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Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

5 July 2024

Ref:201208-ER_DPHI-June 2024

Dear Rob

RE: Sydney Metro - Sydney Metro West SSI - ER Monthly Report for June 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 June 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 that were tunnelling towards North Strathfield. These activities included delivery and storage of segments, spoil storage and load out and operation of ventilation systems.
- Ongoing construction of cross passages between the two tunnels.
- Ongoing use of site office facilities; and works shops.
- Operation of the Water Treatment Plant.
- Establishment of a new staff carparking area due to cessation of the lease for the pre-existing staff car park.

Five Dock

- West shaft: Ongoing support for TBM tunnelling for both TBMs. 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 as relevant. Ongoing FRP for the invert of the central cavern to achieve design which required concrete deliveries.
- 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

- OOHWS relating to driveways and utilities in various areas around the site.
- Operation of supporting plant for the TBM including the grout plant with frequent cement deliveries, power supply, and segment delivery and storage. New harmonic sub operating. All water for treatment was being directed to the Bays. The Tasman tank continues to store potable water for the grout plant.
- Storage of cross passage spoil and general concrete wastes in the station box and load out of spoil using a crane to load trucks.
- South Shaft: Works complete. Area being used for light vehicle parking.



North Strathfield

- Removal of steel decks and concrete columns at North Strathfield. This involved closure of the site access road.
- Completion of FRP for plinths at the base of the station box. Installation of services.
- Preparation for TBM arrival such as installation of conveyor supports.
- Pumping of water from the station box after many rain events.

Sydney Olympic Park

- Ongoing removal of the truck wash and weighbridge foundations.
- Various deliveries to the station box and laydown of materials at the surface.
- Project Office Operating.

1.2 Key Construction Activities Look Ahead

- Ongoing activities as described above.
- Arrival of the TBM at North Strathfield.
- Various OOHWs (conducted under the EPL).
- Demobilisation activities at SOP.

1.3 ER Inspections

There were four ER inspections conducted on each Thursday during June. Sites were inspected on an alternating basis except at Burwood North which was initially inspected on a weekly basis given ongoing TBM activities. The following actions were raised:

The Bays:

- Ensure fuels and chemicals outside the dangerous goods containers are provided with secondary containment.

Five Dock:

- Manage and minimise dust levels in the eastern shaft to reduce dust emissions from the acoustic shed doors at the Eastern shaft.

Burwood North:

- Request for noise monitoring data
- Ensure hardstand around stormwater pits is free of loose dirt to minimise turbid water entering stormwater drains at Burwood North.

North Strathfield and Sydney Olympic Park

- Nil

AFJV have been responsive in closing out actions raised during inspections. AFJV have been providing regular noise monitoring reports outlining results of attended and unattended monitoring.



1.3.1 Photos



Figure 1 1 Spoil stockpiled in the spoil shed (The Bays).



Figure 1 2 FRP for the invert of the Central Cavern (Five Dock).



Figure 1 3 Works in the Eastern Shaft (Five Dock).



Figure 1 4 Concrete drop chutes installed (Burwood North).



Figure 1 5 TBM support in the station box. Management of cross passage spoil (Burwood North).



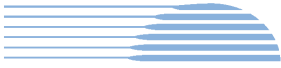
Figure 1 6 Removal of concrete pillar and steel decks completed during the reporting period (North Strathfield).



Figure 1.7 Works in the Station Box (North Strathfield)



Figure 1.8 Reinstatement of sub-grade after removal of the weighbridge (SOP).



1.4 Endorsed Document/s

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

- The Minor Ancillary Facility for the Staff car parking area was assessed under Condition A21.

1.5 Complaints

Based on the Sydney Metro Complaint Registers for June 2024, there were 8 complaints reported during the month, which compares with 13 complaints received during the previous month.

Five complaints related to noise and vibration from tunnelling of the TBM. Both TBMs were tunnelling towards North Strathfield from Burwood North during the reporting period, where tunnelling depths are reducing. Tunnelling depths will continue to get shallower.

Two complaints were related to noise from OOHWs conducted at and in the vicinity of Burwood North. One complaint related to odour and worker behaviour at Five Dock.

1.6 Compliance

1.6.1 Incidents

No Incidents as defined in the Infrastructure Approval were reported by AFJV during the reporting period.

One minor incident was reported under the Sydney Metro reporting system for a minor fuel spill at Burwood North which was contained on site.

1.6.2 Non-compliance and Potential Non Compliance

The following Non-Compliance Report was provided to the ER and DPHI during the reporting period:

- NCR 037 regarding Alternative Accommodation offers not being issued to some residents of a unit block as was defined in the DNVIS (Condition D40).

1.6.3 Audits

The fourth Independent Environmental Audit on the Sydney Metro West, Concept and Stage 1 SSI 10038 Approval was conducted in February and March 2024. The final report for the IEA was dated April 2024 and issued to the ER during the May reporting period. The next IEA is scheduled for August 2024.

1.7 Looking Forward – Core Focus Areas

- Review of noise monitoring by AFJV to verify compliance with DNVIS predictions.
- Management of Ground Borne Noise from TBM operations and cross passage excavation.
- Traverse of the TBM at North Strathfield.



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 June 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

- Tracks installed for TBM break through and load out
- 600T crane assembly to lift out and load the TBM
- TBM disassembly and load out to Rosehill during OOHW

Westmead

- Station box base slab concrete pours
- Station box trimming, bolting and shotcrete spraying
- 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

- 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
- Central station box excavation is continuing in alluvial acid sulfate soils and steel strut installation
- Spoil being loaded straight off site to various sites across Sydney and the Clyde MSF west (ASS)
- The removal of the concrete pavement over the western end of the station box using concrete saw and hammer
- Archaeology investigations and salvage in northern portion of site

Clyde Dive



- Horizontal tunnelling with road Header between the shaft and dive excavation with Spoil transfer to MSF. One tunnel completed
- Clyde dive base slab and deflection wall concrete pours
- Tower crane operation

Rosehill

- TBM 2 continues 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
- Unwin Street traffic switch to new bridge
- Rail bridge works, including piling, pylon and bridge deck construction over Duck and A'Becketts Creeks
- Duck Creek and A 'Becketts Creek low and high flow channel excavation and rock placement ongoing. This includes tie in to existing creeks
- Water main and utilities retaining wall FRH
- Water main tie in works
- Spoil storage and management from Parramatta and Clyde Dive including Acid Sulfate Soil treatment.
- Fill material placement
- Construction water on site storage and transfer to Rosehill WTP

2.2 Key Construction Activities Look Ahead

The key construction activities planned for July 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
- Commence excavation of the western end of the Parramatta station box
- Piling and concrete works at the Clyde Dive site adjacent to the ATC stables for a utility protection slab
- TBM 2 breakthrough at SOP late July 2024
- TBM 1 disassembly and transfer to Rosehill during OOHW due to ROL restrictions

2.3 ER Inspections

Four ER inspections were conducted in June 2024 (5/6/2024, 12/6/2024, 19/6/2024 and 27/06/2024). 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 164.8 mm (Parramatta BOM) of rain fell during June 2024, compared to a monthly average of 82.4mm. Heavy rainfall was recorded on the 1 and 6 June 2024, with 72mm and 33mm 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 four actions were raised across the WTP in June 2024. Three of the actions were raised for mud tracking onto Unwin and Kay Streets and one for plastic water pipes touching the heritage listed Roxy Theatre.

The actions and key issues raised at the inspections were:



- **Rosehill** – The Rosehill site is being managed well with the main activity being tunnel excavation and spoil management. One action was raised during June for mud tracking onto Unwin Street. The cleanliness of internal haul roads and use of the wheel wash was a focus of inspections during June.
- **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. Two actions were raised during June for mud tracking onto Kay Street from gates 5 and 9. The creek diversion works are being closely monitored during the ER inspections and are going well.
- **Parramatta** – The Parramatta site is being managed well with one action raised during June for plastic water pipes touching the heritage listed Roxy Theatre. 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 the main activity being the Station Box and tunnel excavation and spoil management. No actions were raised during June. 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. The ER and AA have requested noise and vibration monitoring data for this activity.
- **Clyde Dive** – This Clyde Dive site is being managed well with a focus on noise mitigation and erosion and sediment controls. No actions were raised in June.
- **SOP** – The SOP site is being managed well with no actions raised. Minimal work occurred at SOP in June. TBM 1 arrived at the end of June and works associated with the removal of the TBM and transport to Rosehill during night hours is a focus area for the team during the coming months.

2.3.1 Photos



Figure 2.1: Westmead Site – Station Box base slab concrete pour



Figure 2.2: Westmead site – Spoil loading inside Acoustic shed



Figure 2.3: Parramatta Site – Artefacts recovered

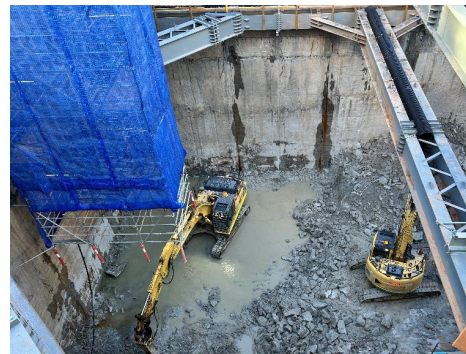


Figure 2.4: Parramatta site – Station box excavation with rock hammer



Figure 2.5: Clyde Dive site – Spoil stockpiling and load out from arrival/departure tunnels

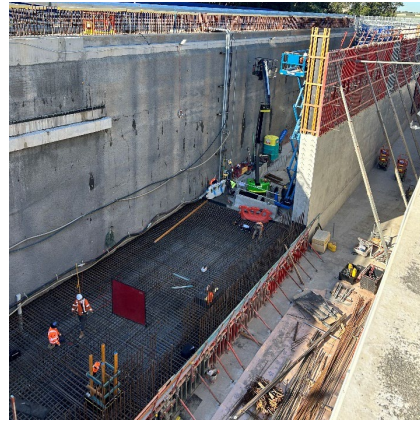


Figure 2.6: Clyde Dive site – Dive base and deflection wall FRP

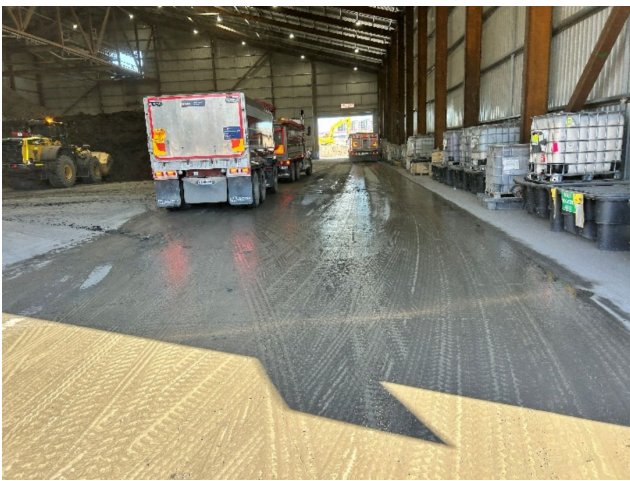


Figure 2.7: Rosehill Site – spoil shed



Figure 2.10: Rosehill Site – WTP operation



Figure 2.11: Clyde MSF Site – Internal Haul Roads with sediment



Figure 2.12 – Clyde MSF Site – A'Becketts Creek contaminated spoil removal prior to backfill.



Figure 2.13: Clyde MSF Site – Parramatta ASS stockpile and treatment



Figure 2.14: Clyde MSF Site – Retaining wall FRH and water storage in excavations

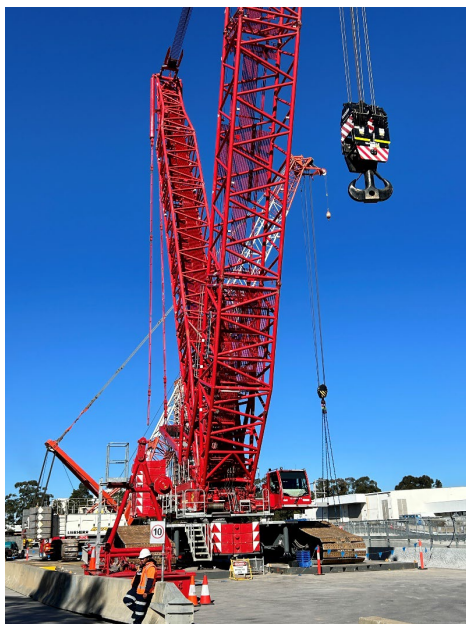


Figure 2.15: SOP Site – 600T crane ready to lift out TBM in pieces



Figure 2.16: SOP Site – SOP Station Box looking east

2.4 Endorsed Documents

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

- Sydney Metro West – Western Tunnelling Package: Soil and Water Management Plan (Rev H) endorsed on the 3 June 2024

2.5 Complaints

Seven complaints were provided to the ER for June 2024, an increase from five the previous month. Following an investigation, three of the complaints was not related to the Sydney Metro project. The remaining complaints are summarised below:

- **Westmead** – Three complaints:
 - The (19 and 22/6/2024) complaints were from the same receiver on Bailey Street and related to noise and vibration. GLC were not completing any street level works, however, they were completing tunnel works and station excavation within the Acoustic Shed, this involved using a road header. Noise and Vibration monitoring data from the address was reviewed and found to be below the relevant criteria. The ER has requested noise and vibration monitoring data from rock



hammering at the eastern end of the station box and will continue to monitor complaints from this resident. The ER has requested GLC to provide this complainant with information on the complaint escalation process.

- The (4/6/2024) complaint was related to wanting alternate accommodation when they were only eligible for respite vouchers based on predicted noise levels. When informed of this, the complainant became hostile and the call was terminated.
- **Clyde Stabling Facility** – One complaint:
 - The (20/6/2024) complaint was related to a truck driving in a restricted suburban street in Harris Park. Following an investigation GLC confirmed the truck was working for WTP and the street was not on the approved haulage route. GLC raised a Non Compliance with CoA D90 (e).

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.

- On the 17/6/2024, 16 planted street trees on Unwin Street Rosehill were removed without following the vegetation removal procedure detailed in the Flora and Fauna management Plan (rev H). These trees were assessed and approved for removal via an Environmental Review (GLC19) on account their placement significantly hampered visibility of the road and therefore the ability for trucks to safely and efficiently exit site. This was raised as a non-compliance with CoA C1 and a Non Compliance Report was issued to DPHI. To reduce the risk or a reoccurrence targeted training has been undertaken with the relevant GLC personnel.
- On the 24 June 2024 the Community Hotline received a complaint (#5651) for a heavy vehicle on Alfred Street, Harris Park. The complaint related to a heavy vehicle driving on a restricted suburban street. Following a request from the ER, GLC completed an investigation and found that the spoil haulage truck was working on the project and had driven down a street that was not part of the approved haulage route. This was raised as a non-compliance with CoA D90 (e) and a Non Compliance Report was issued to DPHI. To reduce the risk or a reoccurrence targeted training has been undertaken with the haulage subcontractor teams.

2.6.3 Audits

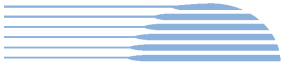
No audits were conducted in June 2024.

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.

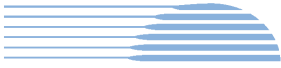
The core focus areas for the coming month are:

- 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.
- The utilities protection slab on adjacent to the Rosehill Gardens Stables and the associated potential noise impacts.



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- The dismantling of the TMB at SOP and the transport of the segments to Rosehill during night hours presents a traffic and noise risk for the project.



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:

Pyrmont East:

- Ongoing excavation of the temporary shaft using excavators with rock hammers and load out of spoil. Saw cutting of shaft faces. Clamshell excavators and kibble in use loading trucks from the steel platform, with trucks entering from Edward Street and existing to Pyrmont Bridge Road.
- Use of the diesel-powered tower crane including during OOHs to receive deliveries for the acoustic shed cladding, and other items. ROLs were limited to later periods during Vivid, leading to works going further into the nighttime period than previously.
- Ongoing cladding of the walls of the acoustic shed, with the south, west and eastern walls completed, and northern wall partially completed. Use of site sheds and ongoing assembly and commissioning of the water treatment plant.
- Operation of the ancillary facility in the parking lane on the south side of Union Street for site sheds.
- Management of water accumulated on site after rain events including pumping water to an intermediate tank and then use of sucker trucks parked outside the site to empty the tank.
- Excavation by rock hammer a section of the shaft outside the temporary shaft to the east of the acoustic shed.

Pyrmont West:

- Completion of the retaining walls along Pyrmont Bridge Road and Pyrmont Street. Anchor drilling for the retaining walls and stressing of anchors in the southeast corner of the site.
- Load out of spoil.
- Addition of steel extensions to the 2 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 5 and 9 Hunter Street and 300 George Street buildings. Waste delivered to load out zone through lift shafts.
- Ongoing use of the basement load out zone for loading trucks and removal of demolition wastes through driveway to Hunter Street.
- 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 and support the southern wall of the hotel post demolition of 300 George Street.
- Demolition of 300 George Street by pulveriser to reduce vibration impacts to Skinner's Hotel.
- Removal of scaffolding as the buildings are demolished.
- Ongoing deliveries and pedestrian management along Hunter Street.



Hunter Street East:

- Activities inside the Blich 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. Construction of pillars. Use of air ventilation systems and other tunnelling support activities.
- Ongoing hard demolition of buildings on the site using multiple excavators with rock hammers and use of pulverisers where practicable. Electric tower crane in use during demolition works. Demolition slowed during the month as the building level reduced to the level of the needles which support scaffolding.
- Ongoing use of the truck load out area at 28 O'Connell Street.
- Use of drop chute for removal of spoil to ground level and load out.

The Bays:

- Commencement of tunnelling TBM "Jessie Street" towards Pyrmont. Initial use of the slurry treatment plant with small volumes of slurry from tunnelling.
- Demobilisation of the crawler crane and mobilisation of another crane.
- Water treatment using the temporary WTP and ongoing commissioning and testing of the Construction WTP. The Construction WTP did not discharge water during the reporting period.
- Ongoing works on the slurry treatment plant and equipment that support its operation including installation of slurry pipes from the TBM to the Slurry Treatment Plant.
- Additions made to the flood barrier
- General support activities such as in the workshops and site offices.
- Change of location for car and truck parking at the Bays.

3.2 Key Construction Activities Look Ahead

The following works are planned in July 2024:

- Ongoing activities as described above.
- 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, getting closer to ground levels.
- Ongoing tunnelling of one TBM at the Bays and treatment of slurry.
- Delivery of a Road header and commencement of tunnelling 24/7 at Pyrmont East.

3.3 ER Inspections

Three ER inspections were conducted during the reporting period on each Tuesday (no ER Inspection was conducted on 11 June due to a RDO on that day). The following actions were raised during the month:

- Ensure noise blankets are placed around demolition activities at Hunter West so they are effective, ensuring gaps with no blankets are minimised.

JCG were observed to be responsive to ER feedback during inspections. Some actions related to noise blanket installation at the Hunter Street sites and ERSED controls at the Bays from the prior reporting period continued into this reporting period.



3.3.1 Photos



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



Figure 3.2 Pyrmont East: Excavation of sandstone using rock hammers under steel deck



Figure 3.3 Pyrmont West: Piling works.



Figure 3.4 Pyrmont West: Piling pad completed for piling.



Figure 3.5 Hunter St East: Demolition works ongoing.



Figure 3.6 Hunter Street West: Demolition of buildings ongoing. Investigations to reduce impacts on Skinners Hotel ongoing.



Figure 3.7 The Bays: Commencement of tunnelling of TBM Jessie

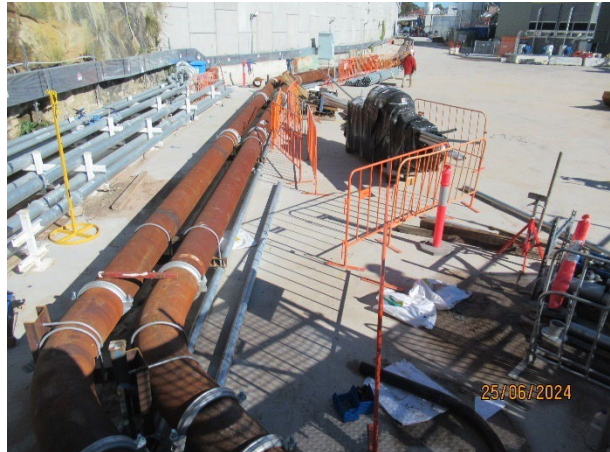


Figure 3.8 The Bays: Assembly of the slurry pipes.

3.4 Endorsed document/s

Documents approved or endorsed during the reporting period comprised.

- Ancillary Facility Memo - Truck Marshalling Rev C signed on 14 June 2024 (revised location for the truck Marshalling area)
- Minor Ancillary Facility Memo - The Bays Carpark Rev G (revised location for the staff car parking area)
- Construction Environmental Management Plan (CEMP Rev 3)
- Waste Management Plan (Rev 2)

The CEMP was amended to account for the revised location of the Truck Marshalling Area. The Waste Management Plan update was due to an annual review by JCG and included requirements of the EPL including an updated list of disposal site locations.

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

Fifteen complaints related to ETP were reported by Sydney Metro for June 2024 of which 10 related to the Pyrmont sites and 5 related to the Hunter Street sites. One of the complaints reported for Hunter Street was not deemed to be from Sydney Metro project activities.

Seven complaints at Pyrmont Street related to noise from OOHWs and three related to noise from works during standard hours. One complaint related to Respite and Alternative Accommodation offers. The complaints related to OOHWs coincided with continued OOHWs at Pyrmont East comprising deliveries as well as ongoing installation of cladding of the acoustic shed and other site-based activities. Works during standard hours mainly comprised ongoing excavation of the temporary shaft using rock hammers at Pyromont East.

The four complaints reported for Hunter Street related to noise and vibration during standard construction hours from the Hunter Street West site (3) and Hunter East site (1). The complaints related to ongoing demolition related activities.

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 minor incident was reported of a small oil spill at the Bays that was contained on site.



3.6.2 Non-compliance

No non-compliances were reported by JCG or Sydney Metro during the reporting period or observed by the ER.

3.6.3 Audits

The second IEA final report dated April 2024 was issued to the ER during the previous reporting period. The next IEA is planned for August 2024.

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 at the Bays.
- Noise and dust associated with the ongoing hard demolition activities the Hunter Street sites.
- Noise associated with excavation of the Pyrmont shafts and OOHWs at Pyrmont East.
- 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 Utilities 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 Utilities 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

No works were undertaken by Quickway in June. However, Telstra works have commenced cable pulling under their own approval process. These works were undertaken both during standard construction hours and OOHW due to ROL requirements. Telstra completed their own community notification.

4.1 Key Construction Activities Look Ahead

Minor drainage works will be completed once council approval of the design has been received by Sydney Metro and the Quickway Construction Environmental management Plan and associated sub plans are updated and endorsed by the ER.

4.2 ER Inspections

No ER inspections were completed during the reporting period.

4.2.1 Photos

None.

4.3 Endorsed Document/s

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

4.4 Complaints

No complaints were provided to the ER for June 2024 for the Westmead Utility Relocation Works.

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

No Non-Compliance Reports were provided to the ER during the reporting period.



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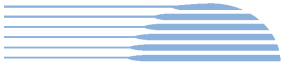
4.1.3 Audits

No audits were conducted during the reporting period.

4.2 Looking Forward – Core Focus Areas

The core focus areas for the coming month are:

- Drainage works across driveways



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

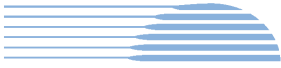
No incidents have been reported to the ER in relation to the investigations previously conducted for Sydney Metro.

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.

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

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

14 June 2024

REF: 201208 (G) CEMP_Rev 3

Dear Ben

RE: Sydney Metro West Stage 2 – Eastern Tunnelling Package: Construction Environmental Management Plan (Rev 3)

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 Construction Environmental Management Plan Rev 3 dated 11 June 2024 (SMWSTETP-JCG-SWD-SW000-EN-PLN-002018).

It is noted that:

- The Construction Environmental Management Plan (CEMP) was initially prepared in 2023 by John Holland CPB Ghella JV (JCG) to address the requirements of Condition C1 of the Infrastructure Approval.
- The CEMP addresses Phases G1 and G2 as detailed in the Sydney Metro West Stage 2 - Phasing Report.
- The initial version of the CEMP was endorsed by the ER on 23 March 2023.
- The key change in this revised version (Rev 3) of the CEMP includes a new location for the Truck Marshalling Area and the staff carpark after the lease period with NSW Ports for the existing marshalling and parking areas came to an end. A separate memo providing an assessment of the new locations for these ancillary facilities has been made available to the ER. Further, DPHI has approved an updated CPAS (Rev 5) covering these changes and the AA has notified the ER of no concerns in relation to the truck marshalling area.
- Previous versions (Rev 1 and Rev 2) 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 and have closed out all comments on the document.

Following the above reviews, the revised document is considered to be a minor amendment to the previously endorsed CEMP. As an approved Environmental Representative for the Sydney Metro West project and as required by Condition A32(j), on the basis of the above, the Construction Environmental Management Plan (Revision 3) is approved.

Yours sincerely

Michael Woolley

Michael Woolley

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

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

17 June 2024

REF: 201208 (G) WMP_Rev 2

Dear Ben

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

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 Waste Management Sub-Plan Rev 2 dated 6 June 2024 (SMWSTETP-JCG-SWD-SW000-EM-PLN-002022).

It is noted that:

- The Waste Management Plan (WMP Rev 0) was prepared by John Holland CPB Ghella JV (JCG) to address the requirements of Condition C1 of the Infrastructure Approval.
- Rev 2 of the document comprised an annual update of the plan largely related to EPL requirements.
- Previous versions of the document (including Rev 1) have been reviewed and updated following comments from the ER.
- Sydney Metro has reviewed and commented on previous versions of the document and has closed out all comments.

Following the above reviews, the revised document is considered to comprise minor amendments. As the approved Environmental Representative for the Sydney Metro West and as required by Condition A32(j) and C1, on the basis of the above, the Waste Management Sub-Plan (Revision 2) is approved.

Yours sincerely

Michael Woolley

Michael Woolley

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