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Department of Planning, Housing and Infrastructure
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PARRAMATTA NSW 2124

5 April 2024

Ref:201208-ER_DPHI-March 2024

Dear Rob

RE: Sydney Metro - Sydney Metro West SSI - ER Monthly Report for March 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 March 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)



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	7
1.6.3	Audits	7
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	13
2.5	Complaints	13
2.6	Compliance	13
2.6.1	Incidents	13
2.6.2	Non-compliance	14
2.6.3	Audits	14
2.7	Looking Forward – Core Focus Areas	14
3	Phase G - Eastern Tunnel Package	15
3.1	Key Construction Related Activities During the Period	15
3.2	Key Construction Activities Look Ahead	16
3.3	ER Inspections	16
3.3.1	Photos	17
3.4	Endorsed document/s	18
3.5	Complaints	18
3.6	Compliance	18
3.6.1	Incidents	18
3.6.2	Non-compliance	19
3.6.3	Audits	19



3.7	Looking Forward – Core Focus Areas	19
4	PHASE H - Westmead Utility Relocation	20
4.1	Key Construction Related Activities During the Period	20
4.1	Key Construction Activities Look Ahead.....	20
4.2	ER Inspections	20
4.2.1	Photos	20
4.3	Endorsed Document/s.....	21
4.4	Complaints	21
4.1	Compliance.....	21
4.1.1	Incidents.....	21
4.1.2	Non-compliance	21
4.1.3	Audits	21
4.2	Looking Forward – Core Focus Areas	21
5	Sydney Metro Retained Obligations and Other Activity	22
5.1	Key Construction Activities During the Period	22
5.2	Key Construction Activities Look Ahead.....	22
5.3	ER Inspections	22
5.3.1	Photos	22
5.4	Endorsed Document/s.....	22
5.5	Complaints	22
5.6	Compliance.....	22
5.6.1	Incidents.....	22
5.6.2	Non-compliance	22
5.6.3	Audits	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 support activities for the two TBMs which were approaching Burwood North by 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.
- Ongoing construction of cross passages between the two tunnels.
- 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 support for TBM tunnelling for both TBMs. Northern access to be used for light vehicle parking. Opening of carparking to the public on Great North Road in front of the site. Utilities works on Great North Road.
- East Shaft: Deliveries and various works inside the acoustic shed. Tunnelling support activities including access for the tunnelling workforce. Re-surfacing of pavement on Second Av and in sections on Great North Road.
- Ongoing use of a house on Waterview Street adjacent the eastern shaft for project offices.
- Cessation of the operation of the Water Treatment Plant at the east site with water being directed to the Bays WTP for treatment.

Burwood North

- Completion of plinths for the TBM to traverse the station box. Various works in the station box in preparation for TBM arrival.
- OOHVs relating to driveways and utilities in various areas around the site.
- Planning for the set up of some items required for the TBM including grout plant; power supply; WTP use 24/7 and segment storage.
- South Shaft: Works complete. Area being used for light vehicle parking.

North Strathfield



- Completion of load out of remaining spoil from service trenching and removal off site of telescopic excavator. FRP for plinths and the base of the station box. Installation of services. Ongoing FRP 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 waterproofing of the Nozzles at the eastern end of the station box and FRP works to line the Nozzles. Concrete management. Much reduced activities 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 tunnelling from Five Dock towards Burwood North.

1.3 ER Inspections

There were four ER inspections conducted on each Thursday during March. Sites were inspected on an alternating basis. The following actions were raised:

The Bays:

- Replenish spill kit north of the spoil shed and remove rubbish from the spill kit bin.
- Remove sediment from the swale drain near the WTP discharge point.
- AFJV to appropriately dispose of sandbags at the Bays near the segment shed given their state of deterioration and that they were no longer in use.
- AFJV to empty the bin at the car park and to clean up litter where it can be seen within the site.
- Reduce and better manage the hydrocarbon and chemical storage at the TBM laydown area at the Bays.

Five Dock:

- Nil

Burwood North:

- Nil

North Strathfield

- Install noise mitigation during saw cutting where reasonable and feasible.

Sydney Olympic Park

- Ensure non-tonal movement beepers (or an equivalent mechanism) are fitted and used on all construction vehicles and mobile plant (at SOP) where this does not compromise WHS requirements as required by MMNV16 in the CNVMP.
- Improve the management and containment of concrete wastes and wash water on the hardstand at SOP.
- Ensure hardstand areas are kept clean to reduce the generation of windblown dust at SOP.



AFJV have been prompt 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 Truck turntable installed in the south entry of the Western Shaft (Five Dock).

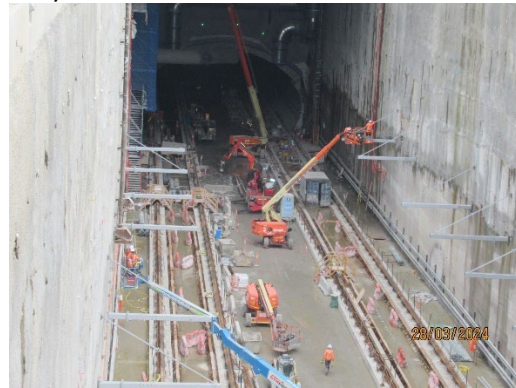


Figure 1 4 TBM conveyor supports being installed (Burwood North).



Figure 1 Preparations for TBM arrival (Burwood North).



Figure 1 6 New hardstand areas (Burwood North).



Figure 1.7 Works in the Nozzles (North Strathfield)



Figure 1.8 FRP of section between plinths (SOP).

1.4 Endorsed Document/s

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

- Nil.

1.5 Complaints

Based on the Sydney Metro Complaint Register for March 2024, there were 11 complaints reported during the month, 4 of which were deemed not to relate to the Project. The seven complaints relating to the project are described below.

Four complaints related to noise and vibration from tunnelling activities along the TBM alignment including at cross passages.

Two complaints were related to Five Dock, both in relation to Noise and Vibration out of hours.

One complaint was received at Burwood North relating to dust from grinding activities.

1.6 Compliance

1.6.1 Incidents

No Incidents as defined in the Infrastructure Approval were reported by AFJV or Sydney Metro during the reporting period. Various minor hydrocarbon spills were reported at the Bays, Five Dock and North Strathfield under the Sydney Metro reporting system.

1.6.2 Non-compliance and Potential Non Compliance

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

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 management at Five Dock and Burwood North, including 24 hour operation of the TBMs from Five Dock.
- 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 March 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
- Caverns waterproof membrane installation
- Preparation for TBM arrival

Westmead

- Station box excavation, including rock bolts and shotcreting
- Water Treatment Plant is now operational 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)
- Station box excavation using hydraulic hammer and dozer, rock bolts and shotcrete.
- 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

- Diaphragm wall excavation was completed at the end of March
- Water Treatment Plant operation with discharge on site
- Eastern station box excavation is continuing and steel strut installation
- Spoil being loaded straight off site to Clyde MSF west

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 excavation has been completed and now base slab concrete pours are being completed



- The water drainage sump FRP within the Clyde Dive excavation
- Hydro blasting is continuing in the dive during normal construction hours with respite every three hours

Rosehill

- TBM 1 and 2 continue to excavate tunnel with spoil being transferred to the spoil shed via conveyor
- 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 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.
- 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 April 2024 are similar to those listed in Section 3.1 With the addition of the following:

- Parramatta Diaphragm wall cutter, grab, cranes and bentonite plant demobilisation off site (OOHW)
- Parramatta Station box excavation will reach rock and a hydraulic rock hammer will start to be used during daytime hours with respite
- Design and construction of temporary crossing of A'Becketts Creek
- TBM arrival works at SOP, including laying of temporary track and crane mobilisation

2.3 ER Inspections

Four ER inspections were conducted in March 2024 (6/3/2024, 13/3/2024, 20/3/2024 and 27/3/2024). 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 55.2 mm (Parramatta BOM) of rain fell during March 2024, compared to a monthly average of 99.1mm. Heavy rainfall was recorded on the 14 and 15 March 2024, with 14.2mm and 15mm falling, respectively. In total two actions were raised across the WTP in March. 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 March. The tunnel is producing a lot of water, this additional water is producing a significant amount of sandstone slurry at the end of the spoil conveyor. It was agreed on site to put additional bunding around the area to ensure the slurry is captured and does not spread across the site.
- **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, one action was raised for stormwater pit sediment control maintenance on Wentworth Street. The cleanliness of Kay and Wentworth Streets was discussed during site inspections.



- **Parramatta** – The Parramatta site is being managed well with no actions raised. The excavation of the station box and the transfer of spoil to the Clyde MSF site within and outside standard construction hours presents an elevated 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 March. The operation of the onsite air compressors and the associated noise mitigation was discussed during inspections. Noise reductions were noted.
- **Clyde Dive** – This Clyde Dive site is being managed well with a focus on noise. One action was raised in March for inadequate storage of an Acid Sulphate soil stockpile.
- **SOP** – The SOP site is being managed well with no actions raised. Managing large concrete pours was a focus for the team and discussed during site inspections.

2.3.1 Photos



Figure 2.1: Westmead Site – Pad 1 lay down area



Figure 2.2: Westmead site – Clean stormwater drainage path



Figure 2.3: Parramatta Site – Station Box excavation

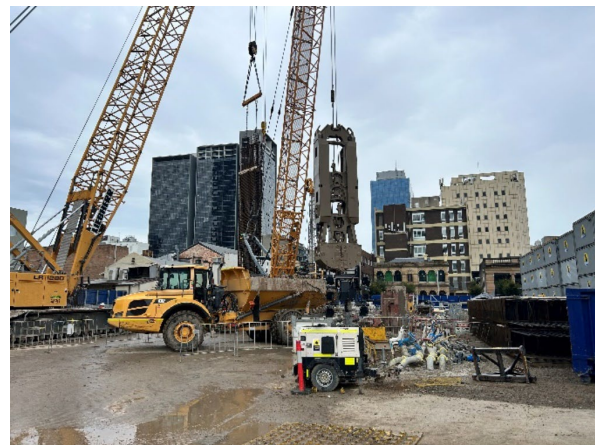


Figure 2.4: Parramatta site – D-Wall grab unloading spoil



Figure 2.5: Clyde Dive site – Dive Concrete base pour



Figure 2.6: Clyde Dive site – Spoil shed



Figure 2.7: Rosehill Site – Slurry coming off TBM Spoil conveyor



Figure 2.10: Rosehill Site – TBM Spoil shed



Figure 2.11: Clyde MSF Site – Parramatta Station box spoil storage at Clyde MSF



Figure 2.12 – Clyde MSF Site – A'Becketts Creek low flow construction



Figure 2.13: Clyde MSF Site – Utilities retaining wall construction



Figure 2.14: Clyde MSF Site – Wheel wash with hose cleaning tyres



Figure 2.15: SOP Site – tunnel portal formwork construction



Figure 2.16: SOP Site – tunnel portal

2.4 Endorsed Documents

There were no documents approved or endorsed during the reporting period.

2.5 Complaints

Six complaints were provided to the ER for March 2024. Following an investigation, four of these complaints were not related to the Sydney Metro project. The remaining complaints are summarised below:

- **Westmead** – One complaint: The (9/03/2024) complaint related to noise and vibration during night time hours. The investigation found that GLC were completing tunnel works and station excavation within the Acoustic Shed, 210m and 150m from the complainant, respectively. Noise and vibration monitoring data was reviewed and no high noise or vibration readings were identified. This complaint is most likely related to the earthquake that occurred at approximately 9:00pm on Friday 8th March 2024.
- **Clyde MSF** – One complaint: The (1/3/2024) complaint was related to trucks parking outside and across the driveway of a business in Clyde. GLC have undertaken an investigation and the ER has requested the outcomes.

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 (NCR) were provided to the ER or raised by the ER during the reporting period.

- NCR was raised by GLC for not submitting the Noise and Vibration Monitoring Report for the monitoring period 19 July 2023 to the 19 January 2024 to the Planning Secretary within 40 business days, in accordance with the respective Monitoring Programs. This results in a non-conformance against CoA C23.
- NCR was raised by GLC for undertaking clearing of mangroves in the northern side of Duck Creek without a Registered Aboriginal Party member present during the clearing. This is a requirement of Modification 5 - REMM AH5.
- Following a request by the ER, Sydney Metro raised a non-compliance against CoA A31(b) which requires Consistency Assessments and Environmental Reviews to be provided to the ER before the commencement of the subject of work.

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 draft and final reports due to April 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.



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

Pyrmont East:

- Excavation of the temporary shaft 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.
- Ongoing construction of the steel platform, with completed sections used for laydown.
- Operation of the ancillary facility in the parking lane on the south side of Union Street for site sheds.
- Installation of the sub-station in the eastern end of the site.

Pyrmont West:

- Completion of anchoring and FRP activities for footings for the acoustic shed.
- Ongoing construction of the retaining walls along Paternoster Row and Pyrmont Bridge Road with some areas completed.
- Load out of spoil.
- Construction of a new hardstand access off Pyrmont Bridge Road. Removal of the former hardstand area to allow for excavation of the area.
- Levelling the site to facilitate construction of piling pads.
- 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 (at level 14 at end of the reporting period, from Level 20). Waste delivered to load out zone through lift shafts. Due to steel frame construction of the building and thin slabs, demolition method has mainly been by hammer.
- Ongoing investigations into the boundary wall between Skinners Hotel and 300 George Street
- Ongoing installation of scaffolding for various buildings.
- Ongoing use of the basement load out zone for loading trucks and removal of demolition 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.
- Completion of works to support planned hard demolition activities including construction of columns to support some building elements. Back propping of all floors of 28 O'Connell Street building and cutting of steel tensioning cables within mullions to release the load of the building onto the props. Removal of a large beam at the top of the building using rock hammers. Removal of plant room and top floors of 33 Bligh Street using mainly pulverisers.
- 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:

- Construction of a Tower Crane inside the station box.
- Delivery of key components of the TBMs to site and use of the tower crane to lower them into the station box.
- Works within the station box to prepare for launch of the TBMs and FRP for tunnelling launch supports. Placement of steel mesh on the walls of the station box.
- Water treatment using the temporary WTP and commissioning of the Construction WTP.
- Ongoing concrete FRP works for the slurry plant, haul road and laydown areas.
- Installation of flood control on concrete barriers near the haul road.

3.2 Key Construction Activities Look Ahead

The following works are planned in April 2024:

- Ongoing activities as described above.
- Utility investigations and relocations.
- Further site establishment works at all sites.
- Rock hammering at the Pymont shaft sites.
- Hard demolition to continue at 9 Hunter Street at Hunter Street East
- Ongoing assembly of the TBMs and preparation for tunnelling.
- Ongoing OOHs delivery of steel for the acoustic shed at Pymont East.

3.3 ER Inspections

Four ER inspections were conducted during the reporting period on each Tuesday of March. The following actions were raised during the month:

- JCG to ensure sliding door is kept shut at 28 O'Connell Street loading zone to reduce noise impacts in the vicinity.
- Installation of noise blankets on the northern side of 9 Hunter Street building facing Hunter Street (Hunter St West). There have been ongoing discussions regarding placement of noise blankets around the levels of demolition at 9 Hunter Street and buildings at Hunter East. JCG has conducted monitoring within and outside of buildings in the vicinity of the hammering and have provided a report on the results of the monitoring, which is under review. Access to the level of demolition at 9 Hunter Street was restricted over the reporting period, hence actual mitigation measures employed, such as for dust and noise, were not able to be observed or assessed for adequacy during March.
- Containment of water inside the loading zone at 28 O'Connell Street, Hunter Street East.
- Ensure hardstand at the Bays in the vicinity of the WCX access is maintained free of loose dust and clean.
- Install noise mitigation across the gap in the hoarding along Edward Street at Pymont East.
- JCG to review squawker on the excavator at Pymont West to see if the volume of the alarm could be turned down.
- JCG to provide the heritage assessment completed by AMBS for the sandstone tunnel adjacent 5 Hunter Street basement. JCG to provide further details on the find and provide information to address the questions of whether the find was heritage; and whether the Unexpected Heritage Finds process should have been followed (email from AMBS received stating no heritage significance).



- JCG to demonstrate how they are meeting Condition D22(c) in terms of works undertaken during respite.
- Empty spill kits of rubbish on site at Pyrmont East and ensure spill kits are full of spill response equipment.

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

3.3.1 Photos



Figure 3.1 Pyrmont East: Ongoing installation of the steel platform.



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



Figure 3.3 Pyrmont West: Movement of spoil to form piling pad.



Figure 3.4 Pyrmont West: New hardstand access to Pyrmont Bridge Road.



Figure 3.5 Hunter St East: Demolition of the 5m deep beam at the top of 28 O'Connell Street using a rock hammer.



Figure 3.6 Hunter Street East: Use of pulveriser during demolition of 33 Bligh Street Building.



Figure 3.7 The Bays: Tower crane installed in the station box, used to load TBM sections into the station box



Figure 3.8 The Bays: Steel mesh and fabric mesh placed over the walls of the station box. TBM niches in place.

3.4 Endorsed document/s

There were no documents approved or endorsed during the reporting period.

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

Eleven complaints related to ETP were reported in a summary of complaints for March 2024 for Metro West. Nine of the complaints were for Pymont and all related to noise and vibration. Seven of the complaints were for noise and vibration during standard hours. These complaints correlate to an increased duration and intensity of noise from rock hammering activities at the site for the excavation of the temporary shaft at Pymont East and hammering conducted at Pymont West as part of the shaft excavation. Two of the complaints were for OOHs, one of which related to OOHs deliveries, the other included complaints around respite.

Two complaints were reported for Hunter Street and both related to noise and vibration from the Hunter Street East site. These complaints correlated with the removal of the large beam at the top of 28 O’Connell Street that required constant hammering over a number of weeks. This beam has now been removed.

3.6 Compliance

3.6.1 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. Two incidents of minor hydrocarbon spills at the Bays and one at Hunter Street East were reported during March.

During the previous reporting period, one Incident was reported by JCG under the John Holland Incident reporting system relating to works to investigate the nature of the shared wall between 300 George Street and the Skinners Hotel, a state heritage listed building where a small hole was made in the brickwork wall from 300 George Street. The wall was later found to be part of the Skinners Hotel wall. Heritage architects for JCG reviewed the damage to determine its nature and extent, in respect of Conditions D4 and D8 of the Infrastructure Approval. This report has since been provided and indicates that once repaired, under a suggested repair methodology, *“the repair to the wall will have little to no impact (negligible impact) on the State heritage significance of the SHR listed place.”* Demolition methodology for the building adjacent the Skinners Hotel is still being investigated given the complex nature of the interactions of the buildings.



3.6.2 Non-compliance

No Non compliances were reported by JCG during the reporting period.

3.6.3 Audits

The second IEA was conducted during the reporting period and continued in early April.

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 site establishment works at the Bays
- Noise and dust associated with the ongoing hard demolition activities at Pymont West; Pymont East and Hunter Street sites
- Noise associated with excavation of the shafts at the Pymont sites
- 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 March 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 during OOHW
- Silverwater Compound operation
- Traffic diversions

4.1 Key Construction Activities Look Ahead

Trenching and conduit installation, including associated traffic changes.

4.2 ER Inspections

One ER inspections was completed during the reporting period on the 28/3/2024. No actions or issues were raised

4.2.1 Photos



Figure 4.1: Westmead Utility Works – Cnr Hassell and Bailey Streets



Figure 4.2 Westmead Utility Works: Site clean up following trenching works.



4.3 Endorsed Document/s

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

- Revised OOHW-003 – Trenching Works, Various Locations Rev 5 (20/3/2024)
- Revised OOHW-002 – Trenching Works, Various Locations Rev 5 (6/3/2024)
- Revised OOHW-002 – Trenching Works, Various Locations Rev 6 (21/3/2024)

4.4 Complaints

One complaint was provided to the ER for March 2024 for the Westmead Utility Relocation Works.

- The (11/03/2024) complaint related to noise and vibration during nighttime hours and lack of notification. Sydney Metro have informed the ER that all required consultation and respite has been provided to the complainant.

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 compliances were reported by the contractor of Sydney Metro during the reporting period.

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 to be issued in April 2024.

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.

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