



C&SW INDEPENDENT AUDIT NO. 2 – AUDIT REPORT

SYDNEY METRO CITY & SOUTHWEST – SSI 8256 –
PACKAGE 4, 5 & 6 - CONSTRUCTION TRAFFIC &
TRANSPORT REQUIREMENTS

AUGUST 2022

Authorisation

| | | | |
|-------------------------|---|--------------------------------------|---|
| Author name | Annabelle Tungol | Reviewer / approver name | Derek Low |
| Author position | Lead Auditor | Review position | General Manager |
| Author signature |  | Reviewer / approver signature |  |
| Date | 26/10/22 | Date | 26/10/22 |

Document Revision History

| Revision | Date | Details |
|----------|----------|-----------------------------|
| 0.0 | 26/10/22 | Draft for auditee's comment |
| 1.0 | 26/10/22 | Final Report |

Report Name: C&SW Independent Audit No. 2 – Audit Report, Sydney Metro City & Southwest – Sydney Metro City & Southwest – SSI 8256 – Package 4, 5 & 6 – Traffic and Transport Requirements

Project No.: 589

Prepared for:
Sydney Metro
Level 43, 680 George Street
Sydney, NSW, 2000

Prepared by:
WolfPeak Pty Ltd
T: 1800 979 716
W: www.wolfpeak.com.au

Disclaimer

This disclaimer, together with any limitations specified in this report, apply to use of this report. This report was prepared in accordance with the contracted scope of works for the specific purpose stated in the contract and subject to the applicable cost, time and other constraints. In preparing this report, WolfPeak Pty Ltd (WolfPeak) relied on client/third party information which was not verified by WolfPeak except to the extent required by the scope of works, and WolfPeak does not accept responsibility for omissions or inaccuracies in the client/third party information; and information taken at or under the particular times and conditions specified, and WolfPeak does not accept responsibility for any subsequent changes. This report has been prepared solely for the use by, and is confidential to, the client and WolfPeak accepts no responsibility for its use by any other parties. This report does not constitute legal advice. This report is subject to copyright protection and the copyright owner reserves its rights.

CONTENTS

| | |
|---|-----------|
| Executive Summary | 4 |
| 1. Introduction | 6 |
| 1.1 Project overview | 6 |
| 1.1.1 Package 4 upgrade Marrickville, Canterbury and Lakemba stations | 6 |
| 1.1.2 Package 5 & 6 - Dulwich Hill, Campsie, Punchbowl, Hurlstone Park, Belmore and Wiley Park stations | 7 |
| 1.2 Approval requirements..... | 7 |
| 1.3 The audit team | 7 |
| 1.4 The audit objectives and scope | 7 |
| 2. Audit Methodology | 9 |
| 2.1 Audit process..... | 9 |
| 2.2 Audit process detail | 10 |
| 2.2.1 Audit initiation and scope development..... | 10 |
| 2.2.2 Preparing audit activities..... | 10 |
| 2.2.3 Site personnel involvement..... | 10 |
| 2.2.4 Meetings..... | 10 |
| 2.2.5 Interviews | 11 |
| 2.2.6 Site inspection | 11 |
| 2.2.7 Document review | 11 |
| 2.2.8 Generating audit findings | 11 |
| 2.2.9 Compliance evaluation..... | 11 |
| 2.2.10 Evaluation of post audit approval documentation..... | 12 |
| 2.2.11 Completing the audit..... | 12 |
| 3. Audit Findings | 13 |
| 3.1 Approvals and documents audited, and evidence sighted | 13 |
| 3.2 Non-compliance, Observations and Actions | 13 |
| 3.3 Adequacy of Traffic Management Plans, sub-plans and post approval documents..... | 20 |
| 3.4 Summary of notices from agencies..... | 20 |
| 3.5 Other matters considered relevant by the Auditor | 20 |
| 3.6 Complaints | 20 |
| 3.7 Incidents..... | 20 |
| 3.8 Key strengths and environmental performance..... | 20 |

| | |
|---|-----------|
| Limitations..... | 22 |
| Appendix A – SSI 8256 Conditions of Approval for Traffic and Transport | 24 |
| Appendix B – SSI 8256 Revised Mitigation Measures for Traffic and Transport..... | 34 |
| Appendix C – Site Photos | 46 |
| Appendix D – Declarations..... | 62 |

EXECUTIVE SUMMARY

Sydney Metro is responsible for delivery of the Sydney Metro City & Southwest (C&SW) Project, which involves construction and operation of a new 30-kilometre stand-alone metro railway line that would run from the end of the Metro Northwest Line at Chatswood, through to Sydney CBD, and to Bankstown via Sydenham. Sydney Metro received planning approval (SSI-8256) on 12 December 2018 to upgrade the T3 Bankstown Line between Sydenham and Bankstown to metro standards.

This audit is being undertaken in accordance with the Sydney Metro C&SW Audit Program Revision 4 dated 24 August 2022 to review the Construction Traffic and Transport requirements of SSI-8256 and the implementation of the revised mitigation measures for the following Sydney Metro C&SW work packages:

- Package 4 (Marrickville, Canterbury and Lakemba Stations) that will be delivered by unincorporated joint venture of Haslin Constructions Pty Limited and Stephen Edwards Constructions Pty Ltd (HSEJV); and
- Package 5 & 6 (Dulwich Hill, Campsie, Punchbowl, Hurlstone Park, Belmore and Wiley Park) that will be delivered by Downer EDI Works Pty Ltd (Downer).

The site inspection and interviews were conducted on 30 August 2022 for Package 5&6 and on 31 August 2022 for Package 4 that were also attended by representatives from Sydney Metro.

Overall, this Independent Audit demonstrated a positive outcome based on the following key strengths:

- Traffic and Transport Liaison Group(s) (TTLGs) and Traffic Control Group were established and meet regularly to review the traffic control impacts and ensuring implementation of mitigation measures
- The overarching Construction Traffic Management Plans (CTMP) and Traffic Management Plans (TMP) were prepared for each Package and station upgrade or stage (or Low Impact Activity where required) in accordance with the CEMF and relevant Austroads, Australian Standards and RMS requirements. The CTMPs were submitted to the TfNSW (RMS) following engagement with the Sydney Coordination Office and before construction commences at the relevant construction site or stage and copy of the CTMPs were submitted to the Planning Secretary for information
- The traffic, transport, parking, pedestrian and cyclist access mitigation measures were implemented i.e., presence of traffic controllers, pre-start boards for each site included Vehicle Management Plan (VMP) and parking instructions, barriers and signages installed; and
- Self-reporting of non-compliances, incidents and complaints were conducted.

Audit findings summary:

- There were 30 conditions assessed (CoA E46-E53) and REMMs (TC1-TC22).
- There were three (3) self-reported non-compliances raised against Conditions E51 and REMM TC7. All these non-compliances were reported to the Department within the timeframe and were addressed /closed out accordingly. Refer to Section 3.2 and Appendix A & B for the details of these non-compliances.

- There were four (4) observations raised during these audit period against CoAs and REMMs E47, E51/TC5, E52. Refer to Section 3.2 and Appendix A and B.

The Auditor would like to thank the auditees representing Sydney Metro, HSEJV and Downer for their high level of organisation, cooperation, openness and assistance during the Independent Audit.

1. INTRODUCTION

1.1 Project overview

Sydney Metro is responsible for delivery of the Sydney Metro City & Southwest (C&SW) Project, which involves construction and operation of a new 30-kilometre stand-alone metro railway line that would run from the end of the Metro Northwest Line at Chatswood, through to Sydney CBD, and to Bankstown via Sydenham. Sydney Metro received planning approval (SSI-8256) on 12 December 2018 to upgrade the T3 Bankstown Line between Sydenham and Bankstown to metro standards.

This audit is being undertaken in accordance with the Sydney Metro C&SW Audit Program Revision 4 dated 24 August 2022 to review the Construction Traffic and Transport requirements of SSI-8256 and the implementation of the revised mitigation measures for the following Sydney Metro C&SW work packages:

- Package 4 (Marrickville, Canterbury and Lakemba Stations) that will be delivered by unincorporated joint venture of Haslin Constructions Pty Limited and Stephen Edwards Constructions Pty Ltd (HSEJV); and
- Package 5 & 6 (Dulwich Hill, Campsie, Punchbowl, Hurlstone Park, Belmore and Wiley Park) that will be delivered by Downer EDI Works Pty Ltd (Downer).

1.1.1 Package 4 upgrade Marrickville, Canterbury and Lakemba stations

HSEJV is an unincorporated joint venture between Haslin Constructions and Stephen Edwards Constructions, engaged by Sydney Metro to upgrade Marrickville, Canterbury and Lakemba stations.

The works, commencing early 2021, include:

- Upgrading and re-leveling existing platforms to provide level access to the new metro trains
- Two new lifts at Canterbury Station, connecting the concourse to Platforms 1 and 2
- New family-accessible toilet at Canterbury Station
- Upgrades to stations like painting, improved lighting, tiling and paving
- Upgrading security fencing to the rail corridor, including installing anti-throw screens on existing overbridges; and
- Improvements to interchanges including bike parking, taxi spaces, kiss and ride and accessible parking.

The stations will also be prepared for the installation of platform screen doors. These glass safety barriers keep people and objects like prams away from the tracks and are being used for the first time in Australia on Sydney Metro. Metro services on the upgraded Bankstown Line start in 2024, when customers will have a train every four minutes in each direction in the peak – that's 15 trains an hour each way. Currently, some stations like Wiley Park and Canterbury only have four trains an hour.

1.1.2 Package 5 & 6 - Dulwich Hill, Campsie, Punchbowl, Hurlstone Park, Belmore and Wiley Park stations

Downer EDI Works Pty Ltd (Downer) has been awarded the contract to upgrade Dulwich Hill, Campsie, Punchbowl, Hurlstone Park, Belmore and Wiley Park stations on the more than 125-year-old T3 Bankstown Line to metro rail standards cover the following activities:

- Re-levelling of platforms
- Construction and installation of new lifts
- Installation of platform screen doors
- Installation of emergency egress ramps
- Refurbishment / Repurposing of station buildings on platforms and/or at station entrances
- Signage and wayfinding installation
- Enhancements to footpaths, paving and lighting in the vicinity of station entrances, and
- Landscaping and installation of street furniture.

1.2 Approval requirements

Conditions A33 – A35 of Schedule 2 of CSSI 8256 set out the requirements for undertaking Independent Audits.

This audit is being undertaken in accordance with the Audit Program prepared under Condition A33 dated 24 August 2022 and this is the second audit completed by WolfPeak in that program. The audit period is defined as early 2021 to 31 August 2022.

1.3 The audit team

The Audit Team comprised:

- Annabelle Tungol (Audit Lead): Exemplar Global Certified Environmental Lead Auditor (Certificate No 119536)

Annabelle's Declaration of Independence in accordance with the Department's *Independent Audit Post Approval Requirements (DPIE, 2020)*¹ (Appendix D).

1.4 The audit objectives and scope

In accordance with the Audit Program Rev 4 (August 2022), the focus of this audit will be reviewing the traffic and transport requirements for C&SW Package 4 and Package 5&6 works against the following:

¹ The IAPAR are not applicable to this project however we have used the declaration of independence form contained in these guidelines as the basis for declaring our independence from the Project

- CSSI 8256 Condition of Approval - E46 to E53
- CSSI 8256 Revised Environmental Management Measures - TC1 to TC22

In assessing compliance with the above aspects, we have undertaken:

- An assessment of compliance with:
 - All conditions of consent applicable to the aspects being auditing and the current phase of the development
 - All post approval and compliance documents related to the aspects being audited and in particular their implementation; and
- A review of the environmental performance of the development, including but not necessarily limited to, an assessment of:
 - Incidents, non-compliances and complaints that occurred or were made during the audit period; and
 - Feedback received from the Department, and other agencies and stakeholders, including the community or Community Consultative Committee (if there is one for the Project), on the environmental performance of the project during the audit period
- A high-level assessment of whether the Management Plans are adequate; and
- Any other matters considered relevant by the auditor or the Department, taking into account relevant regulatory requirements and legislation, knowledge of the development's past performance and comparison to industry best practices.

2. AUDIT METHODOLOGY

2.1 Audit process

The Independent Audit was conducted in a manner consistent with AS/NZS ISO 19011.2019 – Guidelines for Auditing Management Systems. An overview of the audit activities, as specified in AS/NZS ISO 19011, is presented in Figure 1.

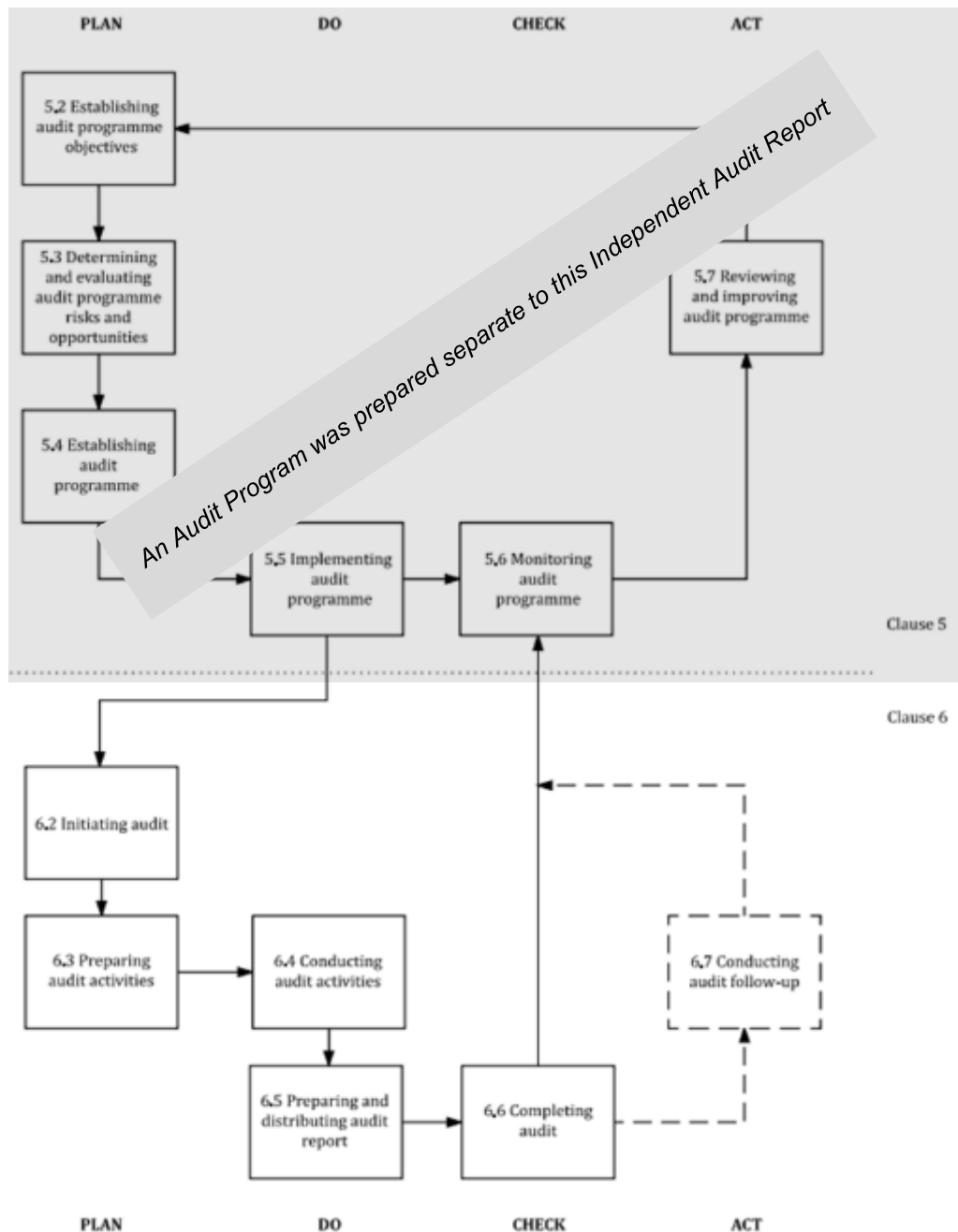


Figure 1: Audit activities overview (modified from AS/NZS ISO 19011). Subclause numbering refers to the relevant subclauses in the Standard.

2.2 Audit process detail

2.2.1 Audit initiation and scope development

Prior to the commencement of the audit the following tasks were completed:

- Establish initial contact with the auditee
- Confirm the audit team
- Confirm the audit purpose, scope and criteria.

2.2.2 Preparing audit activities

The Auditor performed a document review, prepared an audit plan, and prepared work documents (audit checklists) and distributed to the Project team in preparation for the Independent Audit.

2.2.3 Site personnel involvement

The Independent Audit was conducted on-site on 30 August 2022 (package 5&6) and 31 August 2022 (Package 4). The following personnel took part in the audit.

Table 1 Key Project Team Interviewed

| Name | Company | Position |
|--------------------|--------------|-------------------------|
| Chris Berg | Sydney Metro | Environmental Manager |
| Candice Somerville | Sydney Metro | Environmental Manager |
| Kevin Waters | Downer | Construction Manager |
| Peter Dasta | Downer | Traffic Control Manager |
| Julie Henderson | Downer | Community Manager |
| Mark Trethewey | Downer | Environmental Manager |
| Andrew Lynam | HSEJV | Environmental Manager |
| Jake Iskenderian | HSEJV | Environmental Advisor |
| Annabelle Tungol | WolfPeak | Auditor |

2.2.4 Meetings

Opening and closing meetings were held with the Auditor and Project personnel.

During the opening meeting, held on site on 30-31 August 2022, the objectives and scope of the Independent Audit, the resources required and methodology to be applied were discussed.

At the closing meeting, held on 30-31 August 2022, preliminary audit findings were presented, preliminary recommendations (as appropriate) were made, timing for finalisation of the audit report and any post-audit actions were confirmed.

2.2.5 Interviews

The Auditor conducted interviews during the site inspection with key personnel involved in Project delivery, including those with responsibility for traffic management, to assist with verifying the compliance status of the development. All other communication was conducted remotely, which included detailed requests for information and auditee responses to the request.

2.2.6 Site inspection

The on-site audit activities took place on 30 August 2022 for Package 5&6 (Belmore, Dulwich Hill, Hurlstone Park and Wiley Park stations) and 31 August 2022 for Package 4 (Marrickville, Canterbury and Lakemba). The on-site audit activities included an inspection of active work sites and work activities being carried out. Photos are presented in Appendix C.

2.2.7 Document review

The Independent Audit included investigation and review of Project files, records and documentation that acts as evidence of compliance (or otherwise) with a compliance requirement. The documents sighted are detailed within Appendices A and B.

2.2.8 Generating audit findings

Independent Audit findings were based on verifiable evidence. The evidence included:

- Relevant records, documents and reports
- Interviews of relevant site personnel
- Photographs
- Figures and plans; and
- Site inspections of relevant locations, activities and processes.

2.2.9 Compliance evaluation

The Auditor determined the compliance status of each compliance requirement in the Audit Table, using the descriptors from Table 2 of the Department's *Independent Audit Post Approval Requirements 2020 (IAPAR)*, as listed in Table 2, below:

Table 2: Compliance descriptors from Table 2 of the IAPAR

| Status | Description |
|----------------------|--|
| Compliant | The Auditor has collected sufficient verifiable evidence to demonstrate that all elements of the requirement have been complied with within the scope of the audit. |
| Non-compliant | The Auditor has determined that one or more specific elements of the conditions or requirements have not been complied with within the scope of the audit. |
| Not Triggered | A requirement has an activation or timing trigger that has not been met at the time when the audit is undertaken, therefore an assessment of compliance is not relevant. |

Observations and notes may also be made to provide context, identify opportunities for improvement or highlight positive initiatives.

2.2.10 Evaluation of post audit approval documentation

The Auditor assessed whether post approval documents have been implemented in accordance with the conditions and all other environmental licences and approvals applicable to the Project (if any).

The adequacy of post approval documents was determined on the basis of whether:

- There are any non-compliances resulting from the implementation of the document; or
- Whether there are any opportunities for improvement.

2.2.11 Completing the audit

The Independent Audit Report was distributed to the Proponent to check factual matters and for input into actions in response to findings (where relevant). The Auditor retained the right to make findings or recommendations based on the facts presented.

WolfPeak acknowledged the delay of submission of this report and will endeavour to improve and comply with the audit report submission date in the next audit.

3. AUDIT FINDINGS

3.1 Approvals and documents audited, and evidence sighted

The primary documents reviewed prior to and after the site visit are as follows:

- *Construction Traffic Management Plan– Southwest Metro Station Upgrade Package 4 – Canterbury, Lakemba, Marrickville Stations - HSEJV*
- *Southwest Metro Station Upgrade Works Package 5 & 6 Construction Traffic Management Plan Southwest Metro Station Upgrade Works Package 5 & 6 - Downer*

The evidence sighted and audit findings against these documents and related conditions are detailed within Appendices A and B.

3.2 Non-compliance, Observations and Actions

This section, including Table 3 presents the findings on this Independent Audit. Auditee's response to each of the findings are also presented. Detailed findings against each requirement are presented in Appendix A and B.

Audit findings summary:

- There were 30 conditions assessed (CoA E46-E53) and REMMs (TC1-TC22).
- There were three (3) self-reported non-compliances raised against Conditions E51 and REMM TC7. All these non-compliances were reported to the Department within the timeframe and were addressed /closed out accordingly. Refer to Appendix A for the details of these non-compliances.
- There were four (4) observations raised during these audit period against CoAs and REMMs E47, E51/TC5, E52. Refer to Appendix A and B.

Table 3: Findings from this Independent Audit (August 2022)

| Item | Ref. CoA /REMM | Type | Compliance requirement | Independent Audit findings and recommendations | By whom | Auditee's Response | Status |
|--------------------------|----------------|-------------|--|---|---------|---|--------|
| CSW-SSI-8256-CTMP-IA1_01 | E47 | Observation | Construction Traffic Management Plans (CTMPs) must be prepared for each Construction site or stage (or Low Impact Activity where required) in accordance with the CEMF and relevant Austroads, Australian Standards and RMS requirements. The CTMPs must be submitted to the RMS following engagement with the Sydney Coordination Office and before Construction commences at the relevant Construction site or stage. A copy of the Construction Traffic Management Plans must be submitted to the Planning Secretary for information. | <p>Finding: Traffic Management Plan for Belmore Rev 02 was last updated on 23/08/2021.</p> <p>Recommendation: Downer to ensure that each site-specific Traffic Management Plans are being reviewed and updated regularly (at least annually).</p> | Downer | Downer to reviewed and updated the plans accordingly. | Open |

| Item | Ref. CoA /REMM | Type | Compliance requirement | Independent Audit findings and recommendations | By whom | Auditee's Response | Status |
|---------------------------|----------------|-------------|--|---|---------|--|--------|
| CSW-SSI-8256-CTMP -IA1_02 | E47 | Observation | Construction Traffic Management Plans (CTMPs) must be prepared for each Construction site or stage (or Low Impact Activity where required) in accordance with the CEMF and relevant Austroads, Australian Standards and RMS requirements. The CTMPs must be submitted to the RMS following engagement with the Sydney Coordination Office and before Construction commences at the relevant Construction site or stage. A copy of the Construction Traffic Management Plans must be submitted to the Planning Secretary for information. | <p>Finding: Downer to ensure that the latest version of the CTMP is posted on the website.</p> <p>Recommendation The CTMP latest version is Revision 02 dated 03/12/2021. However, the CTMP posted on the website https://www.downergroup.com/sydney-metro-environmental-documents?year=&page=3 was still the older version Revision 1.</p> | Downer | Downer to update the website with the latest copy of approved documents. | Open |

| Item | Ref. CoA /REMM | Type | Compliance requirement | Independent Audit findings and recommendations | By whom | Auditee's Response | Status |
|---------------------------|----------------|------|---|--|---------|--------------------------------------|--------|
| CSW-SSI-8256-CTMP -IA1_03 | E51 | NC | During Construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access must be provided, and opportunities for parking arrangements must be investigated in consultation with affected businesses/properties and implemented before the disruption. Adequate signage and directions to businesses/properties must be provided before, and for the duration of, any disruption. | Self-Reported Non-Compliant NCR- for Parking in Disabled at Punchbowl Station dated 11/05/2022 DOW-NCR-023. Toolbox talks was conducted, and additional No Parking Signage were installed. | Downer | Not Applicable issue has been closed | Closed |

| Item | Ref. CoA /REMM | Type | Compliance requirement | Independent Audit findings and recommendations | By whom | Auditee's Response | Status |
|---------------------------|----------------|------|---|---|---------|--------------------------------------|--------|
| CSW-SSI-8256-CTMP -IA1_03 | E51 | NC | During Construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access must be provided, and opportunities for parking arrangements must be investigated in consultation with affected businesses/properties and implemented before the disruption. Adequate signage and directions to businesses/properties must be provided before, and for the duration of, any disruption. | Self-Reported Non-Compliant NCR-Dulwich Hill Traffic Control – NCR-012 dated 21/10/2021 – change of scope – Toolbox talks was conducted 10/11/2021. | Downer | Not Applicable issue has been closed | Closed |

| Item | Ref. CoA /REMM | Type | Compliance requirement | Independent Audit findings and recommendations | By whom | Auditee's Response | Status |
|---------------------------|----------------|-------------|---|--|---------|---------------------------------|--------|
| CSW-SSI-8256-CTMP -IA1_04 | E51 / TC5 | Observation | During Construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access must be provided, and opportunities for parking arrangements must be investigated in consultation with affected businesses/properties and implemented before the disruption. Adequate signage and directions to businesses/properties must be provided before, and for the duration of, any disruption. | <p>Finding: The HSEJV Council Permit Register was developed and being updated accordingly. However, it does not include the Approval date and Expiration Date to ensure that all permits are current.</p> <p>Recommendation: To improve the HSEJV Council Permit Register, HSEJV to consider including the Approval date and Expiration Date to ensure that all permits are current.</p> | HSEJV | HSEJV has updated the register. | Closed |

| Item | Ref. CoA /REMM | Type | Compliance requirement | Independent Audit findings and recommendations | By whom | Auditee's Response | Status |
|---------------------------|----------------|-------------|--|---|---------|--|--------|
| CSW-SSI-8256-CTMP -IA1_05 | E52 | Observation | Safe pedestrian and cyclist access must be maintained around Work sites during Construction. In circumstances where pedestrian and cyclist access are restricted or removed due to Construction activities, an alternate route which complies with the relevant standards must be provided and signposted. | <p>Finding: It was noticed during the site inspection; a resident was entering the work site gate. See Photos.</p> <p>Recommendation: Additional pedestrian signage to be installed at Wiley Park access/egress area to alert the people and prevent from entering the worksite area.</p> | Downer | Additional signage were added and reviewed during ER inspection. | Closed |
| CSW-SSI-8256-CTMP -IA1_06 | TC7 | NC | Where existing cycle facilities (e.g., bike parking) would be temporarily unavailable at a station, suitable replacement facilities would be provided while the facility is unavailable | <p>Self-Reported Non-compliant HSEJV had self-reported non-compliance NCR-039 on 1/8/2022 against this condition at Canterbury. The corrective action has been implemented on 12/08/2022.</p> | HSEJV | HSEJV has updated the register. | Closed |

3.3 Adequacy of Traffic Management Plans, sub-plans and post approval documents

The Auditor considers the documents to be adequate for the works being undertaken, noting the following observations in Section 3.2.

The Construction Traffic Management Plans (CTMPs) for each package of work were developed and approved by the TfNSW and submitted to the Department for information. No work has commenced without the CTMP approvals. The CTMP and subplans (TMP) are adequate for each package of works. However, to fully comply and maintain traffic management system requirements defined in the CTMP, the opportunities for improvement presented in Table 5 must be considered.

3.4 Summary of notices from agencies

To the Auditor's knowledge no formal notices were issued by the Department associated with SSI 8256 during the audit period.

3.5 Other matters considered relevant by the Auditor

Other than the matters identified in Section 3.2, there were no other matters considered relevant by the Auditor.

3.6 Complaints

A total of 24 complaints out of 215 registered in the Compliant Register were related to traffic. Sydney Metro had investigated each and considered each complaint closed and unavoidable.

The Auditor considers the management of these complaints to be adequate.

3.7 Incidents

The Project has identified one traffic incident during the audit period. The Incident Report for Lakemba INX: 247429 HSEJV: HSE-SA-REP-00002 was reviewed and all necessary investigation and corrective actions were implemented.

3.8 Key strengths and environmental performance

Overall, this Independent Audit demonstrated a positive outcome based on the following key strengths:

- Traffic and Transport Liaison Group(s) (TTLGs) and Traffic Control Group were established and meet regularly to review the traffic control impacts and ensuring implementation of mitigation measures;
- The overarching Construction Traffic Management Plans (CTMP) and Traffic Management Plans (TMP) were prepared for each Package and station upgrade or stage (or Low Impact Activity where required) in accordance with the CEMF and relevant Austroads, Australian Standards and RMS requirements. The CTMPs were submitted to the TfNSW (RMS) following engagement with the Sydney Coordination

Office and before construction commences at the relevant construction site or stage and copy of the CTMPs were submitted to the Planning Secretary for information;

- The traffic, transport, parking, pedestrian and cyclist access mitigation measures were implemented i.e., presence of traffic controllers, pre-start boards for each site included Vehicle Management Plan (VMP) and parking instructions, barriers and signages installed; and
- Self-reporting of non-compliances, incidents and complaints were conducted.

LIMITATIONS

This Document has been provided by WolfPeak Pty Ltd (WolfPeak) to the Client and is subject to the following limitations:

This Document has been prepared for the particular purpose/s outlined in the WolfPeak proposal/contract/relevant terms of engagement, or as otherwise agreed, between WolfPeak and the Client.

In preparing this Document, WolfPeak has relied upon data, surveys, analyses, designs, plans and other information provided by the Client and other individuals and organisations (the information). Except as otherwise stated in the Document, WolfPeak has not verified the accuracy or completeness of the information. To the extent that the statements, opinions, facts, findings, conclusions and/or recommendations in this Document (conclusions) are based in whole or part on the information, those conclusions are contingent upon the accuracy and completeness of the information. WolfPeak will not be liable in relation to incorrect conclusions should any information be incomplete, incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to WolfPeak.

With respect to conditions relating to compliance with the design, Building Codes of Australia (BCA) or satisfaction of the Independent Verifier / Certifier / Certifying Authority, the Independent Audits relied on confirmation from the Independent Verifier / Certifier / Certifying Authority that this is the case. The Independent Audits do not extend to an assessment of the works against the design or BCA requirements themselves, nor did they examine the steps the Independent Verifier / Certifier / Certifying Authority has taken to verify that the design is compliant.

The assessment of actual impacts and those predicted in the Environmental Impact Assessment(s) was a high-level assessment qualitative assessment only. The Environmental Impact Assessment(s) include a voluminous number of studies and predictions that relied on observation, measurement and modelling of the existing environments and potential outcomes arising from the Project (including mitigation measures). Full assessment of the accuracy of these predictions would also require a significant number of studies involving measurement and modelling using actual data points as inputs. Other than the requirements specified in the, to the Auditor's knowledge there are no requirements to undertake such studies and doing so does not form part of this Independent Audit.

Audits of all post approval documents prepared to satisfy the conditions, including an assessment of the implementation of Environmental Management Plans and Sub-plans, adopts a Judgement Based Sampling approach. Judgement Based Sampling is the process of selecting a sample of commitments and evidence from within the total available data set (population) to obtain and evaluate evidence about some characteristic of that population, in order to form a conclusion concerning the population.

This Document has been prepared for the exclusive benefit of the Client and no other party. WolfPeak bears no responsibility for the use of this Document, in whole or in part, in other contexts or for any other purpose. WolfPeak bears no responsibility and will not be liable to any other person or organisation for or in relation to any matter dealt with in this Document, or for any loss or damage suffered by any other person or organisation arising from matters dealt with or conclusions expressed in this Document (including without limitation matters arising from any negligent act or omission of WolfPeak or for any loss or damage suffered by any other party relying upon the matters dealt with or conclusions expressed in this Document). Other parties should not

rely upon this Document or the accuracy or completeness of any conclusions and should make their own inquiries and obtain independent advice in relation to such matters.

To the best of WolfPeak's knowledge, the facts and matters described in this Document reasonably represent the Client's intentions at the time of which WolfPeak issued the Document to the Client. However, the passage of time, the manifestation of latent conditions or the impact of future events (including a change in applicable law) may have resulted in a variation of the Document and its possible impact. WolfPeak will not be liable to update or revise the Document to take into account any events or emergent circumstances or facts occurring or becoming apparent after the date of issue of the Document.

APPENDIX A – SSI 8256 CONDITIONS OF APPROVAL FOR TRAFFIC AND TRANSPORT

| SSI 8256 CoA | Compliance requirement | Evidence collected (CSW Package 4 – HSEJV) | Evidence collected (CSW Package 5&6 – Downer) | Independent Audit findings and recommendations | Compliance Status |
|--|--|---|--|--|-------------------|
| TRAFFIC AND TRANSPORT | | | | | |
| Traffic and Transport Liaison Group | | | | | |
| E46 | <p>The Proponent must establish a Traffic and Transport Liaison Group(s) (TTLGs) to inform traffic and transport management measures during Construction and Operation of the CSSI. Management measures must be coordinated with the RMS following consultation with the Sydney Coordination Office the Relevant Roads Authority.</p> <p>The TTLG must comprise representatives from the Relevant Road Authority(ies), transport operators (including bus and taxi operators) and emergency services as required. The TTLG must be consulted to inform preparation of the Construction Traffic Management Plan(s).</p> | <p>Interview and site inspection 31/08/2022.</p> <p>TTLG Meeting Presentation for July works for Package 4 HSEJV</p> <p>e.g., 27 January 2022 Meeting minutes comprise representatives from the Relevant Road Authority(ies), transport operators (including bus and taxi operators) and emergency services as required. Jake Coles (Chair)</p> <p>TCG Meetings dated 7 June 2022</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Traffic Control Group and Traffic Transport Liaison Group</p> <p>TTLG 24/08/2022 -Rev 1 presentation Downer – Southwest Package 5 & 6 for the Shut Down 04 SD-04 on 24 September 2022.</p> <p>Meeting minutes TTLG-68 – Chair: Jake Coles dated 24/08/2022</p> <p>Monthly Meeting was conducted for TTLG.</p> <p>TCG Presentation 30/08/2022 meeting is every fortnight.</p> <p>Email to Jake Coles for Bus Detour for HV Pole installation – Dulwich Hill on 27 July 2022 was sighted as evidence of The TTLG being consulted to inform preparation of the Construction Traffic Management Plan(s).</p> | <p>The Traffic and Transport Liaison Group(s) (TTLGs) (charman: Jake Coles) has been established to inform traffic and transport management measures during Construction of the CSSI. Management measures were coordinated with the RMS following consultation with the Sydney Coordination Office the Relevant Roads Authority.</p> <p>The TTLG meetings were attended by representatives from Sydney Metro, Customer Journey Planning, TFSW, Arcadis, AW Edwards, BESIX Watpac, City of Canterbury Bankstown, City of Sydney Council and CPB Contractors, Downer Group, HSEJV, Hyder Consulting, Inner West Council and JHG, NSW Ambulance, Planning & Programs Metro Interface, Stephen Edwards, and System Connect (line wide contractor).</p> | C |

| | | | | | |
|-----|---|--|--|---|---|
| E47 | <p>Construction Traffic Management Plans (CTMPs) must be prepared for each Construction site or stage (or Low Impact Activity where required) in accordance with the CEMF and relevant Austroads, Australian Standards and RMS requirements. The CTMPs must be submitted to the RMS following engagement with the Sydney Coordination Office and before Construction commences at the relevant Construction site or stage. A copy of the Construction Traffic Management Plans must be submitted to the Planning Secretary for information.</p> | <p>Interview and site inspection 31/08/2022.</p> <p>Acceptance letter from DPE dated 06/04/2022 noting that CTMP was approved by TfNSW and contains information required by the CoA.</p> <p>HSEJV Council Permit Register updated 21/07/2022</p> <p>The Package 4 CTMP is TeamBinder Document No. SMCSWSW4-HSE-WEC-TF-PLN-000003 [00.01].</p> <p>The following Traffic Management Plans for each site were developed:</p> <p>Canterbury:</p> <ul style="list-style-type: none"> • SMCSWSW4-HSE-WCR-TF-PLN-000018 [00.01] Site Establishment • SMCSWSW4-HSE-WCR-TF-PLN-000586 [00.01] Charles Street Utility Works • SMCSWSW4-HSE-WCR-TF-PLN-001413 [00.01] Sugar House Road Corridor Access • SMCSWSW4-HSE-WCR-TF-PLN-001807 [00.01] Ausgrid Relocation Works – Stage 1 • SMCSWSW4-HSE-WCR-TF-PLN-001919 [00.01] Countryside Footpath Works – Stage 2 • SMCSWSW4-HSE-WCR-TF-PLN-001661 [02.01] Broughton Street Works • SMCSWSW4-HSE-WCR-TF-PLN-000708 [01.01] Broughton Street Closure • SMCSWSW4-HSE-WCR-TF-PLN-002046 [00.01] Broughton Street Westbound Lane Closure • SMCSWSW4-HSE-WCR-TF-PLN-000933 [00.01] 6 Charles Street Access Gate • SMCSWSW4-HSE-WCR-TF-PLN-001662 [B.01] Sydney Water Valve Installation (Works on Hold for Redesign) <p>Marrickville:</p> <ul style="list-style-type: none"> • SMCSWSW4-HSE-WMS-TF-PLN-000019 [00.01] Site Establishment and Stage 1 Works • SMCSWSW4-HSE-WMS-TF-PLN-000852 [A.01] Sydney Water Main Extension Works • SMCSWSW4-HSE-WMS-TF-PLN-001414 [B.01] Shared Path Renewal Works (Active Transport Corridor) <p>Lakemba:</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Downer CTMP SM C&SW for Package 5&6 Rev 02 latest version 03/12/2021.</p> <p>Approval letter from DPE dated 4 June 2021.</p> <p>Approval letter from DPIE dated 18/06/2021- Matthew Todd-Jones</p> <p>Specific Traffic Management Plans were developed for each site.</p> <p>Traffic Management Plan for Belmore Rev 02 23/08/2021</p> <p>Consultation Records – Review comments register dated 27/04/2021, Transmittal SMCSWSW5-SMD-TX-00096</p> <p>Submitted to TfNSW, Sydney Metro, RMS and SCO on 10 June 2021 via Teambinder.</p> | <p>The overarching CTMP was prepared and TMP for each Construction site or stage (or Low Impact Activity where required) in accordance with the CEMF and relevant Austroads, Australian Standards and RMS requirements. The CTMPs were submitted to the RMS following engagement with the Sydney Coordination Office and before Construction commences at the relevant Construction site or stage. A copy of the CTMP was submitted to the Planning Secretary for information.</p> <p>Observation for Downer:</p> <ol style="list-style-type: none"> 1. Traffic Management Plan for Belmore Rev 02 was last updated on 23/08/2021. 2. The CTMP latest version is Revision 02 dated 03/12/2021. However, the CTMP posted on the website https://www.downergroup.com/sydney-metro-environmental-documents?year=&page=3 was still the older version Revision 1. <p>Recommendation:</p> <ol style="list-style-type: none"> 1. Downer to ensure that each site-specific Traffic Management Plans are being reviewed and updated regularly (at least annually). 2. Downer to ensure that the latest version of the CEMP is posted on the website. | C |
|-----|---|--|--|---|---|

| SSI 8256 CoA | Compliance requirement | Evidence collected (CSW Package 4 – HSEJV) | Evidence collected (CSW Package 5&6 – Downer) | Independent Audit findings and recommendations | Compliance Status |
|--------------------|---|--|---|--|-------------------|
| | | <ul style="list-style-type: none"> • SMCSWSW4-HSE-WLS-TF-PLN-004047 [A.01] Commuter Car Park Occupancies • SMCSWSW4-HSE-WLS-TF-PLN-002902 [D.01] Haldon Street Works • SMCSWSW4-HSE-WLS-TF-PLN-000372 [00.01] Metro Services Building Construction • SMCSWSW4-HSE-WLS-TF-PLN-004730 [B.01] Railway Parade Works • SMCSWSW4-HSE-WLS-TF-PLN-000670 [00.01] Gate Access • SMCSWSW4-HSE-WLS-TF-PLN-005183 [A.01] The Boulevarde Civil Works (Works on Hold for Redesign) • SMCSWSW4-HSE-WLS-TF-PLN-000008 [02.01] The Boulevarde Site Access • SMCSWSW4-HSE-WLS-TF-PLN-004930 [A.01] The Boulevarde Works • SMCSWSW4-HSE-WLS-TF-PLN-000666 [00.01] Tree Trimming, Stormwater and Sewer Works <p>Consultation with SCO is via TCG and TTLG. Meet fortnightly for TCG and monthly for TTLG and liaise with Jake Coles and Stephen Brown.</p> <p>Records of Submission to the Planning Secretary for information is Sydney Metro (Proponent) responsibility.</p> | | | |
| E48 | The Proponent must prepare a Temporary Transport Management Plan in accordance with the Temporary Transport Strategy included in documents listed in Condition A1 one (1) month before the implementation of the Plan. | <p>Interview and site inspection 31/08/2022.</p> <p>Sydney Metro is responsible for TTMP.</p> <p>Not triggered for HSEJV</p> | Interview and site inspection 30/08/2022. | | Not Triggered |

| | | | | | |
|-----|---|---|--|---|---|
| E49 | <p>Before any local road is used by a heavy vehicle for the purposes of Construction of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the relevant council(s) within four (4) weeks of completion of the survey and at least two (2) weeks before the road is used by heavy vehicles associated with the Construction of the CSSI.</p> | <p>Interview and site inspection 31/08/2022.</p> <p>Road Dilapidation Reports. Dilapidation Reports were prepared as follows:</p> <p>Canterbury:</p> <ul style="list-style-type: none"> • SMCSWSW4-HSE-WCR-AM-REC-000135 [A.01] Canterbury Station - Road Dilapidation Report From memory this was rejected by Sydney Metro because we used REC instead of REP metadata. • SMCSWSW4-HSE-WCR-SR-REP-000554 [A.01] Canterbury Station - Road Dilapidation Report - Charles Street • SMCSWSW4-HSE-WCR-SR-REP-000555 [A.01] Canterbury Station - Road Dilapidation Report - Broughton Street • SMCSWSW4-HSE-WCR-SR-REP-000556 [A.01] Canterbury Station - Road Dilapidation Report - John Street • SMCSWSW4-HSE-WCR-SR-REP-000557 [A.01] Canterbury Station - Road Dilapidation Report - Robert Street • SMCSWSW4-HSE-WCR-SR-REP-000558 [A.01] Canterbury Station - Road Dilapidation Report - Close Street • SMCSWSW4-HSE-WCR-SR-REP-000559 [A.01] Canterbury Station - Road Dilapidation Report - Canterbury Road • SMCSWSW4-HSE-WCR-SR-REP-000560 [A.01] Canterbury Station - Road Dilapidation Report - Charles Street Carpark <p>Marrickville:</p> <ul style="list-style-type: none"> • SMCSWSW4-HSE-WMS-AM-REC-000137 [A.01] From memory this was rejected by Sydney Metro because we used REC instead of REP metadata. • SMCSWSW4-HSE-WMS-SR-REP-000571 [A.01] Marrickville Station - Road Dilapidation Report - Illawarra Road • SMCSWSW4-HSE-WMS-SR-REP-000572 [A.01] Marrickville Station - Road Dilapidation Report - Carrington Road <p>Lakemba:</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Package 6</p> <ul style="list-style-type: none"> - Dilapidation Report- Roads & Council Assets Belmore Station Craig Singe – Craigmar Consulting Services Pty 8&9 March 2021. GZ Consulting Engineers - Hurlstone Park Dilapidation Report dated 5 March 2021 by GZ Consulting Engineers Pty Ltd - Wiley Park Dilapidation Reports dated 8 March 2021 by OPAL Dilapidations, GZ Consulting Engineers Pty Ltd <p>Package 5</p> <ul style="list-style-type: none"> - Dilapidation Reports by Aus Dilaps dated 5 March 2021 Council assets Dudley St, Urunga Parade, Rossmore Avenue, Breust Place, Punchbowl, Arthur St <p>Dilapidation Reports were provided to Canterbury Council on 12 April 2021.</p> <p>Construction commenced after approval of CEMP 11/03/2021.</p> | <p>The Road Dilapidation Reports were prepared for the local roads that will be used for heavy vehicle transport. A copy of the Road Dilapidation Report was provided to the relevant council(s) within four (4) weeks of completion of the survey and at least two (2) weeks before the road is used by heavy vehicles associated with the Construction of the CSSI.</p> | C |
|-----|---|---|--|---|---|

| | | | | | |
|--|--|---|--|--|--|
| | | <ul style="list-style-type: none"> • SMCSWSW4-HSE-WLS-AM-REC-000136 [A.01] Lakemba Station - Road Dilapidation Report From memory this was rejected by Sydney Metro because we used REC instead of REP metadata. • SMCSWSW4-HSE-WLS-SR-REP-000563 [A.01] Lakemba Station - Road Dilapidation Report - Railway Parade • SMCSWSW4-HSE-WLS-SR-REP-000564 [A.01] Lakemba Station - Road Dilapidation Report - The Boulevard (between Moreton Street and Haldon Street) • SMCSWSW4-HSE-WLS-SR-REP-000565 [A.01] Lakemba Station - Road Dilapidation Report - Haldon Street • SMCSWSW4-HSE-WLS-SR-REP-000566 [A.01] Lakemba Station - Road Dilapidation Report - The Boulevard (between Haldon Street and Sproule Street) • SMCSWSW4-HSE-WLS-SR-REP-000567 [A.01] Lakemba Station - Road Dilapidation Report - The Boulevard Eastbound • SMCSWSW4-HSE-WLS-SR-REP-000568 [A.01] Lakemba Station - Road Dilapidation Report - The Boulevard Westbound • SMCSWSW4-HSE-WLS-SR-REP-001893 [A.01] Lakemba Station - Road Dilapidation Report - Lakemba Street • SMCSWSW4-HSE-WLS-SR-REP-001894 [A.01] Lakemba Station - Road Dilapidation Report - Ernest Street North • SMCSWSW4-HSE-WLS-SR-REP-001895 [A.01] Lakemba Station - Road Dilapidation Report - Haldon Street • SMCSWSW4-HSE-WLS-SR-REP-001896 [A.01] Lakemba Station - Road Dilapidation Report - Quigg Street North • SMCSWSW4-HSE-WLS-SR-REP-001897 [A.01] Lakemba Station - Road Dilapidation Report - Dennis Street • SMCSWSW4-HSE-WLS-SR-REP-001898 [A.01] Lakemba Station - Road Dilapidation Report - Moreton Street • SMCSWSW4-HSE-WLS-SR-REP-001899 [A.01] Lakemba Station - Road Dilapidation Report - King Georges Road | | | |
|--|--|---|--|--|--|

| SSI 8256 CoA | Compliance requirement | Evidence collected (CSW Package 4 – HSEJV) | Evidence collected (CSW Package 5&6 – Downer) | Independent Audit findings and recommendations | Compliance Status |
|--------------------|---|--|---|--|-------------------|
| | | Consultation Records with Council <ul style="list-style-type: none"> All traffic management plans (TMP) were being issued to Council Representatives on TeamBinder until Metro instructed HSEJV to not do this anymore (email dated 22/04/2021) | | | |
| E50 | If damage to roads occurs as a result of the Construction of the CSSI, the Proponent must either: (a) compensate the relevant road authority for the damage so caused. The amount of compensation may be agreed with the relevant road authority; or (b) rectify the damage to restore the road to at least the condition it was in pre-Construction as identified in the Road Dilapidation Report(s) . | Interview and site inspection 31/08/2022. Not yet triggered | Interview and site inspection 30/08/2022. | | Not Triggered |

| | | | | | |
|-----|--|--|---|--|----|
| E51 | <p>During Construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access must be provided, and opportunities for parking arrangements must be investigated in consultation with affected businesses/properties and implemented before the disruption. Adequate signage and directions to businesses/properties must be provided before, and for the duration of, any disruption.</p> | <p>Interview and site inspection 31/08/2022.</p> <p>Refer to site photos taken during the site inspection component of this audit for compliance and implementation of mitigation measures.</p> <p>Letter boxes drop notifying residents of loss of parking at Canterbury Station – Broughton Street dated 2/05/2022.</p> <p>Door knocking was conducted in Lakemba on 16/02/2022 for the removal of parking at Railway Parade.</p> <p>HSEJV Council Permit Application Register</p> <p>Traffic control plans or Pedestrian / Vehicle Management Plan</p> <p>Refer to the relevant TMP listed against E47 above. The TCP, TGS, VMP and PCP are included as appendices to a TMP as required.</p> <p>Parking and Consultation with Business/Properties Council Permit for Broughton Street latest.</p> | <p>Interview and site inspection 30/08/2022.</p> <p>The following records were sighted as evidence:</p> <ul style="list-style-type: none"> - Belmore Station Traffic Control Plan - Wiley Park Station Traffic Control Plan - Presentation to Canterbury Bankstown Council every fortnight dated 26/08/2022. <p>Vehicle Management Plan – Swift Path Analysis, HRV Vehicle Entry, E.g., Hurlstone Park Possession</p> <p>Evidence sighted on opportunities for parking arrangements were investigated in consultation with affected businesses/properties and implemented before the disruption – Campsie Wilfred Avenue Public Car Park Meeting Minutes – Campsie RSL 24 September 2021</p> <p>Email to Sydney Metro dated 15/09/2021 advising that consultation with CoCB Council was conducted with regards to the car park availability and extension of time parking restrictions.</p> <p>Complaints 24/215 associated for traffic & transport.</p> <p>TCG Presentation – New Council permit submission will show stop/go instead of road closure Lilian Road included on 30/08/2022</p> <p>NCR- for Parking in Disabled at Punchbowl Station dated 11/05/2022 DOW-NCR-023</p> <ul style="list-style-type: none"> - Toolbox talks was conducted - Additional No Parking Signage installed | <p>During the site inspection conducted this audit, all reasonably practicable measures were implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties.</p> <p>However, the following non-compliances were self -reported by Downer and have been addressed:</p> <ul style="list-style-type: none"> • NCR- for Parking in Disabled at Punchbowl Station dated 11/05/2022 DOW-NCR-023. Toolbox talks was conducted, and additional No Parking Signage were installed. • NCR-Dulwich Hill Traffic Control – NCR-012 dated 21/10/2021 – change of scope – Toolbox talks was conducted 10/11/2021. <p>The following observation was raised for HSEJV:</p> <p>The HSEJV Council Permit Register was developed and being updated accordingly. However, it does not include the Approval date and Expiration Date to ensure that all permits are current.</p> <p>Recommendation:</p> <p>To improve the HSEJV Council Permit Register, HSEJV to consider including the Approval date and Expiration Date to ensure that all permits are current.</p> | NC |
|-----|--|--|---|--|----|


| SSI 8256 CoA | Compliance requirement | Evidence collected (CSW Package 4 – HSEJV) | Evidence collected (CSW Package 5&6 – Downer) | Independent Audit findings and recommendations | Compliance Status |
|-------------------------------|---|---|---|---|-------------------|
| | | | <p>NCR-Dulwich Hill Traffic Control – NCR-012 dated 21/10/2021 – change of scope – Toolbox talks was conducted 10/11/2021.</p> <p>Vehicle and Driving Critical Risk Inspection and audit conducted by Peter D’Costa- Traffic Manager</p> <p>Refer to the photos taken onsite.</p> | | |
| Pedestrian and Cyclist Access | | | | | |
| E52 | <p>Safe pedestrian and cyclist access must be maintained around Work sites during Construction. In circumstances where pedestrian and cyclist access are restricted or removed due to Construction activities, an alternate route which complies with the relevant standards must be provided and signposted.</p> | <p>Interview and site inspection 31/08/2022.</p> <p>Work areas were sign posted.</p> <p>Refer to site photos taken during the site inspection component of this audit for compliance and implementation of mitigation measures.</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Traffic controller, way finding, and signage were installed.</p> | <p>Safe pedestrian and cyclist access were maintained around Work sites during site inspection conducted this audit.</p> <p>However, an observation was raised on Downer at Wiley Park site.</p> <p>Observation</p> <p>It was noticed during the site inspection; a resident was entering the work site gate. See Photos.</p> <p>Recommendation:</p> <p>Additional pedestrian signage to be installed at Wiley Park access/egress area to alert the people and prevent from entering the worksite area.</p> | C |

| SSI 8256 CoA | Compliance requirement | Evidence collected (CSW Package 4 – HSEJV) | Evidence collected (CSW Package 5&6 – Downer) | Independent Audit findings and recommendations | Compliance Status |
|--------------------|---|--|---|--|-------------------|
| E53 | <p>The Proponent must prepare a Walking and Cycling Strategy to identify opportunities and works to connect stations with the surrounding communities, by connecting to or enhancing existing pedestrian and cyclist paths.</p> <p>The Walking and Cycling Strategy must also identify opportunities and works to improve eastwest pedestrian and cyclist facilities between Sydenham and Bankstown.</p> <p>The Walking and Cycling Strategy must be prepared in consultation with relevant council(s), local bike user groups and relevant stakeholder(s). Identified opportunities and works, where relevant, must be integrated with the relevant Station Design and Precinct Plan(s). Works that are identified as being the responsibility of the Proponent, including those associated with east- west pedestrian and cyclist facilities must be delivered within twelve (12) months following commencement of Operation</p> | Interview and site inspection 31/08/2022. | Interview and site inspection 30/08/2022. | This is not triggered for HSEJV and Downer | Not Triggered |

APPENDIX B – SSI 8256 REVISED MITIGATION MEASURES FOR TRAFFIC AND TRANSPORT

| SSI 8256 REMM | Impact | Compliance requirement | Evidence collected (CSW Package 4 – HSEJV) | Evidence collected (CSW Package 5&6 – Downer) | Independent Audit findings and recommendations | Compliance Status |
|--------------------------------------|----------------------------------|---|---|--|---|----------------------|
| Traffic, transport and access | | | | | | |
| Design/pre-construction | | | | | | |
| TC1 | Temporary transport arrangements | <p>Guided by the Temporary Transport Strategy, detailed temporary transport plan/s would be developed prior to construction to manage the movement of people along the T3 Bankstown Line during possession periods. The plans would be developed in consultation with key stakeholders (including the Transport for NSW, Sydney Coordination Office, Roads and Maritime Services, Sydney Trains, local councils, emergency services, and bus operators), and would address the requirements specified by the Temporary Transport Strategy. The development of each plan would consider, as a minimum:</p> <ul style="list-style-type: none"> • a review of the road network constraints along any proposed rail replacement bus route • further traffic analysis of key intersections used by rail replacement buses • potential impacts to local road networks affected by rail passengers diverting to cars to reach their destinations • the design of temporary facilities at bus stop locations in consultation with the relevant road authority • expected changes to parking demand at other stations, displacement of existing parking, and any upgrades that may be required. | Interview and site inspection 31/08/2022. | Interview and site inspection 30/08/2022. | Refer to E48 | Not Triggered |
| TC2 | Temporary transport arrangements | Sydney Metro Transport for NSW would consult with Transport for NSW, Roads and Maritime Services, the State Transit Authority, the Inner West and Canterbury-Bankstown councils, and bus operators, to identify opportunities to minimise impacts to bus layovers and existing bus stops during operation of rail replacement buses | Interview and site inspection 31/08/2022. | Interview and site inspection 30/08/2022. | Refer to E46 and E47. | C |

| | | | | | | |
|-----|--|--|---|---|-----------------------------|---|
| TC3 | | <p>The impacts on the surrounding road network of lane closures resulting from bridge works across the rail corridor would be assessed in detail, to identify the suite of management measures to be implemented for each closure required. This would be undertaken in consultation with Transport for NSW, Roads and Maritime Services, the Sydney Coordination Office, the Inner West and Canterbury-Bankstown councils, emergency services, and relevant bus operators.</p> <p>Planning for partial bridge closures would consider bus rerouting and timetabling, with the intention of minimising impacts to bus customers and bus operators.</p> | <p>TCG Meetings and TTLG meetings</p> <p>Monthly for TTLG and Fortnightly for TCG</p> | <p>Interview and site inspection 30/08/2022.</p> | <p>Refer to E46 and E51</p> | C |
| TC4 | <p>Parking impacts during construction</p> | <p>Opportunities to reduce the loss of existing on and off streetcar parking (including the number of spaces reduced and the time associated with this reduction) would be reviewed during detailed design and construction planning.</p> | <p>Interview and site inspection 31/08/2022.</p> <p>CTMP, TTLG and TCG meetings and Council Permits</p> | <p>Interview and site inspection 30/08/2022.</p> <p>CTMP, TTLG and TCG meetings and Council Permits</p> | <p>Refer to E51</p> | C |
| TC5 | | <p>Where parking spaces are lost or access is impeded, particularly for extended periods, alternative parking would be provided wherever feasible and reasonable.</p> <p>This would include consideration of other privately owned (or vacant) land within close proximity to affected stations.</p> | <p>Interview and site inspection 31/08/2022.</p> <p>Council Permits and Door knocking and community notification.</p> <p>During site inspection it was noted there were still plenty of car parking space available on the visited sites.</p> <p>Refer to photos taken during this audit.</p> | <p>Interview and site inspection 30/08/2022.</p> | <p>Refer to E51</p> | C |

| | | | | | | |
|-----|---|--|--|--|--|----------------------|
| TC6 | Impacts of intersection performance | <p>Further consideration of the need for intersection modifications would be undertaken, to improve intersection performance at locations most affected by the addition of construction heavy vehicles and rail replacement buses. This would be undertaken in consultation with Transport for NSW, Roads and Maritime Services, the Sydney Coordination Office, and the relevant road authority. The improvements considered would include:</p> <ul style="list-style-type: none"> • modification to the existing traffic signal phasing • lane priority changes • changing lane designations (line markings and signage) • kerbside changes (such as removing on street parking or implementing no standing zones at peak times to increase lane capacity) • physical geometric changes (such as minor kerb cutbacks to enable large vehicles to safely move through intersections) • restricting turning movements where traffic demand is low. | <p>Interview and site inspection 31/08/2022.</p> <p>TCG and TTLG meeting</p> <p>No modification road works</p> | <p>Interview and site inspection 30/08/2022.</p> | <p>Refer to E46</p> | C |
| TC7 | Changes to cyclist facilities during construction | <p>Where existing cycle facilities (e.g., bike parking) would be temporarily unavailable at a station, suitable replacement facilities would be provided while the facility is unavailable</p> | <p>Interview and site inspection 31/08/2022.</p> <p>Bike facilities were reinstated on 12/08/2022.</p>  | <p>Interview and site inspection 30/08/2022.</p> <p>Not triggered for Package 5 & 6.</p> | <p>HSEJV had self-reported non-compliance NCR-039 on 1/8/2022 against this condition at Canterbury.</p> <p>The corrective action has been implemented on 12/08/2022.</p> | NC |
| TO1 | Parking impacts during operation | <p>Further consideration of car parking management at stations would be undertaken in consultation with Roads and Maritime Services, the Sydney Coordination Office, and the Inner West and Canterbury-Bankstown councils, to minimise adverse impacts of operation on parking and other kerbside use in local streets.</p> | <p>Interview and site inspection 31/08/2022.</p> | <p>Interview and site inspection 30/08/2022.</p> | <p>Not Triggered</p> | <p>Not Triggered</p> |

| | | | | | | |
|---------------------|---|---|--|---|--|---------------|
| TO2 | Consideration of cross corridor connections | Sydney Metro in consultation with Canterbury-Bankstown Council, would investigate the feasibility of the provision of a cross-corridor connection between Bankstown and Punchbowl stations. Should a cross-corridor connection be deemed feasible, Sydney Metro Transport for NSW would work with Canterbury-Bankstown Council and the Department of Planning and Environment to safeguard its future delivery. | Interview and site inspection 31/08/2022. | Interview and site inspection 30/08/2022. | Not Triggered | Not Triggered |
| Construction | | | | | | |
| TC8 | Management of traffic, transport and access | <p>A construction traffic management plan would be prepared and implemented prior to construction. The plan would be prepared in accordance with the Construction Environmental Management Framework, and would detail, as a minimum:</p> <ul style="list-style-type: none"> • how traffic would be managed when construction works are being carried out • the activities proposed and their impact on the road network and on road users • how these impacts would be addressed. <p>The plan would be prepared in consultation with the Traffic and Transport Liaison Group and would be approved by the relevant authority before construction commences.</p> | Interview and site inspection 31/08/2022. | <p>Interview and site inspection 30/08/2022.</p> <p>CTMP and TMP were presented same as E47</p> | Refer to E47 | C |
| TC9 | Changes to public transport services and alternative transport arrangements | Modification of existing bus stops, or implementation of new stops and alterations to service patterns, would be carried out by Sydney Metro Transport for NSW in consultation with the Transport for NSW, Sydney Coordination Office, Roads and Maritime Services, the Inner West and Canterbury-Bankstown councils, and bus operators. | <p>Interview and site inspection 31/08/2022.</p> <p>This coordination occurs at TCG and TTLG meetings.</p> <p>Ongoing coordination with Customer Journey Planning for Broughton Street</p> | Not triggered for Package 5 & 6. | Ongoing coordination with Customer Journey Planning for Broughton Street | Not Triggered |

| | | | | | | |
|------|--|--|---|--|--|---|
| TC10 | | <p>Sydney Metro Transport for NSW would undertake an extensive community awareness and information campaign before changes to public transport services are implemented. This would include a range of communication activities such as:</p> <ul style="list-style-type: none"> • information at stations • wayfinding signage • clearly marked bus stop locations • letter box drops • web based information and transport 'app' where changes to travel are found in a single place • information via 131 500 • advertising in local papers • <input type="checkbox"/> email information bulletins | <p>Interview and site inspection 31/08/2022.</p> <p>Included in the TTLG and TCG Notification on Sydney Metro website Signages installed onsite.</p> <p>Website community construction update were posted for each site Package 4 (canterbury, Marrickville and Lakemba)</p> <p>Letter boxes were also provided for the update of any disruption.</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Included in the TTLG and TCG Notification on Sydney Metro website Signages installed onsite.</p> <p>Website community construction update were posted for each site Package 5 (Punchbowl, Dulwich Hill, Campsie) and Package 6 (Belmore, Wiley Park, Hurlstone Park)</p> <p>Letter boxes were also provided for the update of any disruption.</p> | <p>Sydney Metro Transport for NSW undertook an extensive community awareness and information campaign before changes to public transport services are implemented.</p> | C |
| TC11 | Impacts on special events | <p>Consideration of special events would be undertaken as part of construction work programming. For special events that require specific traffic and pedestrian management, measures would be developed and implemented in consultation with Transport for NSW, Sydney Coordination Office, Roads and Maritime Services, the Inner West and Canterbury-Bankstown councils, and the organisers of the event</p> | <p>Interview and site inspection 31/08/2022.</p> <p>TTLG and TCG meeting</p> <p>No special events conducted, and nothing foreseen for Package 4.</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Temporary Traffic Management Plan for special event under submission to DPE.</p> <p>Special Event Traffic Management Plan Festival of Place – Opens Streets Campsie 2022 Beamish Street Campsie Rev A February 2022 sent to Council on 27/04/2022.</p> <p>Special Event Traffic Management Plan Festival of Place Meeting with Council on 28 April 2022.</p> | <p>Consideration of special events were undertaken as part of construction work programming.</p> | C |
| TC12 | Impacts of construction compounds and work sites | <p>Vehicle access to and from construction sites would be managed to ensure pedestrian, cyclist, and motorist safety. Depending on the location, this may require manual supervision, barrier placement, temporary traffic signals, modifications to existing traffic signals, or police assistance.</p> | <p>Interview and site inspection 31/08/2022.</p> <p>Refer to site photos taken during the site inspection component of this audit for compliance and implementation of mitigation measures.</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Vehicle Movement Plan are part of the TMPs.</p> <p>Presentation to all contractors is being conducted every Possession Shutdown and as part of the TCG presentation.</p> <p>Refer to Photos.</p> | <p>Construction vehicle were park accordingly as permitted under Council permits. Barrier and traffic controls are in place.</p> | C |

| | | | | | | |
|------|------------------------------|---|---|---|---|---|
| TC13 | Construction vehicles | <p>Construction vehicles (including contractor staff vehicles) would be managed to:</p> <ul style="list-style-type: none"> • minimise parking or queuing on public roads • minimise use of residential streets to gain access to work sites or compounds • minimise vehicle movements near schools, particularly during school start and finish times. | <p>Interview and site inspection 31/08/2022.</p> <p>Refer to site photos taken during the site inspection component of this audit for compliance and implementation of mitigation measures.</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Refer to photos taken during the site inspection as implementation.</p> | <p>Construction vehicle were park accordingly as permitted under Council permits. Barrier and traffic controls are in placed</p> | C |
| TC14 | Signage | <p>Directional signage and line marking would be used to direct and guide drivers, pedestrians, and other road users' past construction compounds and work sites, and on the surrounding road network. This may be supplemented by variable message signs to advise drivers of potential delays, traffic diversions, speed restrictions, or alternate routes.</p> | <p>Interview and site inspection 31/08/2022.</p> <p>Refer to site photos taken during the site inspection component of this audit for compliance and implementation of mitigation measures.</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Refer to photos taken during the site inspection.</p> <p>Traffic Control plan and presence of the Traffic Controller.</p> | <p>Traffic controls directional signage were installed as per TCP. Site work were also sign posted.</p> | C |
| TC15 | Construction parking impacts | <p>Construction sites would be managed to minimise construction worker parking on surrounding streets. A worker car parking strategy would be developed in consultation with the relevant local council to identify measures to reduce the impact on the availability of on street and off-street parking. The strategy would identify potential mitigation measures including alternative parking locations. The strategy would encourage contractor staff to:</p> <ul style="list-style-type: none"> • use public transport • car share • park in a designated off-site area and access construction sites via shuttle bus | <p>Interview and site inspection 31/08/2022.</p> <p>Refer to the TMPs in E47</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Pre-start board included no parking areas and CTMP included encouraging/ promoting public transport.</p> <p>No Parking area signages installed.</p> <p>Downer weekly inspection included traffic and parking on sensitive areas.</p> <p>ER inspections included traffic control issues and actions to be taken.</p> | <p>Construction sites were managed to minimise construction worker parking on surrounding streets. A worker car parking strategy in (TMP) were developed in consultation with the relevant local council to identify measures to reduce the impact on the availability of on street and off-street parking.</p> | C |

| | | | | | | |
|------|--|--|--|--|--|---|
| TC16 | Traffic incidents | In the event of a traffic related incident, co-ordination would be carried out with the Sydney Coordination Office and Transport Management Centre's Operations Manager. | <p>Interview and site inspection 31/08/2022.</p> <p>HSEJV incident reporting procedures</p> <p>Report any incidents to Sydney Coordination Office (SCO)</p> <p>Incidents are discussed at TTLG meetings</p> <p>Incident Report for Lakemba INX: 247429 HSEJV: HSE-SA-REP-00002</p> | <p>Interview and site inspection 30/08/2022.</p> <p>There were no incidents for Package 5 & 6.</p> | In the event of a traffic related incident, co-ordination was carried, and thorough investigation of the incident was conducted. | C |
| TC17 | Changes to road, pedestrian and cyclist networks | The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community notification. | <p>Interview and site inspection 31/08/2022.</p> <p>Community notifications on website and signages installed onsite.</p> <p>TTLG and TCG meetings</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Community notifications on website and signages installed onsite.</p> <p>TTLG and TCG meetings</p> | The community were notified in advance of proposed road and pedestrian network changes through community notifications i.e., website, letter boxes and discussed with Council during TCG or TTLG meeting and presentation. | C |

| | | | | | | |
|------|--|--|--|---|---|---|
| TC18 | Impacts on pedestrian or cyclist paths | A condition survey would be undertaken to confirm changes to routes proposed to be used by pedestrians and/or cyclists are suitable (e.g., suitably paved and lit), with identified modification requirements discussed with the Inner West and/or Canterbury-Bankstown councils and implemented prior to use of the routes. | <p>Interview and site inspection 31/08/2022.</p> <p>Canterbury:</p> <ul style="list-style-type: none"> • SMCSWSW4-HSE-WCR-TF-PLN-000018 [00.01] Site Establishment • SMCSWSW4-HSE-WCR-TF-PLN-000586 [00.01] Charles Street Utility Works • SMCSWSW4-HSE-WCR-TF-PLN-001413 [00.01] Sugar House Road Corridor Access • SMCSWSW4-HSE-WCR-TF-PLN-001807 [00.01] Ausgrid Relocation Works – Stage 1 • SMCSWSW4-HSE-WCR-TF-PLN-001919 [00.01] Countryside Footpath Works – Stage 2 • SMCSWSW4-HSE-WCR-TF-PLN-001661 [02.01] Broughton Street Works • SMCSWSW4-HSE-WCR-TF-PLN-000708 [01.01] Broughton Street Closure • SMCSWSW4-HSE-WCR-TF-PLN-002046 [00.01] Broughton Street Westbound Lane Closure • SMCSWSW4-HSE-WCR-TF-PLN-000933 [00.01] 6 Charles Street Access Gate • SMCSWSW4-HSE-WCR-TF-PLN-001662 [B.01] Sydney Water Valve Installation (Works on Hold for Redesign) | <p>Interview and site inspection 30/08/2022.</p> <p>Downer has not changed any routes for pedestrian.</p> | <p>A condition survey was undertaken to confirm changes to routes proposed to be used by pedestrians and/or cyclists are suitable and modification requirements were discussed with the Inner West and/or Canterbury-Bankstown councils and implemented prior to use of the routes. Refer to TMP for Canterbury</p> | C |
|------|--|--|--|---|---|---|

| | | | | | | |
|------|---|--|--|---|---|---|
| TC19 | Pedestrian, cyclist and motorist safety | <p>Pedestrian, cyclist, and motorist safety in the vicinity of the construction sites would be addressed during construction planning and development of the construction traffic management plan. Measures that may be implemented to assist in multi modal traffic management include:</p> <ul style="list-style-type: none"> • speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers • a community engagement program to provide road safety education and awareness to road users about sharing the road safely with heavy vehicles • heavy vehicle training for drivers to understand route constraints, safety issues, and limiting the use of compression braking • safety technology and equipment installed on heavy vehicles to enhance vehicle visibility, eliminate vehicles' blind spots, and monitor vehicle location, speeding compliance, and driver behaviour | <p>Interview and site inspection 31/08/2022.</p> <p>Canterbury:</p> <ul style="list-style-type: none"> • SMCSWSW4-HSE-WCR-TF-PLN-000018 [00.01] Site Establishment • SMCSWSW4-HSE-WCR-TF-PLN-000586 [00.01] Charles Street Utility Works • SMCSWSW4-HSE-WCR-TF-PLN-001413 [00.01] Sugar House Road Corridor Access • SMCSWSW4-HSE-WCR-TF-PLN-001807 [00.01] Ausgrid Relocation Works – Stage 1 • SMCSWSW4-HSE-WCR-TF-PLN-001919 [00.01] Countryside Footpath Works – Stage 2 • SMCSWSW4-HSE-WCR-TF-PLN-001661 [02.01] Broughton Street Works • SMCSWSW4-HSE-WCR-TF-PLN-000708 [01.01] Broughton Street Closure • SMCSWSW4-HSE-WCR-TF-PLN-002046 [00.01] Broughton Street Westbound Lane Closure • SMCSWSW4-HSE-WCR-TF-PLN-000933 [00.01] 6 Charles Street Access Gate • SMCSWSW4-HSE-WCR-TF-PLN-001662 [B.01] Sydney Water Valve Installation (Works on Hold for Redesign) | <p>Interview and site inspection 30/08/2022.</p> <p>Signages installed, traffic controller on board and fencing around the site compounds were installed separating pedestrian and cyclist from work site.</p> <p>Traffic Control Plan for Hurlstone Park was reviewed and implemented during this audit.</p> | <p>Pedestrian, cyclist, and motorist safety in the vicinity of the construction sites were addressed during construction planning and development of the construction traffic management plan. The following control measures were implemented:</p> <ul style="list-style-type: none"> • speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers • a community engagement program to provide road safety education and awareness to road users about sharing the road safely with heavy vehicles • heavy vehicle training for drivers to understand route constraints, safety issues, and limiting the use of compression braking • safety technology and equipment installed on heavy vehicles to enhance vehicle visibility, eliminate vehicles' blind spots, and monitor vehicle location, speeding compliance, and driver behaviour | C |
|------|---|--|--|---|---|---|



| | | | | | | |
|------------------|---|---|---|---|--|---------------|
| TC20 | Impacts to access | Access for residents, businesses, and community infrastructure would be maintained. Where disruption to access cannot be avoided, consultation would be undertaken with the owners and occupants of affected properties, to confirm their access requirements and to discuss alternatives. | <p>Interview and site inspection 31/08/2022.</p> <p>Complaints Register SM Complaint Register: 3941</p> <p>Interview and site inspection 31/08/2022.</p> <p>Complaint Register filtered with traffic/access/ parking complaints.</p> <p>Refer to photos taken during the site inspection.</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Refer to photos taken during the site inspection.</p> | Access for residents, businesses, and community infrastructure were maintained. Where disruption to access cannot be avoided, consultation was undertaken with the owners and occupants of affected properties, to confirm their access requirements and to discuss alternatives. | C |
| TC21 | | <p>Access to stations and surrounding properties for emergency vehicles would be provided at all times.</p> <p>Emergency service providers (i.e., police and ambulance) would be consulted throughout construction to ensure they are aware of station closures, changes to access, including bridge lane closures, and changes to station or rail corridor access</p> | <p>Interview and site inspection 31/08/2022.</p> <p>Site inspection noted access to emergency vehicles are open.</p> | <p>Interview and site inspection 30/08/2022.</p> <p>Refer to photos taken during the site inspection.</p> | Access to stations and surrounding properties for emergency vehicles were provided at all times. | C |
| TC22 | Co-ordination of cumulative traffic effects | The potential cumulative effects of construction traffic from multiple construction sites within the project would be further considered during development of the construction traffic management plan. Where, there is potential for cumulative impacts across the project, these issues would be addressed with the assistance of the Traffic and Transport Liaison Group. | <p>Interview and site inspection 31/08/2022.</p> <p>TTLG and TCG presentation. Refer to E46</p> | <p>Interview and site inspection 30/08/2022.</p> <p>TTLG and TCG presentation. Refer to E46</p> | The potential cumulative effects of construction traffic from multiple construction sites within the project were further considered during development of the construction traffic management plan. Where, there was potential for cumulative impacts across the project, these issues were addressed with the assistance of the Traffic and Transport Liaison Group. | C |
| Operation | | | | | | |
| TO3 | Walking and Cycling | Sydney Metro Transport for NSW would develop a Walking and Cycling Strategy in consultation with Inner West Council, Canterbury-Bankstown Council and other relevant stakeholders, which would identify walking and cycling facilities to encourage active transport to the station precincts. | | | Construction phase | Not Triggered |

| | | | | | | |
|-----|------------------|---|--|--|--------------------|---------------|
| TO4 | Bus | Sydney Metro would work with the Transport for NSW, Sydney Coordination Office, Roads and Maritime Services, the Inner West and Canterbury-Bankstown councils, and bus operators to identify improvements to bus stops and services | | | Construction phase | Not Triggered |
| TO5 | Commuter parking | <p>Sydney Metro Transport for NSW would monitor the demand for additional commuter car parking spaces and consider opportunities for, and implications of, meeting this demand between Bankstown and Marrickville stations.</p> <p>Sydney Metro Transport for NSW would investigate ways to manage demand, subject to consideration of local station and town centre implications, including local traffic conditions</p> | | | Construction phase | Not Triggered |

APPENDIX C – SITE PHOTOS

Observations from the site inspection are provided in table 4. The Auditor was escorted around the site by Project personnel who made themselves available for this purpose.

Table 4 Site Photos - Package 4 and Package 5&6 - Taken on 30-31 August 2022

| No | Comment | Photograph |
|----|---|---|
| 1 | Belmore MSB - Site Notice with "no parking signs" |  <p>A photograph showing a fenced-in area. In the foreground, there is a red tarp. The fence is made of chain-link metal. Several signs are attached to the fence: a red 'WARNING iDetect' sign with the phone number 1300 130 125 and the website www.idetectgroup.com.au; a white 'NO PARKING' sign with a red 'P' in a circle and a red arrow pointing left; and two orange 'coates' signs. In the background, there are trees and a blue sky. A timestamp '09:33 30/8/2' is visible in the bottom right corner of the photo.</p> |
| 2 | Belmore MSB – worker have enough parking area. |  <p>A photograph of a gravel parking area. In the foreground, a worker wearing an orange high-visibility vest and dark pants is bent over, next to a white bucket. The area is surrounded by a chain-link fence. In the background, there are trees, utility poles, and a building. A timestamp '09:31 30/8/2' is visible in the bottom right corner of the photo.</p> |



| | | |
|----------|---|--|
| <p>3</p> | <p>Belmore Station – Pre-start board included traffic control and vehicle movement plan</p> | |
| <p>4</p> | <p>Belmore Station Community Parking. There are plenty of parking available for the public.</p> | |



5 Heavy Vehicle Safety Requirements poster was posted on all Downer -Package 5&6 sites.



6 Belmore Site Office – workers parking is available onsite.



| | | |
|----------|--|--|
| <p>7</p> | <p>Dulwich Hill Pre-Start Board included traffic control and vehicle movement plan</p> |  |
| <p>8</p> | <p>Dulwich Hill-MSB Traffic flow one way – This is the entry to site.</p> |  |

| | | |
|-----------|---|--|
| <p>9</p> | <p>Dulwich Hill-MSB</p> <p>Traffic flow one way – This is the exit from site.</p> <p>Good general housekeeping was noted.</p> <p>Workers Park only during deliveries.</p> |  |
| <p>10</p> | <p>Dulwich Hill-MSB site exit.</p> <p>Boundary screening and erosion and sediment controls are implemented.</p> |  |

11 Hurlstone Park Station – Prestart board.

Included no parking areas noted on the board.



12 Hurlstone Park MSB – vehicle movement plan and traffic controls noted on the board.



| | | |
|-----------|--|--|
| <p>13</p> | <p>Hurlstone Park MSB – delivery of imported fill.</p> <p>Traffic Controller was present during the delivery.</p> |  |
| <p>14</p> | <p>Hurlstone Park – delivery of imported fill.</p> <p>Traffic Controller was present during the delivery and Traffic Control Plan was implemented.</p> |  |

15 Hurlstone Park – Traffic Control Plan
 This was reviewed on site and controls were implemented as per the plan.



16 Hurlstone Park – review of Traffic Controller qualifications/tickets



17 Hurlstone Park – Site Notice



18 Wiley Park Station – Pre-start board included no parking areas and traffic controls.



| | | |
|-----------|--|--|
| <p>19</p> | <p>Wiley Park Station - Wiley Park Access/ Egress</p> <p>Traffic controller available when needed.</p> <p>Tickets and qualifications of the traffic controller were also verified.</p> |  |
| <p>20</p> | <p>Wiley Park Station –</p> <p>No parking signs were installed around the fence line where restricted parking is not allowed. However, Downer has no control with the public parking on this area.</p> |  |
| | | |

21 Lakemba Station Work Zone Map



22 Lakemba Station -Visitor Induction Form
Visitor induction included traffic control requirements

HASLIN
SEQ-FM-041

Visitor Induction Form

Project: *Lakemba Station*
Date of Induction: *31-8-22*
Induction provided by: *[Signature]*
Time of Induction: *09:40*
Site Induction No.:

Personal Details:
First Name: *[Redacted]* Surname: *[Redacted]*
Home Telephone No.: *[Redacted]* Mobile Phone No.: *[Redacted]*
Work Address: *[Redacted]* Medical Conditions: *[Redacted]*
Emergency Contact: *[Redacted]* Telephone No.: *[Redacted]*

Employer/Company: *[Redacted]* Telephone No.: *[Redacted]*

Purpose of visit: *[Redacted]*

Visitor Induction Details:

1. First Aid Personnel and location of the First Aid facilities
2. Location of fire extinguishers
3. Location of site showers
4. Mandatory Personal Protective Equipment (PPE), i.e. safety shoes, hard hats and hi-visibility vests
5. Emergency Evacuation, Sign In/Out Register and location of the Assembly Point
6. Visitor Obligations - Site Rules and Conditions of Entry

Key Induction - ASB

- You must advise Haslin site manager when you arrive on site, and you are not authorized to enter the construction (demolished/restricted) areas unless escorted by an authorized person.
- You must be wearing the mandatory PPE while you are working the site whether inside the construction (demolished/restricted) area or not.
- You must obey any instructions issued by any member of Haslin site staff including instructions to leave the site if any of your capabilities were deemed unacceptable.
- You are banished from impaired and/or consuming alcohol while on site, and you will not be allowed to stay on site if Haslin suspects that you are under the influence of alcohol or illegal drugs.
- You must obey all passed traffic (government or construction) signs including instructions issued by authorized traffic controllers.
- You must be courteous to people and protect yourself in an appropriate manner.
- You must refrain from encouraging anyone from carrying out unsafe work practices or performing work to breach safety regulations.
- You must refrain from entering unauthorized areas or any other zone of work unless provided by Haslin or its subcontractors to prevent entry into hazardous work areas such as deep excavations.

I have attended the Haslin Visitor Induction Program, which explained my obligations as a visitor to this work site. My obligations are clearly understood to me and I hereby declare that I will comply with Haslin requirements.

Signature of a visitor: *[Redacted]* Telephone No.: *[Redacted]*

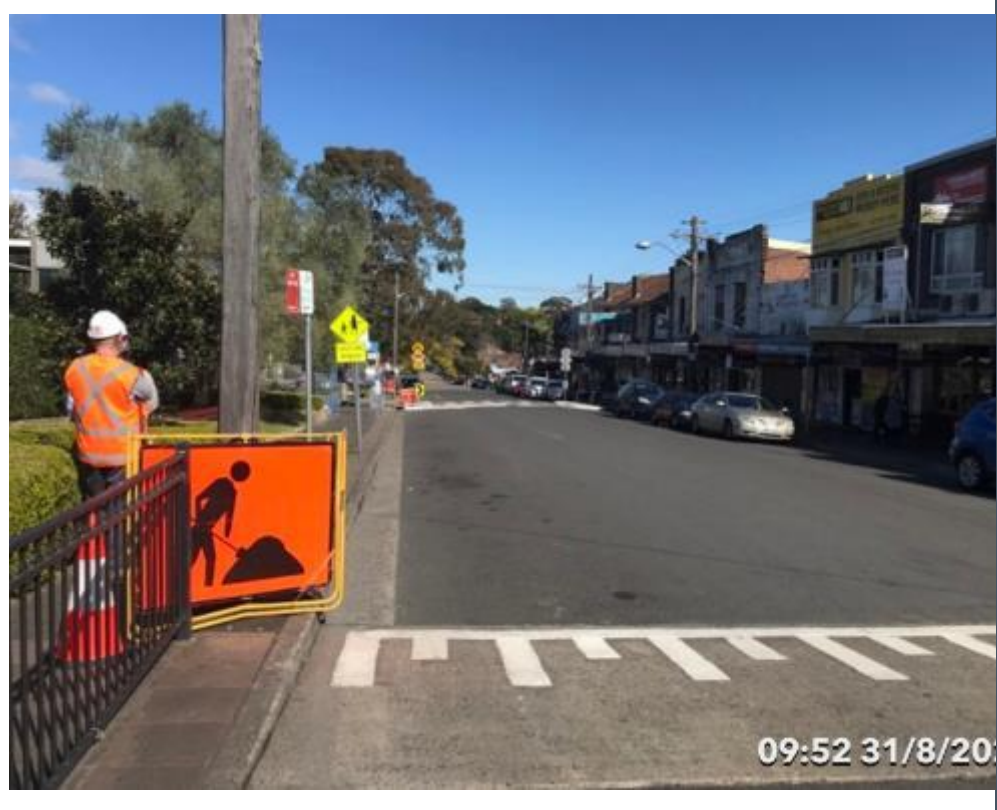
Recorded when printed
Page 1 of 1
Date issued: 10/06/18
Approved by: Colin Walsh, Managing Director


09:43 31/8/2022

23 Lakemba TCP
Traffic Control Plan was reviewed, and controls were implemented.



24 Lakemba Station TCP Controls at Railway parade were implemented, and traffic controller tickets were verified.



| | | |
|-----------|--|--|
| <p>25</p> | <p>Lakemba Traffic controls At Railway Parade</p> |  |
| <p>26</p> | <p>Lakemba Station – signage installed during the removal of car parking spaces.</p> |  |

| | |
|--|--|
| <p>27 Canterbury MSB</p> <p>Parking space converted to work zone. Consistency assessment and Council were approval granted.</p> <p>Work zone and no parking signages were installed.</p> |  |
| <p>28 Canterbury MSB</p> <p>—</p> <p>Enough parking for public were still available.</p> |  |

| | |
|--|--|
| <p>29 Canterbury Station Laydown Area at Broughton Road. Signage installed and used as parking for workers during deliveries.</p> |  |
| <p>Marrickville MSB Access/egress Plenty of parking space available on the street. Traffic controls and signage were installed.</p> |  |

Marrickville MSB

Drivers notice for parking safely.



APPENDIX D – DECLARATIONS

Declaration of Independence - Auditor




| | |
|-------------------------|---|
| Project Name: | Sydney Metro City and South West (Sydenham to Bankstown) |
| Consent Number: | SSI 8256 |
| Description of Project: | Construction and operation of a metro rail line, approximately 13 kilometres long between Marrickville and Bankstown, including, ten metro stations, and associated ancillary infrastructure. |
| Project Address: | Multiple properties and land comprised in the Inner West and Canterbury Bankstown Council areas |
| Proponent: | Transport for NSW – Sydney Metro |
| Date: | 30/08/2022 |

I declare that:

- i. I am not related to any proponent, owner, operator or other entity involved in the delivery of the project. Such a relationship includes that of employer/employee, a business partnership, sharing a common employer, a contractual arrangement outside an Independent Audit, or that of a spouse, partner, sibling, parent, or child;
- ii. I do not have any pecuniary interest in the project, proponent or related entities. Such an interest includes where there is a reasonable likelihood or expectation of financial gain (other than being reimbursed for performing the audit) or loss to the auditor, or their spouse, partner, sibling, parent, or child;
- iii. I have not provided services (not including independent reviews or auditing) to the project with the result that the audit work performed by themselves or their company was subject to audit, except as otherwise declared to the Department prior to the audit;
- iv. I am not an Environmental Representative for the project; and
- v. I will not accept any inducement, commission, gift or any other benefit from auditee organisations, their employees or any interested party, or knowingly allow colleagues to do so.

Notes:

- a) Under section 10.6 of the Environmental Planning and Assessment Act 1979 a person must not include false or misleading information (or provide information for inclusion in) in a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is false or misleading in a material respect. The proponent of an approved project must not fail to include information in (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is materially relevant to the monitoring or audit. The maximum penalty is, in the case of a corporation, \$1 million and for an individual, \$250,000; and
- b) The Crimes Act 1900 contains other offences relating to false and misleading information: section 307B (giving false or misleading information – maximum penalty 2 years imprisonment or 200 penalty units, or both)

| | |
|---------------------------|---|
| Name of Proposed Auditor: | Annabelle Tungol |
| Signature: |  |
| Qualification: | Lead Environmental Auditor (Exemplar Global -Certificate #119536) Quality Auditor (Exemplar Global -Certificate #119536) |
| Company: | WolfPeak Pty Ltd |