

[REDACTED]

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7 April 2025

Ref:201209-ER_DPHI-March 2025

Dear [REDACTED]

RE: Sydney Metro - Sydney Metro Western Sydney Airport SSI 10051 – ER Monthly Report for March 2025

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

- Condition A32 (k) of the Sydney Metro Western Sydney Airport, SSI 10051 Approval (23 July 2021, and as modified 14 April 2022)

The attached summary details the key activities undertaken by Environmental Representatives for Sydney Metro Western Sydney Airport for March 2025.

Yours sincerely

[REDACTED]

Environmental Representative

Cc:

Sydney Metro: [REDACTED]

[REDACTED]
DPHI: Major Projects Portal

Enclosed:

Nil

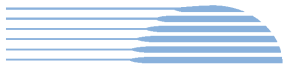


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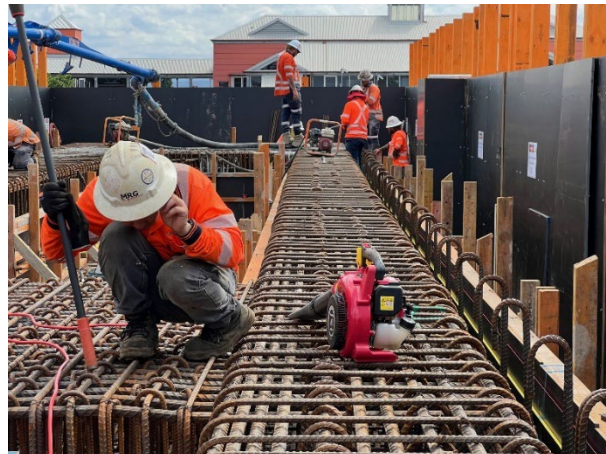
1. Advanced and Enabling Works (AEW)

Contract Package	Environmental Representative/s
Advanced and Enabling Works (AEW)	██████ (AG)
EPL: None	
Key Construction Activities During the Period	
<ul style="list-style-type: none"> ▪ St Marys Footbridge (FSM): <ul style="list-style-type: none"> ○ The deflection wall continues to be constructed ○ Material was stored at loadout locations to be loaded out during normal working hours ○ Excavation ongoing on the road behind the Harris St carpark ○ Columns and headstocks were poured on both platforms 	
Key Construction Activities Look Ahead	
<p>Construction activities planned for the upcoming period for the Advanced Enabling Works (AEW) comprise of:</p> <ul style="list-style-type: none"> ▪ St Marys Footbridge: <ul style="list-style-type: none"> ○ Deflection wall continues to be constructed ○ Concrete pours will continue on both platforms ○ Works will continue on the road behind the Harris St carpark 	
ER Inspections	
<p>There were two (2) inspections of the St Marys Station Footbridge works conducted on 12/03/25 and 22/03/25 by the ER (AG).</p> <p>Key points/issues raised during the inspections were as follows:</p> <ul style="list-style-type: none"> ▪ The main works during WE38 OOHW were confined to concrete pours on platforms 1/2 and 3/4 ▪ The compound was largely tidy, with minimal works being undertaken ▪ A set of muddy footprints was observed again on the road behind the Harris St carpark. Dedicated exit points with boot cleaning facilities have been recommended. ▪ Stabilised access point and ballast layers need to be monitored and refreshed should these thin or prove to be ineffective ▪ The concrete pumping and washout controls were in good condition with redundancy provided should main controls fail 	

Photos	
St Marys Footbridge	
	
Compound: Plant waiting for a mechanic has drip trays placed underneath it.	Compound: ERSED controls have been effective, ER requested built up sediment be removed.
	
Compound: The traffic wall adjacent to the Harris St carpark continues to be constructed.	Harris St Carpark: One set of muddy footprints was observed on the road behind the Harris St carpark.
	
Harris St Carpark: The work zone behind the Harris St carpark was not being worked on during WE38, there was no evidence of mud tracking.	Platform 3/4: Washout was contained to specific bulka bags located on black HDPE plastic, to be lifted off the platform once gone off.



Platform 3/4: HDPE plastic was laid out to capture any leaks along the concrete pump line.



Platform 3/4: Concrete pour on platform 3/4 commenced during the ER inspection, no issues were observed.



MAF1: ERSED controls required proper installation and pinning to suit the volume of material.



MAF1: MAF1 was not used during the WE38 OOHw, however the driveway required cleaning.

Endorsed Document/s

The following documents were endorsed/approved by the ER:

- None

The following documents were provided for information or reviewed with comments provided to Sydney Metro:

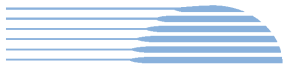
- Out of Hours Works form – Midweek works weeks 39&40 (Rev 0)
- Out of Hours Works form – Midweek works weeks 39&40 (Rev 1)

Complaints / Incidents / Non-compliance

No non-compliances were reported to the ER during the period

No incidents were reported to the ER during the period:

A complaint was assigned to FSM and reported to the ER on 17/03/25. Upon investigation this complaint was attributed to SSTOM's works and was subsequently updated in the Sydney Metro complaints report. No further complaints were reported to the ER during the period.



Audits (specific to packages reported in this report)

- None

Looking Forward – Core Focus Areas

There has been and increased focus on stabilised exit points and mud tracking. The contractor has improved, however issues have still been detected during the ER inspections. These issues have been elevated to the contractor project management. Construction of elements on both platforms has been undertaken well with risks being appropriately managed.

ER Closing Comments:

The ER will continue to focus on access points and mud tracking as well as other issues that have higher environmental risk. Key issues include:

- Mud tracking
- Water management
- Noise
- Segregation of waste streams
- Interaction with members of the community

2. Station Boxes and Tunnelling (SBT)

The SBT project is complete. No DPHI further reporting is proposed for this work package.

3. Surface and Civil Alignment Works (SCAW)

The SCAW project is largely complete with all areas handed over to SSTOM. The SCAW contractor continues to undertake weed management under the systems of the SSTOM contractor. Final documentation for PS105 was being developed and it is anticipated that this area will be handed back to Sydney Metro in April 2025.

The ER remains involved for review of any final documents or reports. Reporting for any remaining ER items will be by exception and itemise as handover items within SSTOM package. This section of the ER report will be removed going forward.

4. Stations, Systems, Trains, Operations and Maintenance Package (SSTOM)

Contract Package	Environmental Representative/s
Stations, Systems, Trains, Operations and Maintenance Package (SSTOM). Contractor Parklife Metro (PLM)	[REDACTED] (BMCL)
EPL: 21807	
Key Construction Activities During the Period	
<p>Stations</p> <ul style="list-style-type: none"> ▪ St Mary's Station (STM): <ul style="list-style-type: none"> ○ Station box wall ongoing ○ Suspended slabs FRP commenced ○ Beam installation from ORH storage completed ○ Tower Crane 2 installed and operating ▪ Orchard Hills Station (OHE): <ul style="list-style-type: none"> ○ Station box FRP ongoing ○ Concrete batch plant operations ongoing ○ Delivery of construction materials to the laydown area (particularly at OHE North) ○ OSOM beam deliveries laydown for STM completed ○ Flash butt welding works ongoing ○ ULX piling works completed ○ Sewerage service installation works ongoing ○ Beam installation works ▪ Luddenham Station (LUD): <ul style="list-style-type: none"> ○ Detailed excavation and concrete works continued ○ FRP above-ground works continued ○ In-ground electrical conduit installation ongoing ▪ Bradfield Station (BRD) (Formerly Aerotropolis Core AEC): <ul style="list-style-type: none"> ○ Suspended slab construction ongoing ○ Station box FRP ongoing ○ Interface management is ongoing with WPCA Contractor - WEM ○ Beam lifts and plank installation ongoing ○ Decommissioning of WTP completed ○ Removal of earth berm on eastern boundary commenced <p>Linewide</p> <ul style="list-style-type: none"> ▪ Stabling and Maintenance Facility (SMF): <ul style="list-style-type: none"> ○ Earthworks scope ongoing for the surface area of the SMF for construction ○ Sub-station construction ongoing. Transformer installation works ongoing ○ Substation joint bay works/service installation on Patons Lane ongoing ○ Delivery of materials ongoing ○ Permanent drainage works ongoing ○ Combined service route (CSR) works ongoing 	



- FRP for the Maintenance and Administration (M&A) and Operations Control Centre (OCC) buildings ongoing
- Claremont Meadows Services Facility (CMSF):
 - Site set-up works ongoing
 - Installation of ventilation systems ongoing
 - Installation of sump standpipe for water re-use on site completed
 - Tunnel fit out works commenced
- Bringelly Services Facility (BSF):
 - Site establishment ongoing
 - Installation of ventilation system ongoing
 - Site establishment for laydown area in the western rear section of site ongoing
- Lansdowne Rd to Patons Lane:
 - Site establishment works ongoing
 - Flash butt welding pad extension ongoing
 - ULX piling works ongoing
 - CSR work commenced
- Luddenham Road to M12:
 - Bulk civil works up near M12 to support lay down activities ongoing
 - CSR works ongoing
 - Rail pulling and installation works ongoing
- Portion 4 (M12 to Elisabeth Drive):
 - Rail welding ongoing
 - GST works ongoing
 - CSR works ongoing

Key Construction Activities Look Ahead

Stations

- St Mary's Station (STM):
 - Station box wall FRP to continue
 - Precast beam installation ongoing
 - Tunnel fit out works to commence
- Orchard Hills Station (OHE):
 - Station box wall FRP to continue
 - Delivery of construction materials to laydown area (particularly at OHE North)
 - Batch plant operations are ongoing and OOH
 - Tunnel fit out works to commence
- Luddenham Station (LUD):
 - Station footprint excavation is ongoing
 - FRP / Concrete ongoing
 - Site-won stockpiling ongoing.
 - Low-impact steel fixing evening works
 - In-ground electrical conduit installation LV/HV ongoing

- Bulk excavation for the station and precinct areas
- Bradfield Station (BRD) (previously Aerotropolis Core - AEC):
 - FRP wall pours ongoing
 - Precast beam and plank deliveries ongoing
 - Permanent batter installation on eastern boundary
 - Topsoil removal to SMF

Linewide

- Stabling and Maintenance Facility (SMF):
 - Permanent drainage works ongoing
 - Permanent stockpile (PS-102) relocation works ongoing
 - Construction of permanent detention basin
 - Substation, M&A and OCC buildings FRP works ongoing
 - CSR works
 - Patons Lane bulk power supply works
- Claremont Meadows Services Facility (CMSF):
 - Site set-up to be complete
 - Ventilation system installation
 - Delivery of materials and tunnel fit out works
- Bringelly Services Facility (BSF):
 - Ventilation system installation
 - Site establishment ongoing
 - Delivery of materials and tunnel fit out works
- Lansdowne Rd to Patons Lane:
 - Site set-up works to be complete
 - Sewage service installation works
 - Flash butt welding pad extension
 - ULX piling works
- Luddenham Road to M12:
 - Concreting/FRP works
 - Rail dragging and installation
- M12 to Elisabeth Drive:
 - GST installation ongoing
 - Flash butt welding

Handovers

- Portion 4B and 1C handovers completed – all areas handed over to PLM

ER Inspections

Four ER inspections were conducted during this period, with the Linewide portions inspected on 11 and 25 March 2025 and the Stations inspected on 04 and 18 March 2025. Key points/issues raised during the inspections were as follows:

- STM – Ongoing maintenance of weeds was discussed. Sediment had accumulated adjacent to the mobile crane and cleanup was required; reinstallation of noise mats was required in the western portion of the station box. The ER suggested that environmental controls shouldn't be removed without the environmental team's approval.
- ORH – Work to reshape the batter on the northern site of Orchard Hills station interface had been completed and ESC (erosion and sediment control) implementation on completion of earthworks had not been completed. PLM indicated that the area would be shotcreted (noted completed during April inspection). Removal of materials in drainage line was discussed, and PLM installed a rock lined drainage line to maintain flow. A sump headwall had failed and untreated water had discharged from site (raised as an incident/Non Compliance (NC)). The wheel wash installation was pending installation and it was noted that increased use of street sweeper/water cart onsite was being used to minimise tracking. ERSED and weed maintenance was discussed with PLM for the northern portion of the site.
- LUD – The haul road was noted to require maintenance to minimise tracking, in particular at the LV and delivery interfaces.
- Linewide – Weed maintenance had commenced. Minor ESC updates were suggested along the alignment. PLM were reminded of site establishment work, including setup of rumble grids (or similar) prior to clearing works.
- Linewide – Claremount services shaft – Discussed weed maintenance with PLM; DGB in the bin storage area had deteriorated from surface flows across the area and required maintenance to reduce tracking risks.
- Linewide Bringelly – A tree strike has been raised as an NC/incident, and the installation of tree protection zones (TPZ) had been discussed with PLM, however several areas still required installation of TPZ's. The ER discussed tracking potential from laydown area, noting that the material trackability was high from walking over the area. Haul road and concrete washout facilities were noted to have been upgraded between inspections.
- General – Housekeeping continued to require attention across all sites for rubbish pickup and a large amount of including cigarette butts in toolbox/smoke areas. Discussed updating ESC Plans and SCM's with PLM, noting that some plans were out of date during the inspections.

Photos Stations	
	
STM – Crane laydown area required cleanup of sediment and noise blankets required reinstating.	STM – Housekeeping for rubbish removal was noted in several areas.
	
OHE – Rock checks had been installed on the batter (noted batter shotcreted in April inspection).	OHE – Drainage lines backfilled with rock (noted material stored outside of drainage line).
	
OHE – Berm installed on northeast boundary of northern portion.	OHE – Concrete headwall installed on sump after failure of previous headwall.



LUD – Tracking from the delivery area was being maintained during inspections and it was suggested to further stabilise the area to minimise tracking offsite.



LUD – Light vehicle (LV) and haul road interface stabilisation was suggested - noting that LV's exited the site over the haul road and sediment tracking was occurring onto the access road (noted access road maintained by street sweeper during inspection).



BRD – Station box showing beam installation and FRP.



BRD – Maintenance to remove sediment in the clean water diversion was required. It was noted that geofab had been placed over rock checks and required installation of rock checks as per the ESCP.

Linewide	
	
<p>CMSF – Bin storage area – noted that PLM had used remaining concrete for pour to try to stabilise area. Stabilisation of the DGB required further attention.</p>	<p>CMSF – It was noted that water flow through the material laydown area required maintenance (noting sheet flow had occurred). The ER suggested that surface water drainage be investigated with the CPESC.</p>
	
<p>Lansdowne Rd to Patons Ln – Reinstatement of flagging tape to protect vegetated areas was required in the compound car park.</p>	<p>Lansdowne Rd to Patons Lane – minor maintenance of ESC was required.</p>



SMF – Permanent stockpile relocation works continued.



SMF – SM and the ER discussed the placement of stockpiles adjacent to sensitive receptors and topsoil stockpile height requirement of 2m.



Luddenham to M4 – Weed maintenance had commenced, with some hand spray areas to be treated.



Luddenham to M4 – Bunding of flammable materials was discussed with PLM, noting that temporary storage areas should be banded.



Luddenham to M4 – CST works continued and some minor GST works.



Portion 4 – Weed spraying had recently occurred. It was suggested that PLM install a rumble grid near the DGB interface with asphalt as per the SWMP (noting that street sweepers were maintaining on the asphalt areas with light tracking approaching Elizabeth Drive).



BSF – Concrete crane pad installed; PLM indicated that stabilisation of the haul route was to be completed over the coming weeks.



BSF – Topsoil stockpiles had some seed placed (minimal growth), and PLM indicated that hydroseeding was scheduled at the end of the month. Additional ESC checks along base of the batters were suggested to minimise erosion.

Endorsed Document/s
<p>The following documents were endorsed/approved by the ER:</p> <ul style="list-style-type: none"> ▪ Nil <p>The following documents were provided for information or reviewed with comments provided to Sydney Metro:</p> <ul style="list-style-type: none"> ▪ Noise and Vibration Construction Monitoring Report - Aug-24 to Jan-25 - Rev.00 ▪ Groundwater Construction Monitoring Report - Rev 02- ▪ Small Business Owner Engagement Plan - St Marys - Rev 00.02 ▪ ESCP Bradfield ▪ Submissions Board, Submissions Forecast and ICD Board – 4 March 2025 ▪ Submissions Board, Submissions Forecast and ICD Board – 25 March 2025 ▪ OHE DNVIS Rev 5 ▪ Weed Management Program schedule ▪ St Marys E57 Consultation Report - Rev 8 ▪ ORH E57 Consultation Report - Rev 6 ▪ SMF E57 Consultation Report - Rev 5 ▪ Proposed change in frequency to mitigation GW monitoring for the PRB at St Marys and Site Auditor responses ▪ BSS ESCP ▪ Groundwater Construction Monitoring Report - Rev02
Complaints / Incidents / Non-compliance
<p>There were two non-compliances with the Approval reported to the ER during this period:</p> <p>NCR-009 – self-reporting the non-compliance of CoA C22 in relation to PLM not submitting GW monitoring reports (Round 1 and Round 2 monitoring) within 60 days of reporting period.</p> <p>NCR-010 - Bringelly vegetation damage and TPZ installation</p> <p>Two minor oil spill incidents were reported to the ER during this period.</p> <p>There were seven project complaints, and three non-project complaints reported to the ER during the period, concerning:</p> <ul style="list-style-type: none"> ▪ Orchard Hills <ul style="list-style-type: none"> ○ One complaint for dust ○ Two complaints regarding light spill (one temporary light and one security light) ○ One complaint for general traffic, truck movements, dust and noise during standard hours ○ One complaint regarding worker behaviour and OOH site noise ○ One complaint for OOH noise and vibration from Linewide works at Orchard Hills ▪ St Marys <ul style="list-style-type: none"> ○ One regarding work commencing before 7am, noting tower crane was moving (under investigation) ○ Two complaints for OOH work at St Marys that were not related to the project (location of works was west of the Sydney Metro site)

- One complaint of tunnel boring (noted complaint 1.5km from the site, and no tunnelling operations were occurring as part of current project activities)

It was noted that an increase in the number of complaints in the Orchard Hills area occurred with the expansion of work areas and the commencement of OOH works, which are associated with Linewide activities. The ER has discussed with PLM the relocation of a Site Hive (unattended monitoring of noise and dust) at this location to assist in monitoring the area.

Audits (specific to packages reported in this report)

Nil

Looking Forward – Core Focus Areas

The focus continues to be the review and implementation of the CEMP and sub-plans, with a focus on site setup of Linewide areas, erosion, training requirements, ESC and traffic/parking.

ER Closing Comments: The project had slipped in implementing controls, in particular prior to clearing areas. Since this was raised, the project is starting to show compliance across the sites. It is noted that works are increasing along the alignment, and risks have increased as more work crews come onboard.

It is noted that the St Mary's team has made good call to using hand removal of weeds to protect the heritage shed.

Key environmental issues raised with PLM include:

- Final design completion and water management
- Erosion and Sediment Control and plan updates
- Noise from new activities
- Weed management
- Stockpile tracking and management

5. Statement of Limitations

Healthy Buildings International (HBI) has prepared this report in accordance with the requirements of Condition A32 (k) of the Sydney Metro Western Sydney Airport, Concept and Stage 1 SSI 10051 Approval (23 July 2021). The report is for the sole purposes of the 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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