP with appropriate secondary containment.

Five Dock:

- Nil

Burwood North:

- Nil

North Strathfield

- Remove loose dirt on the concrete hardstand at the country end of the station box at North Strathfield.

Sydney Olympic Park

- Nil

AFJV have been generally responsive in closing out actions raised during inspections.



1.3.1 Photos

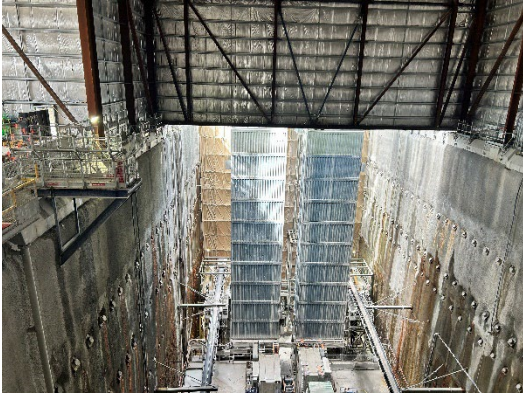


Figure 1 1 Works in the station box (The Bays).



Figure 1 2 TBM supports items visible in the Western Shaft (Five Dock).



Figure 1 3 Public Parking re-instated along Great North Road in front of the western shaft site. (Five Dock).



Figure 1 4 Preparation for TBM arrival (Burwood North).



Figure 1 5 Hardstand in place between station box and Parramatta Road (Burwood North).



Figure 1 6 Works in the Station Box (North Strathfield).





Figure 1.7 Works in the Nozzles (North Strathfield)

Figure 1.8 Preparation for concrete pour for the Nozzle (SOP).

1.4 Endorsed Document/s

The following Plans were approved or endorsed by the ER during the reporting period:

- Construction Noise and Vibration Management Plan (CNVMP Rev 12, Minor Amendment)

1.5 Complaints

Based on the Sydney Metro Complaint Registers for April 2024, there were 3 complaints reported during the month, 1 of which was deemed not to relate to the Project. This compares with 11 complaints received during the previous month.

The two complaints received related to ground borne noise and vibration from the excavation of a specific cross passage near Five Dock. AFJV has reduced the excavation hours to avoid the night time period so as to reduce impacts from the excavation of this cross passage.

1.6 Compliance

1.6.1 Incidents

One Incident as defined in the Infrastructure Approval was reported by AFJV during the reporting period relating to discharge of approximately 58,000L of low pH water from the Burwood North Water Treatment Plant. The Incident was reported to DPHI and the EPA. AFJV stated that at the end of the reporting period an investigation into the incident was ongoing.

Various minor incidents were also reported under the Sydney Metro reporting system including an acid spill at Burwood North WTP; a diesel and oil spill at Burwood North; and an oil spill at Burwood North.

1.6.2 Non-compliance and Potential Non Compliance

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

- NCR 035 regarding consultation not undertaken with all regulatory authorities as required by Condition D10.

1.6.3 Audits

The fourth Independent Environmental Audit on the Sydney Metro West, Concept and Stage 1 SSI 10038 Approval was conducted in March 2024.

1.7 Looking Forward – Core Focus Areas

- Noise and vibration impacts from the TBM traverse and commencement of tunnelling at Burwood North.
- Review of noise monitoring by AFJV to verify compliance with DNVIS predictions.
- Management of Ground Borne Noise from TBM operations and cross passage excavation.



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 April 2024, construction activities continued at all WTP sites. The following activities were undertaken at the Sydney Olympic Park (SOP), Westmead, Parramatta and the Clyde stabling and maintenance facility which includes the Rosehill, Clyde Dive and Clyde MSF construction sites:

SOP

- Form Reinforcement and concrete pour (FRP) Nozzle invert
- Installation of temporary tracks for TBM arrival

Westmead

- Station box excavation using hydraulic hammer and dozer, rock bolts and shotcrete
- Water Treatment Plant operation and discharging off site via the EPL discharge point.
- Road Header excavation of eastern cavern (24hrs/5days)
- Road header excavation of the tunnel stub and cross over cavern in the western end of the box (24hrs/5days)
- Removal of spoil from the Station Box, tunnel stub and cavern excavation via kibble and gantry crane inside the acoustic shed.
- Spoil stockpiling and load out from Acoustic shed

Parramatta

- Parramatta Diaphragm wall cutter, grab, cranes and bentonite plant demobilisation off site
- Water Treatment Plant operation with discharge off site when required
- Eastern station box excavation is continuing and steel strut installation, rock hammer is now required
- Spoil being loaded straight off site to various sites across Sydney and the Clyde MSF west
- The removal of the concrete pavement over the western end of the station box using concrete saw and hammer
-

Clyde Dive

- Horizontal tunnelling of arrival and departure tunnels with road header. Spoil transferred to MSF.
- Horizontal tunnelling with road Header between the shaft and dive excavation with Spoil transfer to MSF



- Clyde dive base slab and deflection wall concrete pours are being completed
- The water drainage sump FRP within the Clyde Dive excavation was completed in April
- Hydro blasting is continuing in the dive during normal construction hours with respite every three hours
- Clyde Dive portal waterproofing

Rosehill

- TBM 1 and 2 continue to excavate tunnel with spoil being transferred to the spoil shed via conveyor
- Spoil load out from Spoil shed via truck
- Ongoing operations of grout plant
- Ongoing tunnel segment delivery and storage
- Water Treatment Plant operation and discharge off site via EPL.

Clyde MSF

- Unwin Street diversion works including over bridge and spoil abutment construction
- Rail bridge works, including piling, pylon and bridge deck construction over Duck and A'Becketts Creeks
- Duck Creek and A 'Becketts Creek low flow and high flow channel excavation and rock placement ongoing. This includes tie in to existing creeks
- Water main and utilities retaining wall foundation excavation and FRH
- Water main and utilities trenching adjacent to the M4 and along Duck Creek
- Spoil storage and Management from Parramatta and Clyde Dive including Acid Sulfate Soil treatment.
- Fill material placement

2.2 Key Construction Activities Look Ahead

The key construction activities planned for May 2024 are similar to those listed in Section 3.1 With the addition of the following:

- Design and construction of temporary crossing of A'Becketts Creek
- Archaeology recommencing at Parramatta
- Unwin Street diversion traffic switch to new bridge
- Commence excavation of the western end of the Parramatta station box
- The assembly and operation of an electric Tower Crane at the Clyde Dive site

2.3 ER Inspections

Five ER inspections were conducted in April 2024 (3/4/2024, 10/4/2024, 17/4/2024, 24/04/2024 and 30/4/2024). Currently, the sites are divided into two groups and visited fortnightly. The two groups are:

- Parramatta, Westmead and SOP
- Clyde Dive, Clyde MSF and Rosehill

In total of 170 mm (Parramatta BOM) of rain fell during April 2024, compared to a monthly average of 79.7mm. Heavy rainfall was recorded on the 5 and 6 April 2024, with 46mm and 103mm falling, respectively. The rainfall event caused minor flooding across the project, due to the number of open excavations, most of the water was able to be stored onsite. In total three actions were raised across the WTP in April. The actions and key issues raised at the inspections were:

- **Rosehill** – The Rosehill site is being managed well with focus on tunnel excavation and spoil management. No actions were raised during April. An increase in sediment on internal haul roads was observed. Improvement in this area was discussed and agreed during the site inspection on the 24/4/2024.



- **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. No actions were raised during April. Preparation and clean up associated with the 150mm rain event were the focus of the ER inspections at this site. The creek diversion works are going well.
- **Parramatta** – The Parramatta site is being managed well with one action raised for poor storage of a bag of cold mix asphalt. The excavation of the station box and the removal the concrete pavement both using rock hammers presents an elevated noise and vibration risk for GLC and should be a key focus area for the contractor.
- **Westmead** – The Westmead site is being managed well with a focus on Station Box and tunnel excavation and spoil management. No actions were raised during April. The use of rock hammers to excavate the eastern end of the station box presents an elevated noise and vibration risk for GLC and should be a key focus area.
- **Clyde Dive** – This Clyde Dive site is being managed well with a focus on noise mitigation and erosion and sediment controls. Two actions were raised in April for inadequate storage of chemicals and stormwater pit controls.
- **SOP** – The SOP site is being managed well with no actions raised. Minimal work is occurring at SOP.

2.3.1 Photos



Figure 2.1: Westmead Site –Station box excavation looking west



Figure 2.2: Westmead site – Acoustic shed with noise blankets over stairs and concrete shoot

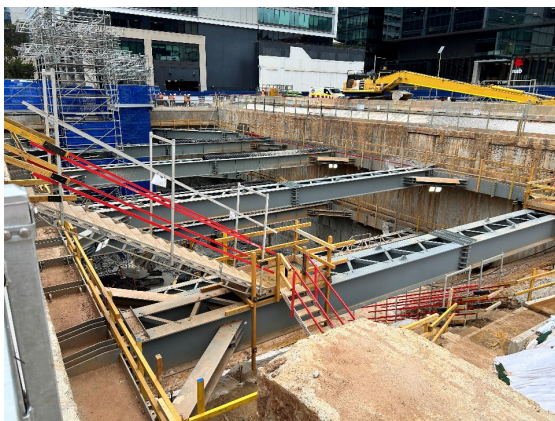


Figure 2.3: Parramatta Site – eastern Station Box excavation



Figure 2.4: Parramatta site – western piling pad removal



Figure 2.5: Clyde Dive site – Tower crane assembly



Figure 2.6: Clyde Dive site – Dive base FRP



Figure 2.7: Rosehill Site – Internal haul roads and wheel wash



Figure 2.10: Rosehill Site – WTP operation

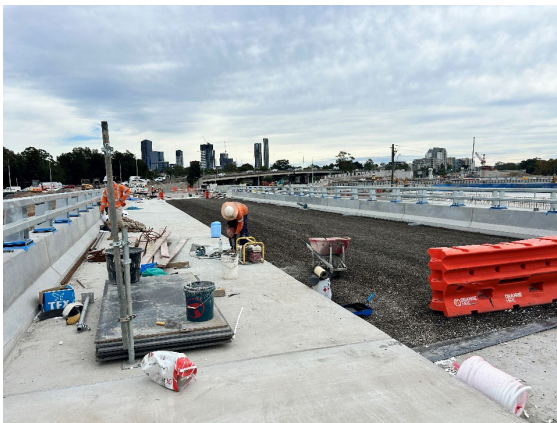


Figure 2.11: Clyde MSF Site – New Unwin Street bridge construction



Figure 2.12 – Clyde MSF Site – A'Becketts and Duck Creek tie works



Figure 2.13: Clyde MSF Site – Utilities retaining wall excavation being used as water storage during rainfall event



Figure 2.14: Clyde MSF Site – Utilities retaining wall excavation after rainfall event



Figure 2.15: SOP Site – station box refuelling

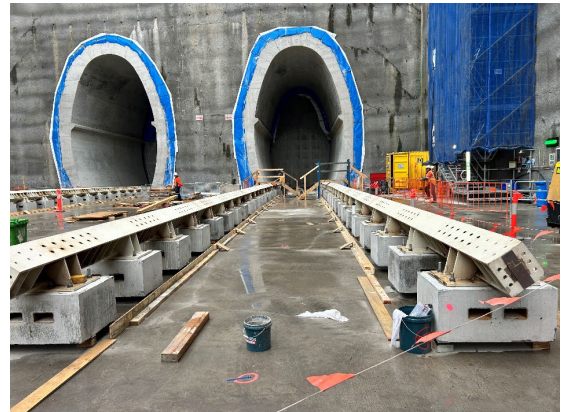


Figure 2.16: SOP Site – tunnel portal with TBM tracks

2.4 Endorsed Documents

The following documents were approved or endorsed by the ER during the reporting period:

- Sydney Metro West – Western Tunnelling Package: Spoil Management Plan (Rev H) endorsed on the 29 April 2024

2.5 Complaints

Ten complaints were provided to the ER for April 2024. Following an investigation, two of these complaints were not related to the Sydney Metro project and the other related to pre-existing building damage. The remaining complaints are summarised below:

- **Westmead** – Five complaints:
 - Three complaints (17/4/2024, 13/4/2024 and 13/4/2024) related to noise and vibration on the night of the 12 April 2024. GLC were completing tunnel works and station excavation within the Acoustic Shed, this involved using a rock hammer at the eastern end of the station box. Noise and vibration monitoring data was reviewed and no high noise or vibration readings were identified. Following an investigation, GLC determined that mitigation measures were not offered to impacted residents in accordance with the DNVIS and an NCR was raised. As a result, rock hammering in the Station Box excavation outside standard construction hours has been suspended. Further details on the NCR are provided in 2.6.2. The ER and AA have requested notification of when rock hammering is scheduled to recommence.



- The (10/4/2024) complaint was related to noise and vibration during standard construction hours. Following a review of real time and attended noise and vibration monitoring data the levels were found to be below the relevant criteria. The ER considers this complaint adequately addressed.
- The (30/4/2024) complaint was related to noise and vibration during standard construction hours. Following a review of real time and attended noise and vibration monitoring data the levels were found to be below the relevant criteria. The ER considers this complaint adequately addressed.
- **Western Tunnelling Package** – Two complaints:
 - The (12/4/2024) complaint was related to vibration experienced from tunnelling with the TBM. Following an investigation, TBM1 passed under the property recently. Nearby monitoring levels were below relevant cosmetic damage criteria. GLC have placed a vibration monitor within the property and results. The ER has requested the results.
 - The (12/4/2024) complaint was related to dangerous driving on M4 Motorway. As this was the second complaint for this driver a request has been issued to the transport contractor to remove this driver from the project. The ER considers this complaint adequately addressed.

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

Two Non-Compliance Reports (NCR) were provided to the ER or raised by the ER during the reporting period.

- NCR was raised by GLC undertaking works at the Parramatta site outside of standard construction hours on the 10 April 2024. Modelling suggests the impacts from the work would have included a low (i.e. 0 to 10dBA) exceedance of noise management level (NMLs) at up to seven residential apartment buildings. This results in a non-conformance against CoA D37C(i).
- NCR was raised by GLC for undertaking works at the Westmead site outside standard construction hours on Saturday 13th April 2024. The works involved station box excavation within the acoustic shed. To support these works, a Detailed Noise and Vibration Impact Statement (DNVIS) was prepared and endorsed by the Project's Independent Acoustic Advisor (AA) in accordance with MCoA D43. Following two community complaints and an investigation, GLC determined that mitigation measures identified in the DNVIS were not in place for the works undertaken from 10pm Friday 12 April until 5am Saturday 13 April. This resulted in a non-compliance against the implementation of the DNVIS.

Both the above non-compliances involved works being undertaken outside approved hours and without required mitigation measures in place. To avoid a reoccurrence of these events, GLC has implemented additional training and undertaken contractual action against the sub-contractors involved.

2.6.3 Audits

The fourth Independent Environmental Audit on the Sydney Metro West, Concept and Stage 1 SSI 10038 Approval commenced late February 2024, with the Audit Report issued on the 26 April 2024. No new non-compliances were identified for Phase F in the Audit report.

2.7 Looking Forward – Core Focus Areas

GLC are managing their environmental risk and compliance adequately. Currently, the Clyde MSF site presents the highest environmental risk due to its spoil management, creek works and multiple site access points.



The core focus areas for the coming month are:

- The diversion of Duck and A'Becketts Creek is continuing. This work involves creating a new low flow channel lined with rock and backfilling the original creek alignment to create the high flow channel. These works are influenced by rainfall events and require a high level of environmental management from GLC.



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 DPHI 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
- CCTV investigations of sewer lines.

Pyrmont East:

- Excavation of the temporary shaft using excavators with rock hammers and load out of spoil.
- Use of the diesel-powered tower crane including during OOHs to receive deliveries of the steel platform and acoustic shed.
- Ongoing construction of boundary retaining walls.
- Completion of the steel platform and ongoing construction of the acoustic shed frame.
- Operation of the ancillary facility in the parking lane on the south side of Union Street for site sheds.
- Completion of the installation of the sub-station in the eastern end of the site.
- Management of water accumulated on site after rain events including use of sucker trucks parked outside the site.

Pyrmont West:

- Ongoing construction of the retaining walls along Pyrmont Bridge Road and Pyrmont Street.
- Load out of some spoil.
- Cut and fill of site and construction of piling pads using a vibratory roller for compaction.
- Delivery of plant such as cranes and a piling rig to construction two large piles for the steel deck.
- Management of water accumulated on site after rain events including use of sucker trucks parked outside the site on Pyrmont Street.

Hunter Street West:

- Ongoing hard demolition of 9 Hunter Street including commencement of demolition of 5 Hunter Street and 300 George Street. Waste delivered to load out zone through lift shafts.
- Ongoing investigations into the boundary wall between Skinners Hotel and 300 George Street and planning for demolition given need to minimise potential damage to the hotel.
- Removal of scaffolding as they are demolished.
- Ongoing use of the basement load out zone for loading trucks and removal of demolition wastes through driveway to Hunter Street.
- Ongoing deliveries and pedestrian management along 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.
- Ongoing hard demolition of all buildings with plant rooms and upper level floors removed.
- Use of the load out area at 28 O'Connell Street.
- Use of drop chute for removal of spoil to ground level and load out.

The Bays:

- Ongoing use of the Tower Crane inside the station box for the delivery of key components of the TBMs to the station box.
- Works within the station box to assemble the TBMs and FRP for tunnelling launch supports.
- Water treatment using the temporary WTP and commissioning of the Construction WTP.
- Ongoing works on the slurry treatment plant.

3.2 Key Construction Activities Look Ahead

The following works are planned in May 2024:

- Ongoing activities as described above.
- Utility investigations and relocations.
- Further site establishment works at all sites.
- Ongoing rock hammering at the Pyrmont shaft sites.
- Hard demolition to continue at Hunter Street sites using rock hammers and pulverisers.
- Ongoing assembly of the TBMs and commencement of tunnelling.
- Ongoing OOHs delivery of steel for the acoustic shed at Pyrmont East and potentially other works, subject to approvals.

3.3 ER Inspections

Four ER inspections were conducted during the reporting period. The following actions were raised during the month:

- Ensure secondary containment is provided to diesel containers at Hunter Street.
- Ensure the silt and white substance spilled to the footpath outside 28 O'Connell Street at Hunter Street East is cleaned up. Minimise water from the Hunter Street sites wetting footpaths which has the potential to lead to a safety issue for the public.
- Ensure Hardstand at the Bays is kept clean, so that water directed to stormwater pits does not become turbid. If this is not possible, direct water to the WTP or other location for treatment.
- Provide records of permit for discharge of water off site at the Bays.
- Ensure adequate ERSED controls are placed around stormwater pits across the Bays site, particularly those reporting to the WBPS drain. Where plant and equipment is stored on ERSED controls or stormwater pits, these should be moved.
- SM to consider how to address flood mitigation at the after heavy rain on 5 April, particularly in respect of compliance with the mitigation measures defined in the flood assessment documents as issued to DPHI.
- Ensure that Porta Loos are not washed on Hunter Street. JCG noted during the inspection that in the future they would be swapped out rather than serviced on site.
- JCG to consider the approvals for reversing of vehicles from sites at Pyrmont.

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



3.3.1 Photos



Figure 3.1 Pymont East: Ongoing installation of the acoustic shed.



Figure 3.2 Pymont East: Excavation of sandstone using rock hammers under sttel deck



Figure 3.3 Pymont West: Crane on site for piling works.



Figure 3.4 Pymont West: Piling pad completed for piling.



Figure 3.5 Hunter St East: Demolition works ongoing.



Figure 3.6 Hunter Street East: Demolition of 33 Bligh Street Building.



Figure 3.7 The Bays: Assembly of the TBM sections into the station box



Figure 3.8 The Bays: Loading of new segments of the TBM into the station box.

3.4 Endorsed document/s

Documents approved or endorsed during the reporting period comprised.

- Spoil Management Plan (Rev 1) endorsed on the 3 April 2024
- Heritage Management Plan (Rev 2) endorsed on the 3 April 2024
- Noise and Vibration Monitoring Report (Rev 2) endorsed on the 3 April 2024
- Air Quality Management Plan (Rev 1) endorsed on the 3 April 2024

The documents were revised with minor amendments as part of an annual review. In accordance with CoA A32(d)iii the written statements endorsing documents identified in A14, A21, C1, C5 and C14 are provided in Appendix A (if relevant).

3.5 Complaints

Ten complaints related to ETP were reported by Sydney Metro for April 2024, with one found not to be related to the project. Three of the complaints were for the Pyrmont sites and related to noise and vibration during standard hours. One of the complaints also included Air Quality.

Three complaints were reported for Hunter Street with two complaints related to noise and vibration from the Hunter Street West site. One complaint related to public safety.

There was one complaint that was not related to construction activities. One further complaint, not construction related but reported for all Metro West sites was also received (not included in figures above).

3.6 Compliance

3.6.1 Incidents

No incidents considered to represent an Incident as defined under the Project Approval were reported to or observed by the ER during the reporting period. One incident was reported of a minor hydrocarbon spill on O'Connell Street at the Hunter Street site.

JCG also reported an incident under their reporting system where a permit was not prepared under the SWMP for discharge of rainwater to stormwater at the Bays that had accumulated in tanks on site.



3.6.2 Non-compliance

One Non-compliance Report was provided by JCG during the reporting period regarding the CPAS Monitoring Report under Condition D78 not being provided to City of Sydney Council.

3.6.3 Audits

The second IEA was conducted during the reporting period and continued in early April. The IEA report was under preparation at the end of the period.

3.7 Looking Forward – Core Focus Areas

In the next reporting period, the ER Team will be focused on:

- General monitoring of construction activities; including TBM tunnelling commencement at the Bays.
- Noise and dust associated with the ongoing hard demolition activities the Hunter Street sites.
- Noise associated with excavation of the temporary shaft Pyrmont East, and piling at Pyrmont 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 Jemena 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 Jemena 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

The majority of works undertaken in April were completed outside standard construction hours due to ROL requirements. Construction works included:

- Trenching and conduit install on Hawkesbury, Hassell and Alexandra, including traffic diversions outside standard construction hours
- Trenching and conduit install on Bailey Street during standard construction hours
- Silverwater Compound operation
- Traffic diversions

4.1 Key Construction Activities Look Ahead

Trenching and conduit installation, including associated traffic changes outside standard construction hours.

4.2 ER Inspections

One ER inspections was completed during the reporting period on the 24 April 2024. No actions or issues were raised.

4.2.1 Photos



Figure 4.1: Westmead Utility Works – Open excavation on the Cnr Hassell and Bailey Streets

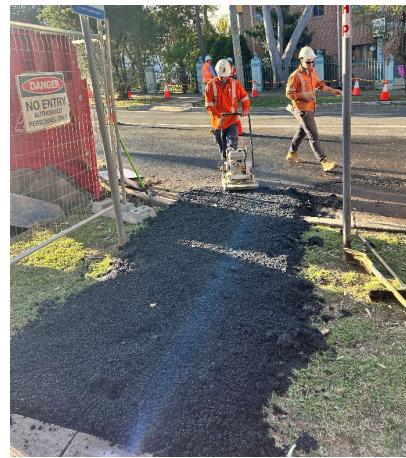


Figure 4.2 Westmead Utility Works: Alternate pedestrain access ramp.



4.3 Endorsed Document/s

No documents were endorsed or approved by the ER during the reporting period:

4.4 Complaints

Three complaints were provided to the ER for April 2024 for the Westmead Utility Relocation Works.

- The (9/04/2024) complaint related to noise outside standard construction hours and lack of notification. Following an investigation, Sydney Metro determined that mitigation measures were not offered in accordance with the DNVIS and an NCR was raised. Further details of the NCR are available in section 4.1.2
- The (15/04/2024) complaint related to noise and vibration during standard and nighttime construction hours. Sydney Metro has requested more information, so this complaint remains open.
- The (26/04/2024) complaint related to noise from truck movements during and outside standard construction hours. Sydney Metro provided a response on noise treatment and providing mitigation measures such as alternate accommodation as required. The ER has requested further information on the discussions with this receiver.

4.1 Compliance

4.1.1 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.

4.1.2 Non-compliance

One Non-Compliance Reports was provided to the ER during the reporting period.

- NCR was raised by Sydney Metro. Quickway were undertaking works on the intersection of Hawkesbury Road and Alexandra Avenue on the 9 April 2024. Following a community complaint and an investigation, Sydney Metro determined that mitigation measures identified in the DNVIS (Alternate Accommodation) were not in place for the works undertaken on the night of the 9 April 2024. This resulted in a non-compliance against MCoA D39.

4.1.3 Audits

The fourth Independent Environmental Audit on the Sydney Metro West, Concept and Stage 1 SSI 10038 Approval commenced late February 2024, with the Audit Report issued on the 26 April 2024. No new non-compliances were identified for Phase H in the Audit report.

4.2 Looking Forward – Core Focus Areas

The core focus areas for the coming month are:

- Work outside standard construction hours
- Road cleaning at the end of each shift.



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.



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, Housing and Infrastructure (DPHI) 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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HBI Healthy Buildings International Pty Ltd

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

www.hbi.com.au

Mr Ben Armstrong
Director Sustainability, Environment and Planning
Metro West
Sydney Metro
Transport for NSW
PO Box K659
HAYMARKET NSW 1240

3 April 2024

REF: 201208 (G) AQMP_Rev 1

Dear Ben

RE: Sydney Metro West Stage 2 – Eastern Tunnelling Package: Air Quality Management Sub-Plan (Rev 1)

I refer to Sydney Metro's (SM) submission of the following document required by Condition C1 of the Sydney Metro West – The Bays to Sydney CBD Approval (SSI 19238057) which was approved by the Department of Planning and Environment (DPE) on 24 August 2022:

- Sydney Metro West, Eastern Tunnelling Package Air Quality Management Sub-Plan Rev 1 dated 18 March 2024 (SMWSTETP-JCG-SWD-SW000-EN-PLN-002028).

It is noted that:

- The Air Quality Management Plan (AQMP Rev 0) was prepared by John Holland CPB Ghella JV (JCG) to address the requirements of Condition C1 of the Infrastructure Approval. This document was endorsed by the ER on 23 March 2023.
- Revision 1 of the AQMP is an update of Rev 0 as part of an annual review of management plans by JCG.
- Previous versions of the document have been reviewed by the ER.
- Sydney Metro has reviewed and commented on previous versions of the document.

Following the above reviews, the revised document is considered to have minor amendments that are consistent with the version endorsed by the ER in March 2023.

As the approved Environmental Representative for the Metro West and as required by Conditions A32(j) based on the above, the Air Quality Management Sub-Plan (Revision 1) is endorsed.

Yours sincerely

Michael Woolley

Michael Woolley

Environmental Representative – Sydney Metro West – Eastern Tunnelling Package
CC: Ari Stypel and Matthew Murrinan.

www.hbi.com.au

Mr Ben Armstrong
Director Sustainability, Environment and Planning
Metro West
Sydney Metro
PO Box K659
HAYMARKET NSW 1240

3 April 2024

REF: 201208(G) HMP REV2

Dear Ben

RE: Sydney Metro West Stage 2 – Eastern Tunnelling Package: Heritage Management Sub Plan (Rev 2)

I refer to Sydney Metro's (SM) submission of the following document required by Condition C5 and C12 of the Sydney Metro West – The Bays to Sydney CBD Approval (SSI 1923805) which was approved by the Department of Planning and Environment (DPE, now DPHE) on 24 August 2022:

- Sydney Metro West, Eastern Tunnelling Package Heritage Management Sub-Plan Rev 2 dated 14 March 2024 (SMWSTETP-JCG-SWD-SW000-EM-PLN-002015).

It is noted that:

- The Heritage Management Sub-Plan (HMP Rev C) was prepared by AMBS Ecology & Heritage for John Holland CPB Ghella JV (JCG) to address the requirements of Condition C5(c) and C12 of the Infrastructure Approval. This revision of the HMP was approved by DPE under Condition C7 on 22 March 2023.
- Revision 2 of the document is an update of the original document as part of an annual review conducted by JCG. A key change in the document was reference to the Sydney Metro West – The Bays Archaeological Research Design and Excavation Methodology, Report to AFJV/Sydney Metro (Artefact Heritage November 2022) (ARDc) (Appendix E).
- Previous versions of the document have been reviewed and updated following comments from the ER and Sydney Metro.
- Sydney Metro has reviewed and commented on previous versions of the document.

Following the above reviews, the revised document is considered to have minor amendments that are consistent with the version approved by DPE in March 2023.

As the approved Environmental Representative for the Metro West and as required by Conditions A32(j) based on the above, the Heritage Management Sub-Plan (Revision 2) is approved.

Yours sincerely

Michael Woolley
Michael Woolley

Environmental Representative – Sydney Metro West – Eastern Tunnelling Package
CC: Ari Stypel, Matthew Marrinan, Ben Armstrong

www.hbi.com.au

Mr Ben Armstrong
Director Sustainability, Environment and Planning
Metro West
Sydney Metro
Transport for NSW
PO Box K659
HAYMARKET NSW 1240

3 April 2024

REF: 201208 (G) SPOIL_Rev 1

Dear Ben

RE: Sydney Metro West Stage 2 – Eastern Tunnelling Package: Spoil Management Sub-Plan (Rev 1)

I refer to Sydney Metro's (SM) submission of the following document required by Condition C1 and C5 of the Sydney Metro West – The Bays to Sydney CBD Approval (SSI 1923805) which was approved by the Department of Planning and Environment (DPE) on 24 August 2022:

- Sydney Metro West, Eastern Tunnelling Package Spoil Management Sub-Plan Rev 1 dated 8 March 2024 (SMWSTETP-JCG-SWD-SW000-EN-PLN-002019).

It is noted that:

- The original Spoil Management Plan (SMP Rev B) was prepared by John Holland CPB Ghella JV (JCG) to address the requirements of Condition C1 and C5(d) of the Infrastructure Approval. This revision of the Plan was approved by DPE on 22 March 2023.
- Revision 1 of the Spoil Management Plan is an update of Rev C as part of an annual review of management plans by JCG.
- Previous versions of the document have been reviewed by the ER.
- Sydney Metro has reviewed and commented on previous versions of the document.

Following the above reviews, the revised document is considered to have minor amendments that are consistent with the version approved by DPE in March 2023.

As the approved Environmental Representative for the Metro West and as required by Conditions A32(j) based on the above, the Spoil Management Sub-Plan (Revision 1) is approved.

Yours sincerely

Michael Woolley

Michael Woolley

Environmental Representative – Sydney Metro West – Eastern Tunnelling Package
CC: Ari Stypel, Matthew Marrinan, Ben Armstrong

www.hbi.com.au

Mr Ben Armstrong
Director Sustainability, Environment & Planning
Metro West
Sydney Metro
PO Box K659
HAYMARKET NSW 1240

3 April 2024

REF: 201208(G) NVMP Rev 2

Dear Ben

RE: Sydney Metro West Stage 2– Eastern Tunnelling Package: Noise and Vibration Management Sub-Plan (Rev 2)

I refer to Sydney Metro's (SM) submission of the following document required by Condition C5 and C16 of the Sydney Metro West – The Bays to Sydney CBD Approval (SSI 1923805) which was approved by the Department of Planning and Environment (DPE, now DPHE) on 24 August 2022:

- Sydney Metro West, Eastern Tunnelling Package Noise and Vibration Management Plan Rev 2 dated 18 March 2024 (SMWSTETP-JCG-SWD-SW000-EN-PLN-002012); and
- Sydney Metro West, Eastern Tunnelling Package Noise and Vibration Monitoring Program Rev 2 dated 18 March 2024 (SMWSTETP-JCG-SWD-SW000-EN-PLN-002020)

It is noted that:

- The Construction Noise and Vibration Management Plan (NVMP Rev D) which included the Noise and Vibration Monitoring Program, was prepared by Renzo Tonin & Associates on behalf of John Holland CPB Ghella JV (JCG) to address the requirements of Condition C5(a), C14(a) and C16 of the Infrastructure Approval. This Plan was approved by DPE on 22 March 2023.
- The Noise and Vibration Management Plan Rev 2 dated 18 March 2024 and the Noise and Vibration Monitoring Program Rev 2 were updated as part of an annual review of management plans by JCG.
- Previous versions of the document have been reviewed and updated following comments from the AA and ER.
- Sydney Metro has reviewed and commented on previous versions of the document.
- The NVMP (Rev 2), including the Noise and Vibration Monitoring Program, has been reviewed and endorsed by the Acoustic Advisor on 26 March 2024.

Following the above reviews, the revised document is considered to have minor amendments that are consistent with the version approved by DPE in March 2023.

As the approved Environmental Representative for the Metro West and as required by Conditions A32(j) based on the above, the Noise and Vibration Management Plan and Monitoring Program (Revision 2) are approved.

Yours sincerely

Michael Woolley

Michael Woolley
Environmental Representative – Sydney Metro West – Eastern Tunnelling Package
CC: Ari Stypel, Matthew Marrinan, Ben Armstrong