

Mr Rob Sherry  
Team Leader Compliance – Government Projects  
Department of Planning, Industry and Environment  
GPO Box 39  
SYDNEY NSW 2001

6 March 2020

Ref: 170108-ER-DPIE-Feb20-SSJ CS NCW LW S2B

Dear Rob

**Re: Sydney Metro City & South West - ER Monthly Report for February 2020 – CS, NCW, SSJ, LW and S2B**

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

- Condition A24 (l) of the Sydney Metro City & South West Chatswood to Sydenham CSSI 15\_7400 Approval (9 January 2017) and associated modifications (MOD1\_Victoria Cross and Artarmon (18 October 2017), MOD2\_Central Walk (21 December 2017), MOD4\_Sydenham Station and Metro Facility South (13 December 2017), MOD3\_Martin Place Metro Station (22 March 2018), MOD5\_Blues Point Acoustic Shed (2 November 2018) and MOD6\_Administrative Changes (21 February 2019);
- Condition A26(j) of the Sydney Metro Sydenham to Bankstown Upgrade SSI\_8256 Approval (12 December 2018).

The attached summary details the following key activities undertaken by ERs for Sydney Metro – City and South West Chatswood to Sydenham (C2S) during the month of **February 2020** for Sydenham Station Junction, Central Station, Northern Corridor and Line Wide Works.

It also provides a summary in relation to the Sydney Metro - Sydenham to Bankstown (S2B) for the same period.

Yours sincerely

Jo Robertson  
Environmental Representative

Sydney Metro Cc: Fil Cerone, Matt Marrinan, Ben Armstrong, Hugh Chapman, Adam Koutsamanis, Andrew Hendy, Simon Fisher, Tim Solomon, Ann Patterson,  
DPIE Cc: Elizabeth Williamson, Alice Pryke, Erica van den Honert  
IEP Cc: Larry Weiss, Julie Dickson



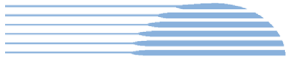
Summary of Contract Packages		Environmental Representative/s
Sydenham Station Junction (SSJ)		Jo Heltborg
Central Station		Michael Woolley
Northern Corridor (NCW)		Peter Hatton
Line Wide (Tallawong to Bankstown)		Peter Hatton
Sydenham to Bankstown Sydney Metro Early Works (SMEW)		Jo Robertson
Key Construction Activities		
Sydenham Station Junction (SSJ)	<ul style="list-style-type: none"> <li>▪ Geotechnical Office area - Construction of retaining wall in the rail corridor behind the geotech building.</li> <li>▪ Burrows Ave - Roof canopy sheeting and balustrades partially complete (Platforms 4, 5 &amp; 6), involving lane closure and crane lift. To be finished during weekend 38 (WE38) possession.</li> <li>▪ Hogan Ave – High voltage slip trenching works were completed in mid-February.</li> <li>▪ Platform 6 - Building on Platform 6 scheduled for demolition during WE38 possession. Salvage of heritage items ongoing, as well as identification and management of hazardous building materials.</li> <li>▪ Platform 1 - Building on Platform 1 demolished on 20 February. Surveys conducted for potential microbats, hazardous materials and heritage items.</li> <li>▪ 11 Sydenham Rd - Backfilling of culverts and laying of base slab for other culverts. Installation of steel, formwork at cross drainage, and placement and compaction of sandstone and DGB on top of culverts. Potential acid sulphate soils (PASS) from second section of culvert excavation treated on site.</li> <li>▪ 11 Sydenham Rd traffic triangle area - Auger and investigation works ongoing. Extension of culvert into this area is planned in the next couple of months.</li> <li>▪ Sydenham Pumping Station – The pit was vacated on 6 February due to heavy rainfall forecast (&gt;30mm). 190 mm received in 24 hours.</li> <li>▪ Confluence Area – Confluence structure excavated.</li> <li>▪ The following areas have been removed from the project EPL Premise Maps and handed back to Sydney Trains. <ul style="list-style-type: none"> <li>○ Way Street - Way Street North laydown</li> <li>○ XPT laydown area (part thereof)</li> <li>○ St. Peters laydown area</li> </ul> </li> </ul>	
Central Station	<ul style="list-style-type: none"> <li>▪ Spoil trucks and other vehicles using SYAB.</li> <li>▪ Excavation of natural soils beneath Metro Box track slab; removal of spoil through mole holes 3-5. Loading of spoil onto trucks for offsite disposal. Construction of adit for concourse.</li> <li>▪ Water Treatment Plant (WTP) operating. Ongoing use for laydown and equipment storage in Sydney Yard.</li> <li>▪ Ongoing demolition of the Olympic Stairs by rock hammer.</li> <li>▪ Station platform works during possessions at various locations.</li> <li>▪ Eastern Entrance: Pile cap removal adjacent the café and underpinning works for capping beam preparation.</li> <li>▪ Use of laydown area for the Combined Services Route (CSR) works at Mortuary Station area. Posts for the CSR were being installed adjacent a brick wall and tracks leading to the Mortuary Station. Excavation under Sydney Yard Access Bridge (eastern buttress). CSR conduits installed at the end of the platform 1 with the area fenced by ATF.</li> </ul>	
Northern	<ul style="list-style-type: none"> <li>▪ Track and overhead wiring temporary down slew.</li> </ul>	



Corridor Works (NCW)	<ul style="list-style-type: none"> <li>▪ Train stop works, cable and signal install, cadwelding and commissioning</li> <li>▪ CSR works</li> <li>▪ Concrete barrier works TDS alignment.</li> </ul>
Line Wide	<p>SMTF</p> <ul style="list-style-type: none"> <li>▪ Install valves and backfill potable water service</li> <li>▪ Backfill area around signals equipment room and associated building works</li> <li>▪ Forming fire ring main risers</li> <li>▪ Forming and pouring footings for access walkways</li> <li>▪ Rail preparation northern end</li> <li>▪ Installation / backfilling ring mains</li> <li>▪ Forming platform footing</li> <li>▪ Rail preparation / welding at northern end.</li> </ul> <p>Bulk Power Supply (BPS) Route – Hughes Park Earlwood to Campsie – works yet to commence.</p> <p>BPS Route – Surry Hills to Waterloo – Albion Street low impact work</p>
SMEW	<ul style="list-style-type: none"> <li>▪ Minor works at bridges during possession.</li> <li>▪ Concrete injection column works at Retaining Wall 2.</li> <li>▪ Power isolation at Retraining Wall 2.</li> </ul>
<b>ER Inspections</b>	
SSJ	<p>There were two inspections conducted by the ER in February 2020. The key issues identified during the inspections were:</p> <ul style="list-style-type: none"> <li>▪ Erosion and sediment control issues at 11 Sydenham Rd and the adjacent traffic triangle area, particularly pre- and post-significant rainfall events. Issues included the management of exposed surfaces, the proper installation and maintenance of ERSED controls, and stockpile management.</li> <li>▪ Hazardous chemical signage and storage continued to be identified as an issue requiring improvement throughout February, e.g. jerry cans of fuel stored without secondary containment, non-compliant signage for flammable gas storage, and flammable liquids and IBCs stored without adequate bunding.</li> <li>▪ A lack of adequate tree protection at the Way Street laydown area continued to present an issue during February.</li> <li>▪ Issues related to the correct setup of the concrete washout at 11 Sydenham Rd were discussed.</li> </ul>
Central Station	<p>There were two ER inspections conducted in February 2020. The key issues discussed at these inspections were:</p> <ul style="list-style-type: none"> <li>▪ Following recent rains the Geopods in numerous drains were observed to have collected sediment and required refreshing (cleaning and maintenance).</li> <li>▪ Some stores on pallets were located outside of the organised laydown area for the CSR works in front of the Mortuary building. These should be consolidated into the area set aside for laydown.</li> <li>▪ An IBC was stored without secondary containment in the Yard area.</li> </ul>
NCW	<p>There was one ER inspection conducted on 8 February 2020. The key issues discussed at these inspections were:</p> <ul style="list-style-type: none"> <li>▪ At the time of the inspection the site generally was in good condition, and the OSD is working well following the heavy rainfall event on the two previous days.</li> <li>▪ Sediment run-off controls onto Brand Street from the south continue to be effective.</li> <li>▪ Site entrance at Drake Street and well stabilised. No mud-tracking from the site despite 140 mm of rain in previous 24 hours.</li> <li>▪ Although the eastern wall of the OSD has been painted green it presents as an eye-</li> </ul>



	<p>sore for adjoining residents, particularly in Hawkins Street. It is understood that discussions are currently taking place with Sydney Trains to address this aspect.</p> <ul style="list-style-type: none"> <li>▪ A diesel engine item of equipment was left idling with the machine running. This was closed down when the LORAC Environmental Advisor reminded the operator of requirement to turn engine off when machinery is not in use.</li> <li>▪ It was also noted during the inspection that an item of machinery was not fitted with the required non-tonal warning beeper.</li> <li>▪ Noise monitoring has been undertaken in some residences in Hopetoun Avenue.</li> </ul>
Line Wide	<p>There were two inspections in February 2020 for SMTF. The key issues discussed at these inspections were:</p> <ul style="list-style-type: none"> <li>▪ 186 mm rainfall recorded at the site in the 7 days from 6 February. Drainage of dirty water run-off from the expansion site worked effectively well during this period.</li> <li>▪ Site sediment and erosion control safeguards have performed very well with no significant evidence of rill or other erosion development – site appears to be very stable.</li> <li>▪ Ballast spreading adjacent to top site entrance has controlled mud tracking off-site.</li> <li>▪ The risk of dust generation has been reduced from high to low due top rain periods.</li> <li>▪ Sediment basin has been managed effectively.</li> <li>▪ Systems Connect is undertaking a clean up of roads surrounding the site as part of Clean-up Australia Day initiative.</li> <li>▪ A good standard of housekeeping continues to be observed on the site.</li> </ul> <p>There was one inspection in February 2020 for BPS Route – Hughes Park Earwood to Campsie. No actions were raised.</p>
SMEW	<p>There were two ER inspections conducted in February 2020. Key issues identified were related to:</p> <ul style="list-style-type: none"> <li>▪ Removal of residual environmental controls upon works completion.</li> <li>▪ Pre rain preparation of ERSED near Cooks River.</li> <li>▪ Minor asbestos picking and clearance.</li> <li>▪ Graffiti management.</li> </ul>
<b>Endorsed Document/s</b>	
SSJ	<ul style="list-style-type: none"> <li>▪ Nil</li> </ul>
Central Station	<ul style="list-style-type: none"> <li>▪ Nil</li> </ul>
NCW	<ul style="list-style-type: none"> <li>▪ OOH035 – Brand Street drainage works</li> </ul>
Line Wide	<ul style="list-style-type: none"> <li>▪ Surry Hills to Waterloo <ul style="list-style-type: none"> <li>○ OOHWA004 – BPS Investigation Services</li> </ul> </li> <li>▪ Canterbury to Campsie (SSI 8256) <ul style="list-style-type: none"> <li>○ Ancillary Facilities assessment endorsement</li> </ul> </li> <li>▪ Chatswood to Bankstown <ul style="list-style-type: none"> <li>○ OOHW WE 36 – Northern Connection investigation works</li> <li>○ MWA WE 36 – Northern Connection investigation works</li> <li>○ OOHWA004 – Artarmon to Willoughby BPS services investigation</li> <li>○ MWA009 WE 36 Northern Connection Investigation Works</li> <li>○ CNVMP B Rev2 endorsement</li> <li>○ CSWFGMP B Rev2 endorsement</li> </ul> </li> </ul>
SMEW	<ul style="list-style-type: none"> <li>▪ Utility Management Strategy Plan, Rev 7 19 February 2020</li> <li>▪ OOHW WK33 Campsie to Bankstown Survey Rev00</li> </ul>
<b>Non-compliance/ Incidents or Repeat Complaints</b>	



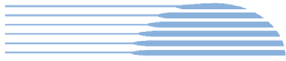
<p>Sydney Metro has been providing summaries of complaints to DPIE daily and a summary to the ER. Responses to each complaint have been noted in each complaint report, with follow up actions often defined in revised reports. Key or repeat items of note are discussed below for the respective projects.</p>	
SSJ	<p>There were no incidents for SSJ reported to the ER under conditions A41 to A44 of SSI 7400. One Class 3 environmental incidents were raised during the period:</p> <ol style="list-style-type: none"><li>1. A diesel leak was detected from a generator at the Fraser Park Ancillary Facility. Fuel had filled the internal bund and a minor amount (approx. 5 litres) had spilled onto surrounding asphalt. An investigation later found the fuel cell had not been connected to the generator in the correct manner, resulting in the spill.</li></ol> <p>There were no complaints nor environmental non compliances for SSJ during the reporting period.</p>
Central Station	<p>Complaint aspects for this site during the period included noise from out of hours possession works and settled dust.</p> <p>An event occurred near the end of Platform 12 on 7 February where a subsidence event occurred following heavy rain. It is understood that the EPA were notified of the initial event occurring and conducted a follow up inspection on 14 February. The ER was notified of the event on 10 February 2020 and an initial Incident report (24hr Initial Safety Incident Notification - ISIN) was provided by Sydney Metro to the ER on 12 February. Sydney Metro reported the Incident and provided the ISIN to DPIE on 17 February. At this time Sydney Metro notified DPIE of a non compliance with Condition A41 for not notifying DPIE within 24 hours of the Incident occurring. Sydney Metro indicated a more detailed safety incident report is being prepared, however this had not been provided at time of writing this report. A non compliance report is being raised by Sydney Metro.</p>
NCW	<p>Complaints received during this period related to noise associated with track work during possession and associated respite.</p> <p>The ER is not aware of any non compliances. There were no incidents reported to the ER under conditions A41 to A44 of SSI 7400.</p>
Line Wide	<p>Complaints received during this period related to noisy night work on Albion St (Surry Hills 33kv)</p> <p>There were no incidents reported to the ER nor were there non-compliances during the reporting period.</p>
SMEW	<p>There were no incidents reported to the ER under conditions A36 of SSI 8256.</p> <p>There was a report of unauthorised access to site via an unlocked gate.</p> <p>There was a non compliance raised against the requirement to have a non tonal alarm installed and in use at Lillian Street. A fitter was called to site and the tonal alarm was disconnected.</p> <p>There was also a non compliance raised in relation to a small (1500 x 1700mm) area of heritage footpath bricks in the South Dulwich Hill Heritage Conservation Area (HCA). The works were not compliant with NAH20 which requires <i>"All works to conserve, protect or remove significant heritage fabric would be undertaken by skilled tradespeople with experience working on heritage sites, in consultation with an appropriately qualified conservation heritage architect."</i> Furthermore, the works were not compliant with NAH17 which requires that <i>"Prior to construction commencing, a detailed inventory of all buildings, structures, fabric, spaces and vistas of heritage significance that are to be retained or removed would be prepared by appropriately qualified and experienced</i></p>



	<i>heritage specialists.”</i> A non-compliance was raised against REMM NAH17 and REMM NAH20.
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<b>Audits</b>	
SSJ	No ER involvement in audit activity including Independent Environmental Audits (IEA program).
NCW	No ER involvement in audit activity including Independent Environmental Audits (IEA program).
Central Station	No ER involvement in audit activity including Independent Environmental Audits (IEA program).
SMEW	No ER involvement in audit activity including Independent Environmental Audits (IEA program).
Line Wide	No ER involvement in audit activity including Independent Environmental Audits (IEA program).

<b>Looking Forward – Core Focus Areas</b>	
Sydney Metro	<ul style="list-style-type: none"> <li>▪ Compliance Reporting</li> <li>▪ Construction Monitoring Reporting</li> </ul>
SSJ	<ul style="list-style-type: none"> <li>▪ Management of PASS and associated issues (ie: dewatering) during further culvert excavation at 11 Sydenham Rd</li> <li>▪ Management of ERSED controls generally, including stockpile management at 11 Sydenham Rd, Garden Street, and the adjacent traffic triangle area</li> <li>▪ Dust management</li> <li>▪ Completion of station structures and potential traffic impacts</li> <li>▪ Compliance review Q1 2020</li> </ul>
NCW	<ul style="list-style-type: none"> <li>▪ Management of noise, vibration and dust associated with pile driving activities</li> </ul>
Central Station	<ul style="list-style-type: none"> <li>▪ Compliance review Q1 2020</li> <li>▪ Water Treatment Plant Operation</li> <li>▪ Update of management plans</li> </ul>
Line Wide	<ul style="list-style-type: none"> <li>▪ SMTF (North) construction site works, especially dust management</li> <li>▪ Surry Hills to Waterloo 33 kV works</li> <li>▪ Cumulative impacts from adjacent projects</li> <li>▪ Noise and vibration management during OOHW for construction of portal between Chatswood and Artarmon</li> <li>▪ Stakeholder engagement during transition/ handover between construction contractors</li> <li>▪ Noise and vibration management during construction of 33 kV BPS from Campsie to Canterbury as well as resident access disruption and traffic management</li> <li>▪ Compliance review Q1 2020</li> </ul>
SMEW	<ul style="list-style-type: none"> <li>▪ Environmental controls associated with excavation underway in proximity to Cooks River</li> <li>▪ Use of stockpiling location</li> <li>▪ Temporary road closure works</li> <li>▪ Compliance review Q1, 2020</li> </ul>



### **Statement of Limitations**

Healthy Buildings International (HBI) has prepared this report in accordance with the requirements of Condition A24(l) of the Sydney Metro Conditions of Approval (CSSI 15\_7400) and Condition A26(j) of the Sydney Metro Conditions of Approval (CSSI 17\_8256). The report is for the sole purposes of Department of Planning Industry and Environment (DPIE) 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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