



# INDEPENDENT AUDIT NO. 1 – AUDIT REPORT

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SYDNEY METRO WESTERN SYDNEY AIRPORT  
SSI 10051

MARCH 2022

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## EXECUTIVE SUMMARY

Sydney Metro is responsible for delivery of the Sydney Metro Western Sydney Airport Project (the Project). The Project involves construction and operation of a new metro railway line around 23 kilometres in length between St Marys in the north and the Aerotropolis Core precinct in the south (the area to be called Bradfield). This includes a section of the alignment that passes through and provides access to Western Sydney International (Nancy-Bird Walton) Airport, currently under construction.

Station locations for the project would include:

- A new metro station connecting to, and providing interchange with, the existing Sydney Trains suburban rail network at St Marys, north of Western Sydney International
- Two new metro stations between the existing Sydney Trains suburban rail network at St Marys and Western Sydney International: one at Orchard Hills and one at Luddenham within the Northern Gateway precinct
- Two new metro stations within the Western Sydney International site: one at the Airport Terminal and one at the Airport Business Park
- A new metro station within the Aerotropolis Core precinct (the area to be called Bradfield), south of Western Sydney International.

The alignment of the new metro railway line would:

- Include a combination of tunnel, surface and viaduct sections
- Interface with key roads including the Great Western Highway, M4 Western Motorway, Luddenham Road, the future M12 Motorway, The Northern Road, Elizabeth Drive and Badgerys Creek Road, as well as key utilities such as the Warragamba to Prospect Water Supply Pipelines
- Include waterway crossings of Blaxland Creek and Cosgroves Creek.

Approval for the Project was granted in State Significant Infrastructure (SSI) 10051 by the Minister for Planning and Public Spaces on 23 July 2021, subject to a number of conditions.

Construction of the Project is currently being staged as follows:

- **Advanced Enabling Works (AEW)** – comprising establishment of key construction sites and facilitation of construction activities. This includes site investigations, power and water supply works, demolition, utility diversions, and modifications to the existing transport network. The AEW stage is split into eight (8) sub-stages, as follows:
  - AEW – Demolition
  - AEW – Gas
  - AEW – Power
  - AEW – Roadworks
  - AEW – St Marys Station Lift Relocation
  - AEW – St Marys Temporary Bus Interchange

- AEW – Water.
- **Station Box and Tunnels (SBT)** – comprising excavation of twin tunnels (combined length of approximately 9.8 kilometres), four station boxes, and two service facilities, including use of tunnel boring machines and road headers.
- **Surface and Civil Alignment Works (SCAW)** – comprising construction of 3.7 kilometres of viaduct structures, formation for the support of on grade railway track (including embankments and cuttings), rail overbridges, civil work for stabling and maintenance facility, and temporary and permanent access roads.
- **Stations, Systems, Trains and Operations and Maintenance (SSTOM)** – comprising station design and fit out, urban and landscape design, precinct and transport integration works; testing and commissioning; and operation of the metro service.

Construction commenced on 25 November 2021. Works completed during the current audit period included site survey and investigation works (geotechnical, heritage, contamination), power supply works, roadworks for St Mary's Temporary Bus Interchange, and minor demolition works.

At the time of the Independent Audit, works on SBT, SCAW, and STOM had yet to commence.

Conditions A36 – A40 of Schedule 2 of SSI 10051 set out the requirements for undertaking Independent Audits. The conditions give effect to the Department of Planning and Environment (the Department) 2020 document entitled *Independent Audit Guideline Post Approval Requirements* (IAPAR). The IAPAR sets out the scope, methodology and reporting requirements for the Independent Audit.

The objective of this Independent Audit is to satisfy SSI 10051 Schedule 2, condition A36, which states:

*Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020).*

This Independent Audit sought to verify compliance with the relevant conditions and assess the effectiveness of environmental management on the Project using the scope, methodology and reporting requirements from the IAPAR.

This Audit Report presents the findings from the first Independent Audit for construction, covering the period from the granting of consent on 23 July 2021 to 17 February 2022 (the 'audit period').

The overall outcome of the Independent Audit was positive. Compliance records were organised and available at the time of the site inspection and interviews with Project personnel from Sydney Metro and its contractors.

Relevant environmental and compliance monitoring records were being collected and reported as required to provide verification of compliance to statutory requirements and the broader Project environmental requirements.

In summary:

- There were 222 conditions assessed.
- Four (4) non-compliances were identified. These relate to establishment of a Minor Ancillary Facility, notification of commencement of construction, Out of Hours Works and community notifications.

- Seven (7) observations were identified. These relate implementation of the REMMs, content of the Staging Report, submission of the updated Overarching Community Communication Strategy, useability of the website and housekeeping / maintenance at the St Marys TBI site.

Detailed findings are presented in Section 3, along with actions proposed or undertaken by the Project team to address the findings.

The Auditor would like to thank the auditees from Sydney Metro and Sydney Roads (Transport for NSW) for their high level of organisation, cooperation, and assistance during the Independent Audit.

# 1. INTRODUCTION

## 1.1 Project overview

Sydney Metro is responsible for delivery of the Sydney Metro Western Sydney Airport Project (the Project). Approval for the Project was granted in State Significant Infrastructure (SSI) 10051 by the Minister for Planning and Public Spaces on 23 July 2021, subject to a number of conditions.

The Project involves construction and operation of a new metro railway line around 23 kilometres in length between St Marys in the north and the Aerotropolis Core precinct in the south (the area to be called Bradfield). This includes a section of the alignment that passes through and provides access to Western Sydney International (Nancy-Bird Walton) Airport, currently under construction.

Station locations for the Project would include:

- A new metro station connecting to, and providing interchange with, the existing Sydney Trains suburban rail network at St Marys, north of Western Sydney International
- Two new metro stations between the existing Sydney Trains suburban rail network at St Marys and Western Sydney International: one at Orchard Hills and one at Luddenham within the Northern Gateway precinct
- Two new metro stations within the Western Sydney International site: one at the Airport Terminal and one at the Airport Business Park
- A new metro station within the Aerotropolis Core precinct (the area to be called Bradfield), south of Western Sydney International.

The alignment of the new metro railway line would:

- Include a combination of tunnel, surface and viaduct sections
- Interface with key roads including the Great Western Highway, M4 Western Motorway, Luddenham Road, the future M12 Motorway, The Northern Road, Elizabeth Drive and Badgerys Creek Road, as well as key utilities such as the Warragamba to Prospect Water Supply Pipelines
- Include waterway crossings of Blaxland Creek and Cosgroves Creek.

The Project includes works required to support its construction and operation, including all operational systems and infrastructure such as fresh air ventilation systems, signalling, communications, overhead wiring, rail corridor fencing and access tracks/paths.

A stabling and maintenance facility and operational control centre would be required to support operation of the project. The facility is proposed to be located in Orchard Hills, to the south of Blaxland Creek and east of the proposed metro line. Services facilities are proposed at Claremont Meadows and Bringelly for the St Marys to Orchard Hills tunnel and Western Sydney International to Bringelly tunnel, respectively. The need for the Claremont Meadows services facility is subject to further investigation.

An overview of the Project and its location is shown in Figure 1.



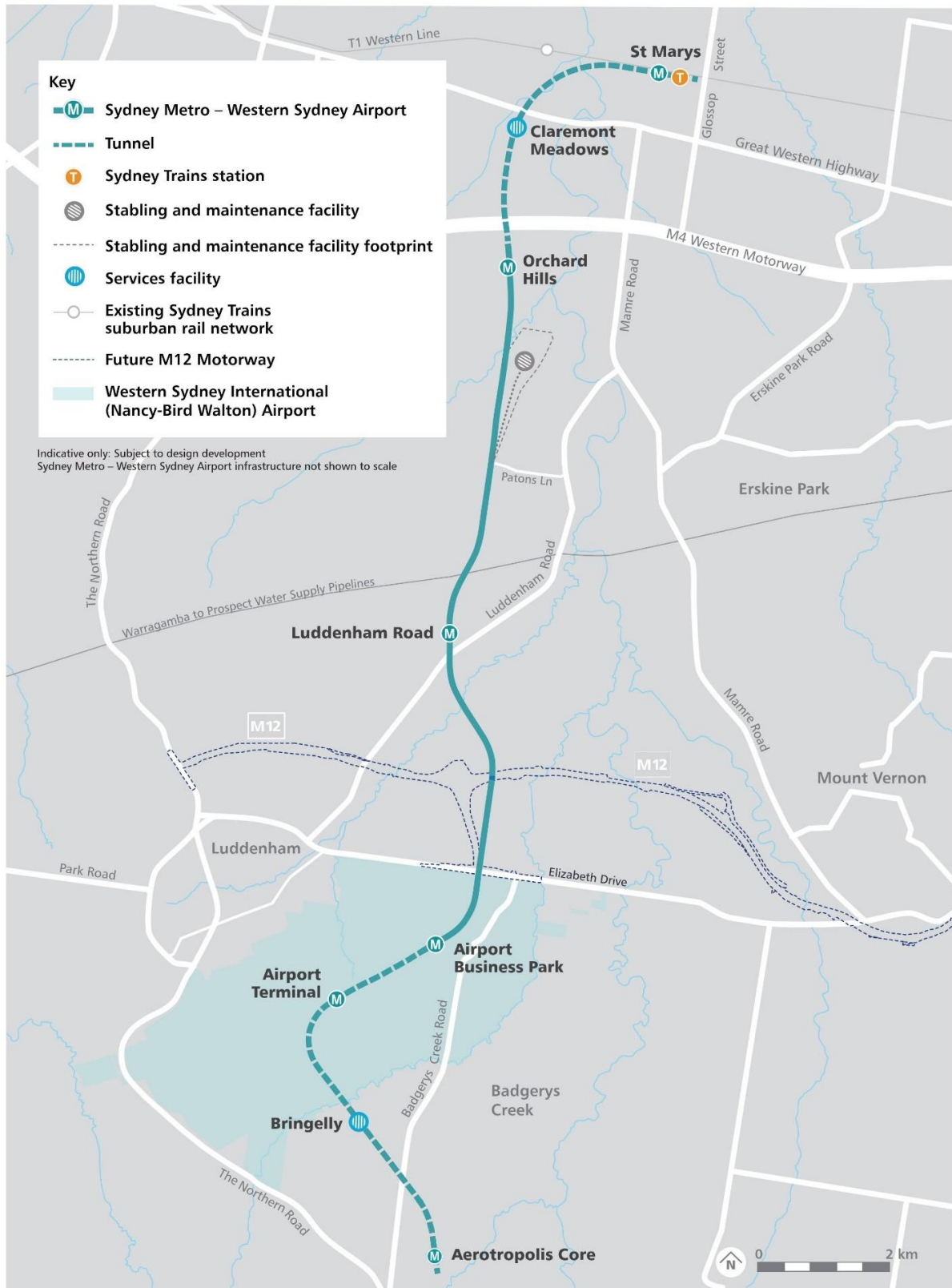


Figure 1: Project location and overview (source: Project EIS)

The section of the alignment that passes through the Western Sydney International Airport site is subject to the *Airports Act 1996* (Cth) (Airports Act). As such, these works are outside of the scope of the SSI planning approval (SSI 10051), and therefore outside of the scope of this Independent Audit. This is illustrated in Figure 2.

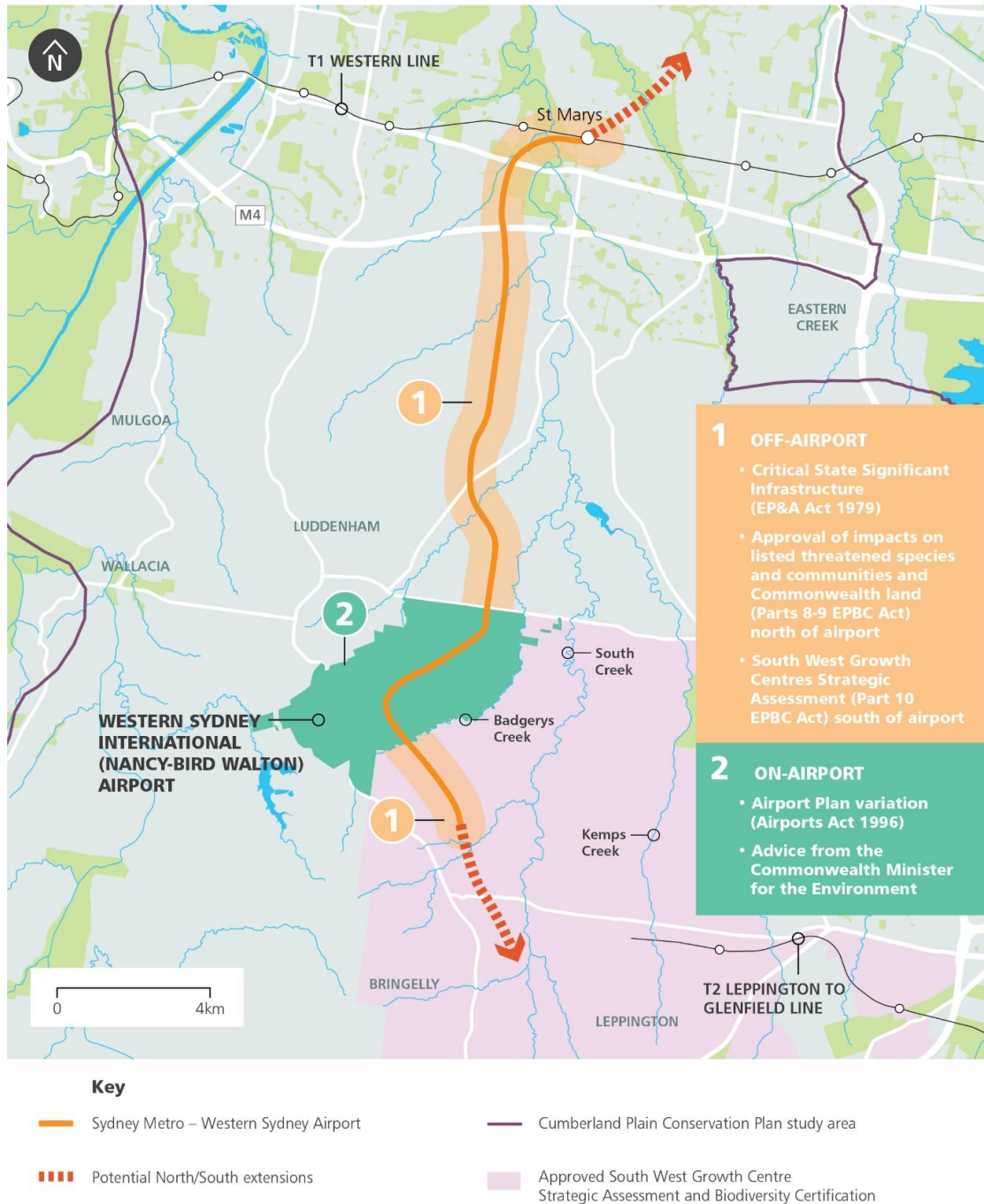


Figure 2: Sydney Metro Western Sydney Airport Planning Approval Strategy (source: Project EIS)

A Staging Report has been prepared for the Project in accordance with condition A10: *Sydney Metro Western Sydney Airport – CSSI Staging Report*, Revision 4.0, 20 July 2021<sup>1</sup>. In line with the Staging Report, construction of the Project has been staged as follows:

- **Advanced Enabling Works (AEW)** – comprising establishment of key construction site and facilitation of construction activities. This includes site investigations, power and water supply works, demolition, utility diversions, and modifications to the existing transport network. The AEW stage is split into eight (8) sub-stages, as follows:
  - AEW – Demolition
  - AEW – Gas
  - AEW – Power
  - AEW – Roadworks
  - AEW – St Marys Station Lift Relocation
  - AEW – St Marys Temporary Bus Interchange
  - AEW – Water
- **Station Box and Tunnels (SBT)** – comprising excavation of twin tunnels (combined length of approximately 9.8 kilometres), four station boxes, and two service facilities, including use of tunnel boring machines and road headers.
- **Surface and Civil Alignment Works (SCAW)** – comprising construction of 3.7 kilometres of viaduct structures, formation for the support of on grade railway track (including embankments and cuttings), rail overbridges, civil work for stabling and maintenance facility, and temporary and permanent access roads.
- **Stations, Systems, Trains and Operations and Maintenance (SSTOM)** – comprising station design and fit out, urban and landscape design, precinct and transport integration works; testing and commissioning; and operation of the metro service.

A Finalisation and Auxiliary Works (FAW) stage is under development and will be incorporated into the Project's Staging Report in future.

Some low impact works will be undertaken outside of the stages identified in the Staging Report. Where works are undertaken outside of the stages identified but are still subject to SSI planning

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<sup>1</sup> At the time of undertaking this first Independent Audit, the Staging Report was revised by Sydney Metro (*Sydney Metro Western Sydney Airport – CSSI Staging Report*, Sydney Metro, Revision 5.0, dated 7 February 2022) and provided to the Auditor on 18 February 2022 for information. The updates to the Staging Report includes (but is not limited to) the creation of an additional AEW stage (AEW Footbridge Marys) and an additional stage for SBT (SBT Preparatory Works). Neither of these additional stages had commenced at the time of the Independent Audit.

The Auditor has not seen evidence that Revision 5.0 of the Staging Report has been submitted to the Department for information in accordance with condition A10. Further, it is understood that, whilst the Department does not have a formal role in approving the Staging Report, the Department did provide a letter of acceptance of Revision 4.0 of the document (letter from the Department to Sydney Metro entitled *Sydney Metro - Western Sydney Airport (SSI-10051) Staging Report Revision 4* and dated 7 September 2021). A letter of acceptance has not yet been provided by the Department for Revision 5.0 of the Staging Report.

In consideration of the above, this Independent Audit has assessed compliance against the document in place for the vast majority of the audit period and which has been accepted by the Department (*Sydney Metro Western Sydney Airport – CSSI Staging Report*, Revision 4.0, 20 July 2021), rather than the recently updated Revision 5.0 document.

approvals, these 'Low Impact (Minor) Works' will not be defined as 'Construction' in accordance with the definition of 'Construction' provided in the SSI planning approval.

Construction commenced on 25 November 2021. Works completed during the current audit period (i.e.: from the granting of approval on 23 July 2021 to 17 of February 2022) included:

- Site survey and investigation works (geotechnical, heritage, contamination).
- Construction: AEW – St Marys Temporary Bus Interchange (including site establishment, demolition, services and pavement)
- Low Impact works: AEW – Demolition (demolition and installation of environmental controls).

The following had yet to commence:

- Construction on: AEW – Demolition, AEW – Gas, AEW – Power, AEW – Roadworks, AEW – St Marys Station Lift Relocation, AEW – Water
- Works on: SBT, SCAW, and SSTOM.

## 1.2 Approval requirements

Conditions A36 – A40 of Schedule 2 of SSI 10051 set out the requirements for undertaking Independent Audits. The conditions give effect to the Department of Planning and Environment (the Department) 2020 document entitled *Independent Audit Guideline Post Approval Requirements* (IAPAR).

## 1.3 The audit team

In accordance with Schedule 2, condition A38 of SSI 10051, and Section 3.1 of the IAPAR, Independent Auditors must be suitably qualified, experienced, and independent of the Project, and appointed by the Planning Secretary.

The Audit Team comprises:

- Derek Low (Auditor Lead): Master of Environmental Engineering Management, Exemplar Global Certified Principal Environmental Auditor (Certificate No 114283)
- Ann Azzopardi (Auditor): Bachelor of Science (Hons), Exemplar Global Certified Lead Environmental Auditor (Certificate No 208582)
- Steve Fermio (Auditor): Bachelor of Science (Hons), Exemplar Global Certified Principal Environmental Auditor (Certificate No 110498)

Approval of the Audit Team was provided by the Department on 20 January 2022. The approval is presented in Appendix B.

## 1.4 The audit objectives

The objective of this Independent Audit is to satisfy SSI 10051 Schedule 2, condition A36, which states:

*Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020).*

The IAPAR sets out the scope, methodology and reporting requirements for Independent Audit.

This Independent Audit seeks to fulfil the requirements of condition A36, to verify compliance with the relevant conditions, and assess the effectiveness of environmental management on the Project using the scope, methodology and reporting requirements from the IAPAR.

To note, condition A37 states:

*Notwithstanding Condition A36, the Proponent may prepare an audit program to outline the scope and timing of each independent audit that will be undertaken during construction. If prepared, the audit program must be developed in consultation with, and approved by, the Planning Secretary prior to commencement of the first audit and implemented throughout construction.*

An audit program has yet to be prepared and, therefore, the IAPAR has been implemented in full for this first Independent Audit.

## 1.5 Audit scope

This Audit Report relates to the first Independent Audit on the Project covering the period from the granting of consent on 23 July 2021 to 17 February 2022 (the 'audit period').

The scope of the Independent Audit comprises:

- An assessment of compliance with:
  - All conditions of consent applicable to the phase of the development that is being audited
  - All post approval and compliance documents prepared to satisfy the conditions of consent, including an assessment of the implementation of Environmental Management Plans and Sub-plans; and
  - All environmental licences and approvals applicable to the development excluding environment protection licences issued under the Protection of the Environment Operations Act 1997.
- A review of the environmental performance of the development, including but not necessarily limited to, an assessment of:
  - Actual impacts compared to predicted impacts documented in the environmental impact assessment
  - The physical extent of the development in comparison with the approved boundary
  - Incidents, non-compliances and complaints that occurred or were made during the audit period
  - The performance of the development having regard to agency policy and any particular environmental issues identified through consultation carried out when developing the scope of the audit; 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
- The status of implementation of previous Independent Audit findings, recommendations and actions (if any)
- A high-level assessment of whether Environmental Management Plans and Sub-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 and the methodology set out in the Department’s IAPAR. An overview of the audit activities, as specified in AS/NZS ISO 19011, is presented in Figure 3.

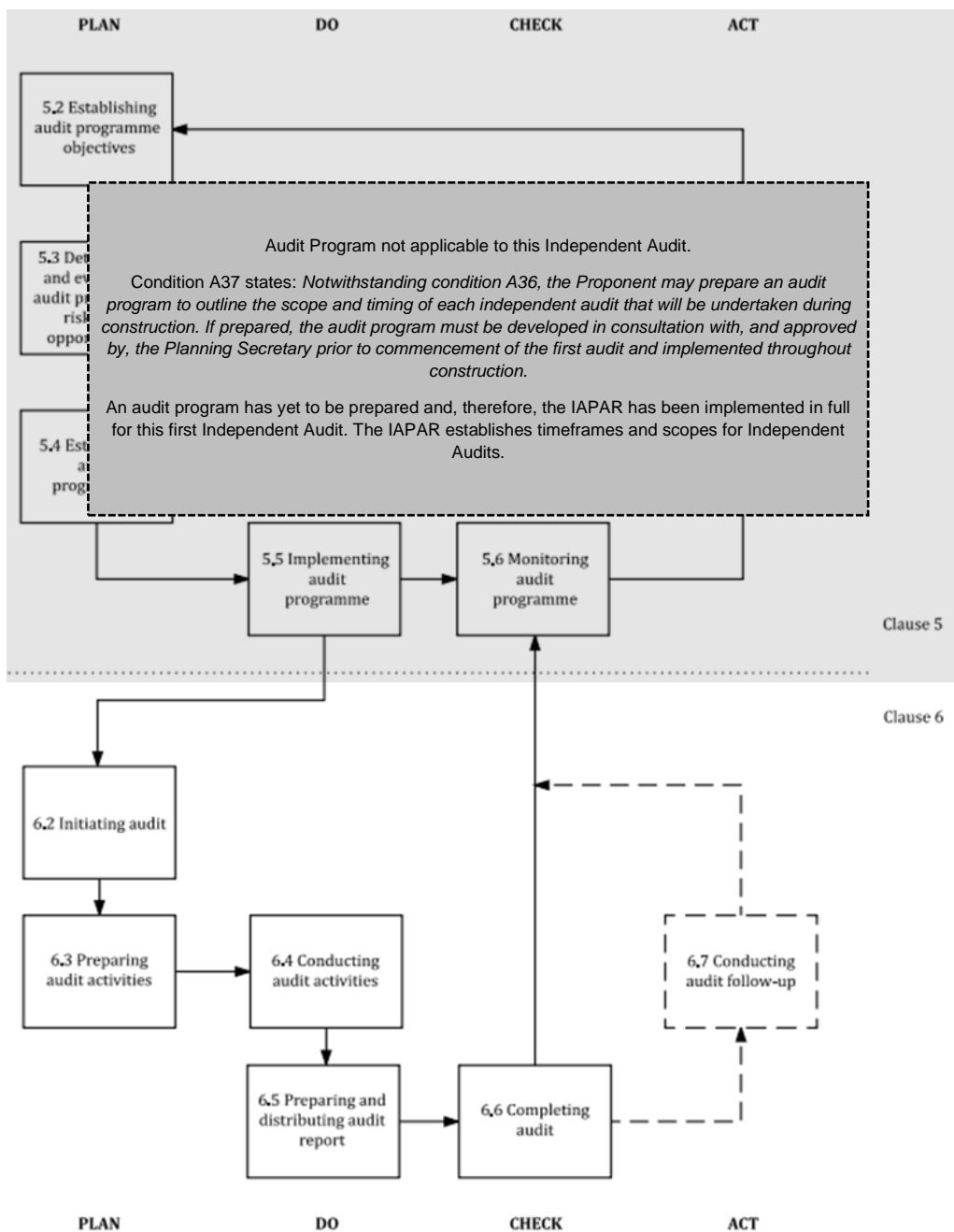


Figure 3: Audit activities overview (modified from AS/NZS ISO 19011). Subclause numbering refers to the relevant subclauses in the Standard.

## 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.

WolfPeak consulted with the Department, Penrith City Council, and Liverpool City Council to obtain their input into the scope of the Independent Audit in accordance with Section 3.2 of the IAPAR. The consultation records are presented in Appendix C. A summary of the key issues and areas of focus raised by the stakeholders is presented in Table 1.

*Table 1: Key issues and areas of focus raised during consultation*

Stakeholder	Issue and Focus	How Addressed
Department of Planning and Environment	<p>The Department did not request any additional issues for inclusion within the scope of the audit that were not already captured by Section 3.3 of the IAPAR. The Department requested that the Independent Audit gives particular consideration to the following</p> <ul style="list-style-type: none"> <li>• All conditions applicable to the current stages are audited, noting that the staged construction</li> <li>• The environmental performance of the development is assessed, including but not limited to actual versus predicted impacts</li> <li>• A high-level assessment of the environmental management plans/sub-plans is included</li> <li>• Matters considered relevant to this audit:               <ul style="list-style-type: none"> <li>○ Provision of required information on the project website and whether that information is “easy to navigate” (refer condition B11)</li> <li>○ Ongoing consultation with registered Aboriginal parties (refer condition E29); affected community regarding specific noise mitigation measures, including respite periods (refer for example conditions E42, E47, E57); and notifications regarding approved out of hours works</li> <li>○ Signage and access around the St Marys construction site (refer for example conditions E61, E115).</li> </ul> </li> </ul> <p>The Department also requested that the Auditor consult with both Penrith City Council and Liverpool City Council to obtain their input into the scope of the audit in accordance with Section 3.2 of the IAPAR.</p>	<p>The Independent Audit was conducted in accordance with the IAPAR.</p> <p>Consideration was given to those items requested by the Department through assessment of compliance with all relevant conditions. Refer to Section 3.2 and Appendix A.</p> <p>Penrith City Council and Liverpool City Council were consulted with (refer below).</p>



Stakeholder	Issue and Focus	How Addressed
Penrith City Council	Penrith City Council responded on 14/02/2022 noting that Council staff had no comments in relation to the Independent Audit.	No further action required.
Liverpool City Council	Liverpool City Council responded on 07/02/2022 noting that Council would compile concerns with relevant conditions that could impact its assets, however no further correspondence has been received.	No further action required.

## 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.

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

- *Sydney Metro – Western Sydney Airport Environmental Impact Statement, 21 October 2020 (the EIS)*
- *Sydney Metro – Western Sydney Airport Submissions Report (no date), submitted April 2021 (the RtS)*
- *Sydney Metro Western Sydney Airport – Conditions of Approval (SSI 10051), 23 July 2021 (the approval)*
- *Sydney Metro Western Sydney Airport – CSSI Staging Report, Revision 4.0, 20 July 2021 (the Staging Report)*
- *Construction Environmental Management Plan St Mary's - Temporary Bus Interchange, Rev2.2, Ward Civil, 14 February 2021 (St Marys TBI CEMP)*
- *Sydney Metro Western Sydney Airport Power Enabling Works Construction Environmental Management Plan, Revision 0.0, Quickway, 1 February 2022 (AEW Power CEMP)*
- *Overarching Community Communications Strategy, Sydney Metro, 5 August 2020 and 12 April 2021.*

Additional documents sighted are identified in Appendix A.

## 2.2.3 Site personnel involvement

The Independent Audit was conducted both on-site and through a series of online sessions. The on-site activities took place on 10 February 2022, with online document review and interviews conducted across four meetings between 10 February 2022 and 21 February 2022.

The following personnel took part in the Independent Audit:

- Jeremy Slattery, Senior Manager Environment, Sydney Metro
- Tim Solomon, Manager Environment, Sydney Metro
- Lyndall Thornhill, Senior Environment Officer, Sydney Roads (Transport for NSW)
- Rui Henriques, Environmental Representative, Health Buildings International

- Rowan Grace, Ward Civil
- Ewan Watson, Water Bear Solutions.

## 2.2.4 Meetings

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

During the opening meeting, held on site and again online on 10 February 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 22 March 2022, preliminary audit findings were presented, preliminary recommendations (as appropriate) were made, 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 environmental management, to assist with verifying the compliance status of the development. All other communication was conducted remotely, which included detailed request for information and auditee responses to the request. Interviews were conducted between 10 February 2022 and 21 February 2022.

## 2.2.6 Site inspection

The on-site audit activities took place on 10 February 2022. The on-site audit activities included an inspection of the entire site and work activities. Photos are presented in Appendix D.

## 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 Appendix A.

## 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 IAPAR, as listed in Table 2, below:

*Table 2: Compliance descriptors from Table 2 of the IAPAR*

Status	Description
<b>Compliant</b>	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.
<b>Non-compliant</b>	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.
<b>Not Triggered</b>	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 developed in accordance with the conditions and all other environmental licences and approvals applicable to the Project (if any) and their content is adequate.
- 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 client 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.

## 3. AUDIT FINDINGS

### 3.1 Approvals and documents audited, and evidence sighted

The documents audited comprised all the conditions from Schedule 2 of SSI 10051 applicable to the works being undertaken. The evidence sighted against each requirement is detailed within Appendix A.

### 3.2 Non-compliance, Observations and Actions

This section, including Table 3, presents the non-compliance and observations from the Independent Audit. Actions in response to each of the findings are also presented. Detailed findings against each requirement are presented in Appendix A.

In summary:

- There were 222 conditions assessed.
- Four (4) non-compliances were identified. These relate to establishment of a Minor Ancillary Facility, notification of commencement of construction, Out of Hours Works and community notifications.
- Seven (7) observations were identified. These relate implementation of the REMMs, content of the Staging Report, submission of the updated Overarching Community Communication Strategy, useability of the website and housekeeping / maintenance at the St Marys TBI site.

Table 3: Findings from the first Independent Audit (February 2022)

Item	Ref.	Type	Details of item	Recommended or completed actions	By whom and by when	Status
<b>Findings from the first Independent Audit</b>						
<b>SSI 10051 Conditions of Approval</b>						
10051_IA1_1	A2	Observation	Requirement: <i>The CSSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.</i>			
			<p><b>Observation:</b> A review was conducted to verify whether the procedures, commitments, preventative actions, performance criteria and mitigation measures were being implemented for the works being undertaken during the audit period. These requirements were assessed as being addressed with the exception of the following:</p> <ul style="list-style-type: none"> <li>• <b>REMM LV2:</b> During the inspection it was observed that some polypipe was placed within the tree protection zone of a tree on the St Marys TBI, contrary to the requirement of REMM LV2.</li> </ul>	The materials had been removed from within the tree protection zone at the St Marys TBI prior to finalizing this Audit Report.	Ward / Sydney Roads (Transport for NSW)	CLOSED
			<p><b>Further, in completing this Independent Audit, it became apparent that a number of REMMs deemed 'applicable' to AEW in Appendix C of the Staging Report were not triggered or not relevant. Examples include (but are not limited to) NAH5, OAH1, GW1, SE1, HR2, HR4, OHR4, CL1. Note that this observation about the Staging Report is essentially the same as that identified in finding 10051_IA1_2.</b></p>	Consideration should be given to reviewing how the conditions and REMMs actually apply to AEW, should the Staging Report be subject to another update prior to these works being completed. Refer also finding 10051_IA1_2.	Sydney Metro At next review of the Staging Report.	OPEN
10051_IA1_2	A13	Observation	Requirement: <i>Where staging is proposed, the terms of this approval that apply or are relevant to the work or activities to be carried out in a specific stage must be complied with at the relevant time for that stage.</i>	Consideration should be given to reviewing how the conditions and REMMs actually apply to AEW, should the Staging Report be subject to another update prior to these works being completed.	Sydney Metro At next review of the Staging Report.	OPEN
10051_IA1_3	A22	Non-compliance	Requirement: <i>Lunch sheds, office sheds, portable toilet facilities and the like, can be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria:</i>  <i>(a) are located within or adjacent to the Construction Boundary; and</i>  <i>(b) have been assessed by the ER to have –</i>  <i>(i) minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the ICNG, traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and</i>  <i>(ii) minimal environmental impact with respect to waste management and flooding, and</i>	This non-compliance was reported to the Department on 09/11/21 in accordance with condition A44.	Sydney Metro	CLOSED

Item	Ref.	Type	Details of item	Recommended or completed actions	By whom and by when	Status
			<p>(iii) no impacts on biodiversity, soil and water, and Heritage items beyond those already approved under other terms of this approval.</p> <p><b>Non-compliance: Ward Civil commenced establishment of the Station Street MAF on 20/10/21 which was prior to receiving approval from the ER to do so. This non-compliance was reported to the Department on 09/11/21 in accordance with condition A44.</b></p>			
10051_IA1_4	A34/A35	Non-compliance	<p>Requirement (A34): <i>The Department, and relevant Councils must be notified in writing of the date of commencement of construction at least seven (7) days before the commencement of construction.</i></p> <p>Requirement (A35): <i>If construction of the CSSI is to be staged, the Department, Liverpool City Council and Penrith City Council must be notified in writing at least seven (7) days before the commencement of each stage, of the date of the commencement of that stage.</i></p> <p><b>Non-compliance: Sydney Metro notified the Department of commencement of construction (TBI) on 24/11/21. Construction commenced on 25/11/21, therefore the 7 day notification was not provided. This non-compliance was reported to the Department on 25/11/21 in accordance with condition A44.</b></p>	This non-compliance was reported to the Department on 25/11/21 in accordance with condition A44.	Sydney Metro	CLOSED
10051_IA1_5	A43	Observation	<p>Requirement: <i>Subsequent notification must be given and reports submitted in accordance with the requirements set out in Appendix A.</i></p> <p><b>Observation: The Staging Report (both revisions 4 and 5) identifies this requirement as not being triggered for AEW Demolition, Gas, Power, Water. This appears to be incorrect.</b></p>	Consideration should be given to reviewing how the conditions and REMMs actually apply to AEW, should the Staging Report be subject to another update prior to these works being completed.	Sydney Metro At next review of the Staging Report.	OPEN
10051_IA1_6	B1	Observation	<p>Requirement: <i>The Overarching Community Communication Strategy as provided in the documents listed in Condition A1, or updated Strategy must be implemented for the duration of the work. Should the Overarching Community Communication Strategy be updated, a copy must be provided to the Planning Secretary for information.</i></p> <p><b>Observation: The Overarching Community Communication Strategy (OCCS) has been updated since the submission in the RtS and the updated OCCS had not been submitted to the Department. The Auditor observes that there is no timing for submission of the update specified by this condition.</b></p>	<p>Sydney Metro advise that the OCCS is currently going through further revision, which will be completed by mid-April 2022.</p> <p>The updated OCCS will be submitted to the Department in accordance with condition B1 after this update.</p>	Sydney Metro 30/04/22	OPEN
10051_IA1_7	B11	Observation	<p>Requirement: <i>A website or webpage providing information in relation to the CSSI must be established before commencement of work and maintained for the duration of construction, and for a minimum of 24 months following the completion of all stages of construction of the CSSI. Up-to-date information (excluding confidential, private, commercial information or other documents as agreed to by the Planning Secretary) must be published before the relevant work commencing and maintained on the website or dedicated pages including:</i></p> <p>(a) <i>information on the current implementation status of the CSSI;</i></p> <p>(b) <i>a copy of the documents listed in Condition A1, and any documentation relating to any modifications made to the CSSI or the terms of this approval;</i></p> <p>(c) <i>a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval, or links to the referenced documents where available;</i></p>	No action is recommended at this time. This condition may be subject to assessment in future audit periods when Project works expand.	NA	CLOSED

Item	Ref.	Type	Details of item	Recommended or completed actions	By whom and by when	Status
			<p>(d) a copy of each statutory approval, license or permit required and obtained in relation to the CSSI, or where the issuing agency maintains a website of approvals, licenses or permits, a link to that website;</p> <p>(e) a current copy of each document required under the terms of this approval, which must be published within one (1) week of its approval or before the commencement of any work to which they relate or before their implementation, as the case may be; and</p> <p>(f) a copy of the audit reports required under this approval.</p> <p>Where the information / document relates to a particular work or is required to be implemented, it must be published before the commencement of the relevant work to which it relates or before its implementation.</p> <p>All information required in this condition is to be provided on the website or webpage, and easy to navigate.</p> <p><b>Observation: The Department requested that the audit give special consideration to whether the Project website is easy to navigate as is required by this condition. In reviewing this requirement, it was observed that the Sydney Metro website is consolidated across all Sydney Metro projects (including C&amp;SW, West and WSA). This results in a voluminous amount of information being available, much of which is not relevant to the WSA Project. Further, the document library is not structured in a way that allows someone to easily find certain documents. Whilst this is not a substantial issue at this time (with 29 x documents posted which are currently deemed by Sydney Metro as being relevant to the Project Approval), this will become challenging to find a specific document as the Project progresses particularly if the user is not aware of the document title.</b></p> <p><b>In response to the draft Audit Report Sydney Metro highlighted:</b></p> <ul style="list-style-type: none"> <li>the search function on the website which allows for ease of navigation, and</li> <li>the purpose of the website (to inform people of the overall Sydney Metro program, not just WSA).</li> </ul> <p><b>The Auditor maintains that finding a document will become increasingly challenging over time as the volume of information grows (unless the user knows the correct search term to enter). However, the Auditor accepts that the website serves a wide group of stakeholders and appreciates that any restructuring could in theory reduce useability for some audiences.</b></p>			
10051_IA1_8	C10	Observation	<p>Requirement: <i>Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER (whichever is applicable), unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans, as approved by the Planning Secretary or endorsed by the ER (whichever is applicable), including any minor amendments approved by the ER, must be implemented for the duration of construction.</i></p> <p><b>Observation: It was observed during the audit site inspection that, at the St Marys TBI site:</b></p> <ul style="list-style-type: none"> <li>the spill kits had waste material within them</li> <li>signage for the spill kit was not in the same location as the spill kit, and</li> <li>housekeeping was required at the St Marys TBI Minor Ancillary Facility.</li> </ul>	Ward / Sydney Roads (Transport for NSW) confirmed that, prior to the finalization of this Audit Report, waste had been removed from the spill kits, signage was rectified and housekeeping was completed.	Ward / Sydney Roads (Transport for NSW)	CLOSED
10051_IA1_9	E38	Non-compliance	<p>Requirement: <i>Work must only be undertaken during the following hours:</i></p> <p>(a) 7:00am to 6:00pm Mondays to Fridays, inclusive;</p> <p>(b) 8:00am to 1:00pm Saturdays; and</p> <p>(c) at no time on Sundays or public holidays.</p>	Sydney Metro was made aware on 08/12/21 and reported the non-compliance on 13/12/21 in accordance with A44.	Sydney Metro	CLOSED

Item	Ref.	Type	Details of item	Recommended or completed actions	By whom and by when	Status
			<b>Non-compliance: On 01/12/21 works at the St Marys TBI extended beyond 6pm without an Out of Hours Work (OOHW) application having been approved. Sydney Metro was made aware on 08/12/21 and reported the non-compliance on 13/12/21 in accordance with A44.</b>			
10051_IA1_10	E46	Observation	<p>Requirement: <i>Industry best practice construction methods must be implemented where reasonably practicable to ensure that noise and vibration levels are minimised around sensitive land use(s). Practices may include, but are not limited to:</i></p> <p>(a) <i>use of regularly serviced low sound power equipment;</i></p> <p>(b) <i>at source control, temporary noise barriers (including the arrangement of plant and equipment) around noisy equipment and activities such as rock hammering and concrete cutting;</i></p> <p>(c) <i>use of non-tonal reversing alarms; and</i></p> <p>(d) <i>use of alternative construction and demolition techniques.</i></p> <p><b>Observation: The noise curtains at the St Marys TBI Minor Ancillary Facility had gaps between each curtain and required maintenance. The Auditor observes that no complaints regarding noise emissions from St Marys TBI have been received, despite this deficiency.</b></p>	Ward / Sydney Roads (Transport for NSW) confirmed, prior to finalizing the Audit Report, that noise blankets had been adjusted so they are correctly installed.	Ward / Sydney Roads (Transport for NSW)	CLOSED
10051_IA1_11	E57	Non-compliance	<p>Requirement: <i>In order to undertake out-of-hours work outside the work hours specified under Condition E38, appropriate respite periods for the out-of-hours work must be identified in consultation with the community at each affected location on a regular basis. This consultation must include (but not be limited to) providing the community with:</i></p> <p>(a) <i>a progressive schedule for periods no less than three (3) months, of likely out-of-hours work;</i></p> <p>(b) <i>a description of the potential work, location and duration of the out-of-hours work;</i></p> <p>(c) <i>the noise characteristics and likely noise levels of the work; and</i></p> <p>(d) <i>likely mitigation and management measures which aim to achieve the relevant NMLs under Condition E43 (including the circumstances of when respite or relocation offers will be available and details about how the affected community can access these offers).</i></p> <p><i>The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour work must be provided to the ER, EPA and the Planning Secretary prior to the out-of-hours work commencing.</i></p> <p><i>Note: Respite periods can be any combination of days or hours where out-of-hours work would not be more than 5 dB(A) above the RBL at any residence.</i></p> <p><b>Non-compliance: On 08/02/22 Sydney Metro became aware of a non-compliance with this condition. The outcome of the community consultation had not been provided to the EPA or Planning Secretary. This non-compliance was notified to the Department on 15/02/22 in accordance with A44.</b></p> <p><b>The Auditor also observes that the description of the noise characteristics may not be representative of the noise from the works (i.e.: construction noise was described as being similar to consistent traffic at 40km/h).</b></p>	<p>This non-compliance was notified to the Department on 15/02/22 in accordance with A44.</p> <p>Works at St Marys TBI is essentially complete, therefore no further community updates are planned.</p>	Ward / Sydney Roads (Transport for NSW)	CLOSED



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

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

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

A review was conducted of the:

- *Sydney Metro Western Sydney Airport – CSSI Staging Report*, Revision 4.0, 20 July 2021 (the Staging Report)
- *Construction Environmental Management Plan St Mary's - Temporary Bus Interchange*, Rev2.2, Ward Civil, 14 February 2021 (St Marys TBI CEMP)
- *Sydney Metro Western Sydney Airport Power Enabling Works Construction Environmental Management Plan*, Revision 0.0, Quickway, 1 February 2022 (AEW Power CEMP)
- *Overarching Community Communications Strategy*, Sydney Metro, 5 August 2020 and 12 April 2021.

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

### 3.4 Summary of notices from agencies

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

### 3.5 Other matters considered relevant by the Auditor or DPE

Other than the matters identified in Section 3.2 there were no other matters considered relevant by the Auditor. During consultation, the Department did not request any additional issues for inclusion within the scope of the audit that were not already captured by Section 3.3 of the IAPAR. Penrith City Council and Liverpool City Council did raise any concerns.

### 3.6 Complaints

A complaints register is being maintained for the Project using the software, Consultation Manager. A total of 14 complaints were recorded since 4 September 2021. The complaints related predominantly to notifications of works, parking and access, housekeeping and amenity impacts, out of hours works, design, property damage and noise.

Sydney Metro had investigated each and considered each complaint closed or not relevant to the Project.

### 3.7 Incidents

The Project has not identified any incidents as defined by the consent.

### 3.8 Actual versus predicted impacts

Predicted outcomes associated with the construction of the Project are described in Chapters 8 – 24 of the *Sydney Metro – Western Sydney Airport Environmental Impact Statement*, 21 October 2020 (the EIS) and Sections 4.7 – 4.17 of the *Sydney Metro – Western Sydney Airport Submissions Report* (no date), submitted April 2021 (the RtS).

The EIS and RtS included a range of studies and predictions that relied on observation, measurement and modelling of the existing environments and potential outcomes arising from the Project. 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 construction requirements specified in the conditions and REMMs, to the Auditor's knowledge there are no requirements to undertake such studies and doing so does not form part of this Independent Audit. Any such comparison is qualitative only.

Construction commenced on 25 November 2021. Works completed during the current audit period (i.e.: from the granting of approval on 23 July 2021 to 17 of February 2022) included:

- Site survey and investigation works (geotechnical, heritage, contamination).
- Construction: AEW – St Marys Temporary Bus Interchange (including site establishment, demolition, services and pavement)
- Low Impact works: AEW – Demolition (demolition and installation of environmental controls).

The following had yet to commence:

- Construction on: AEW – Demolition, AEW – Gas, AEW – Power, AEW – Roadworks, AEW – St Marys Station Lift Relocation, AEW – Water
- Works on: SBT, SCAW, and SSTOM.

Given the minor nature of the works being undertaken, the impacts are negligible and are considered well within that predicted by the EIS and RtS.

Three consistency assessments have been completed during the audit period, being:

- *Consistency Assessment, Change in location of Aerotropolis Core Station Site*, Sydney Metro, 1 February 2022
- *Consistency Assessment, Revised footprint on lands north of Elizabeth Drive*, Sydney Metro, 25 January 2022
- *Consistency Assessment, Roadworks on Phillip and Lethbridge Street*, Sydney Metro, 27/10/21.

Sydney Metro have determined each of the changes to be consistent with the approved Project. The Auditor agrees with this assessment.

## 4. CONCLUSIONS

This Audit Report presents the findings from the first Independent Audit for the construction period, covering the period from the granting of consent on 23 July 2021 to 17 February 2022.

The overall outcome of the Independent Audit was positive. Compliance records were organised and available at the time of the site inspection and interviews with Project personnel from Sydney Metro and its contractors.

Relevant environmental and compliance monitoring records were being collected and reported as required to provide verification of compliance to statutory requirements and the broader Project environmental requirements.

In summary:

- There were 222 conditions assessed.
- Four (4) non-compliances were identified. These relate to establishment of a Minor Ancillary Facility, notification of commencement of construction, Out of Hours Works and community notifications.
- Seven (7) observations were identified. These relate implementation of the REMMs, content of the Staging Report, submission of the updated Overarching Community Communication Strategy, useability of the website and housekeeping / maintenance at the St Marys TBI site.

Detailed findings are presented in Section 3, along with actions proposed or undertaken by the Project team to address the findings.

The Auditor would like to thank the auditees from Sydney Metro and Sydney Roads (Transport for NSW) for their high level of organisation, cooperation, and assistance during the Independent Audit.

## LIMITATIONS

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## **APPENDIX A – SSI 10051 CONDITIONS OF APPROVAL**

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
<b>SCHEDULE 2</b>														
<b>PART A ADMINISTRATIVE CONDITIONS</b>														
<b>General</b>														
A1	The Proponent must carry out the CSSI in accordance with the terms of this approval and generally in accordance with the: (a) Sydney Metro – Western Sydney Airport Environmental Impact Statement dated 21 October 2020; and (b) Sydney Metro – Western Sydney Airport Submissions Report submitted April 2021.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Evidence referred to elsewhere in this Audit Table</p> <p>Consistency Assessment, Change in location of Aerotropolis Core Station Site, Sydney Metro, 01/02/22</p> <p>Consistency Assessment, Revised footprint on lands north of Elizabeth Drive, Sydney Metro, 25/01/22</p> <p>Consistency Assessment, Roadworks on Phillip and Lethbridge Street, Sydney Metro, 27/10/21</p>	<p>The evidence sighted in this Independent Audit indicates that, whilst in its infancy, the Project is being carried out generally in accordance with the EIS and Submissions Report. 3 x Consistency Assessments have been completed and have been determined by Sydney Metro as consistent with the approved Project.</p> <p>Whilst some non-compliances were identified, these were not substantial (i.e.: resulting in material impact to people or the environment) or significant in number. Other than these few events, compliance is being achieved in all other respects, and on this basis the Auditor does not consider it appropriate to assign a non-compliance with this condition.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
A2	The CSSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Evidence referred to elsewhere in this Audit Table	<p><b>Observation: A review was conducted to verify whether the procedures, commitments, preventative actions, performance criteria and mitigation measures were being implemented for the works being undertaken during the audit period. In the vast majority of cases the requirements were being addressed with the exception of the following:</b></p> <ul style="list-style-type: none"> <li><b>REMM LV2: During the inspection it was observed that some polypipe was placed within the tree protection zone of a tree on the St Marys TBI.</b></li> </ul> <p>Further, in completing this Independent Audit, it became apparent that a number of REMMs deemed 'applicable' to AEW in Appendix C of the Staging Report were not triggered or not relevant. Examples include (but are not limited to) NAH5, OAH1, GW1, SE1, HR2, HR4, OHR4, CL1. Note that this observation about the Staging Report is essentially the same as that identified in finding 10051_IA1_2.</p> <p>It is noted that REMM SUS3: Flood risk is included in the AEW Power Incident, Emergency &amp; Crisis Management Plan. However no such document captures this requirement for St Marys TBI or other Low Impact Works occurring across the Project. Further, Sydney Metro do not currently hold an Emergency Response Plan. Significant weather events are captured in Sydney Metro's overarching simple risk matrix. However, this risk matrix states that only 1:50 year flood events have been modelled and that for the most part controls are outside project budget. There are no requirements in the matrix to incorporate such risks into emergency planning documents as required by REMM SUS3. Sydney Metro stated the following in response to the draft version of this Report:</p> <ul style="list-style-type: none"> <li><i>'Due to the scale of works being completed for St Marys TBI, flooding risk assessment was not identified as an issue for this project.'</i></li> <li><i>Further, Section 5.1.1 – Construction Impacts (off airport) – Flooding of the Sydney Metro WSA Technical Paper 6: Flooding Hydrology and Water Quality and Figure 5-1a demonstrate that the St Marys Construction site is located outside of flood prone areas (outside of the 5% AEP flood extent) and therefore would not result in impacts to or from flooding.</i></li> <li><i>Sydney Metro believes this REMM is not currently relevant with the works conducted to date and subject to this audit.'</i></li> </ul> <p>The Auditor accepts and agrees with this position.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
A3	In the event of an inconsistency between: (a) the conditions of this approval and any document listed in <b>Condition A1</b> , the conditions of this approval will prevail to the extent of the inconsistency; and (b) any document listed in <b>Condition A1</b> , the most recent document will prevail to the extent of the inconsistency.  Note: For the purpose of this condition, there is an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Sydney Metro – Western Sydney Airport Environmental Impact Statement, 21/10/20  Sydney Metro – Western Sydney Airport Submissions Report, April 2021  This Project Approval	Noted. This audit assess compliance with these conditions as the prevailing document. No inconsistencies have been identified.	C
A4	In the event that there are differing interpretations of the conditions of this approval, including in relation to a condition of this approval, the Planning Secretary’s interpretation is final.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 10/02/22	The auditees are not aware of any differing interpretations requiring the Planning Secretary’s input.	NT
A5	The Proponent must comply with all written requirements or directions of the Planning Secretary, including in relation to: (a) the environmental performance of the CSSI; (b) any document or correspondence in relation to the CSSI; (c) any notification given to the Planning Secretary under the terms of this approval; (d) any audit of the construction or operation of the CSSI; (e) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval); (f) the carrying out of any additional monitoring or mitigation measures; and (g) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under the terms of this approval	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 10/02/22	The auditees are not aware of any formal written directions from the Planning Secretary	NT
A6	Where the terms of this approval require a document or monitoring program to be prepared, or a review to be undertaken, in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Planning Secretary with the document. The evidence must include: (a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval; (b) a log of the dates of engagement or attempted engagement with the identified party and a summary of the issues raised by them; (c) documentation of the follow-up with the identified party(s) where feedback has not been provided to confirm that the party(s) has none or has failed to provide feedback after repeated requests; NSW Government 16 Department of Planning, Industry and Environment Conditions of Approval for Sydney Metro – Western Sydney Airport (SSI 10051) (d) outline of the issues raised by the identified party(s) and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party(s) and the reasons why they have not been addressed.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021  Letter DPE to Sydney Metro, 07/09/21 (DPE acceptance of Revision 4 of the Staging Report)  Interview with auditees 10/02/22	The Staging Report sets out the requirements regarding the preparation of plans, strategies, and programs. The plans prepared to date (for the current stage) are deemed low risk and thus have not attracted the requirement.	NT
A7	This approval lapses five (5) years after the date on which it is granted, unless work has physically commenced on or before that date.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 10/02/22  Letter Sydney Metro 24/11/21  DPIE post approval portal lodgement 24/11/21	Commencement of construction was 25/11/21.	C



Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
A8	References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, standards or policies in the form they are in as at the date of this approval.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	The CEMP and sub-plans referred to elsewhere in this Audit Table	The CEMP and sub-plans refer to the relevant guidelines and policies.	C
A9	Any document that must be submitted or action taken within a timeframe specified in or under the conditions of this approval may be submitted or undertaken within a later timeframe agreed with the Planning Secretary.  This condition does not apply to the written notification required in respect of an incident under <b>Condition A41</b> .	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Letter Sydney Metro to DPE, 06/12/21 (request to extend establishment Design Panel) (draft)  Letter DPE to Sydney Metro, 13/01/22 (approval of extension to timeframe to establish Design Review Panel under E36)	The Department approved a request to establish a Design Review Panel under E67. The Panel is to be established by 23/03/22.	C
<b>Staging</b>														
A10	The CSSI may be constructed and operated in stages. Where staged construction and/or operation is proposed, a <b>Staging Report</b> must be prepared. The <b>Staging Report</b> must be submitted to the Planning Secretary for information no later than one (1) month before the lodgement of any <b>CEMP</b> or <b>CEMP sub plan</b> for the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation), unless otherwise agreed with the Planning Secretary.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021  Letter DPE to Sydney Metro, 07/09/21 (DPE acceptance of revision 4 of the Staging Report)	The Staging Report established stages for the delivery of the Project. It was submitted more than 1 month before the lodgement of the first CEMP.  Note: At the time of undertaking this first Independent Audit, the Staging Report was revised by Sydney Metro (SMWSA CSSI Staging Report, Sydney Metro, Rev 5.0 dated 07/02/22) and provided to the Auditor on 18/02/22 for information. It is understood that, whilst the Department does not have a formal role in approving the document, the Department did provide a letter of acceptance of revision 4 of the Staging Report. A letter of acceptance has yet to be provided on revision 5 of the Staging Report. In consideration of the above, this Independent Audit has assessed compliance against the document in place for the vast majority of the audit period (SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021), rather than the recently updated revision 5 document.	C
A11	The <b>Staging Report</b> must:  (a) set out how construction of the whole of the CSSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish;  (b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including details of each stage and the general timing of when operation of each stage will commence;  (c) specify conditions that apply to each stage of construction and operation including how compliance with conditions will be achieved across and between each of the stages of the CSSI;  (d) set out mechanisms for managing any cumulative impacts arising from the proposed staging; and  (e) for the purposes of informing <b>Conditions C2, C7 and C17</b> , include an assessment of the predicted level of environmental risk and potential level of community concern posed by the construction activities required to construct each stage of the CSSI. With respect to (e) above, the risk assessment must use an appropriate process consistent with AS/NZS ISO 31000: 2018; Risk Management - Guidelines and must be endorsed by the ER  <b>Note:</b>  1. A Staging Report may reflect the staged construction and operation of the project through geographical activities, temporal activities or activity-based staging.  2. The risk matrix must reflect the stages of construction identified in the Staging Report	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021  Letter DPE to Sydney Metro, 07/09/21 (DPE acceptance of revision 4 of the Staging Report)	The Staging Report was prepared in July 2021. The Report addresses requirements a) – e) of this condition.  The Department accepted the Staging report on 07/09/21.	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
A12	The CSSI must be staged in accordance with the <b>Staging Report</b> , as submitted to the Planning Secretary for information.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/21  Letter DPE to Sydney Metro, 07/09/21 (DPE acceptance of revision 4 of the Staging Report)	The Project has been staged in accordance with the Staging Report.	C
A13	Where staging is proposed, the terms of this approval that apply or are relevant to the work or activities to be carried out in a specific stage must be complied with at the relevant time for that stage	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/21  Letter DPE to Sydney Metro, 07/09/21 (DPE acceptance of revision 4 of the Staging Report)	<b>Observation: In completing this Independent Audit, it became apparent that a number of conditions and REMMs deemed 'applicable' to AEW in Appendix B and Appendix C of the Staging Report were not triggered or not relevant. Examples include (but are not limited to) E63, E100, T3, T8, NAH5, OAH1, GW1, SE1, HR2, HR4, OHR4, CL1. Consideration should be given to reviewing how the conditions and REMMs actually apply to AEW should the Staging Report be subject to another update prior to these works being completed.</b>	C
A14	Where changes are proposed to the staging of construction or operation, a revised <b>Staging Report</b> must be prepared and submitted to the Planning Secretary for information before the commencement of changes to the stage of construction or the stage of operation.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 5.0 dated 07/02/22	The Staging Report was revised by Sydney Metro (SMWSA CSSI Staging Report, Sydney Metro, Rev 5.0 dated 07/02/22) and provided to the Auditor on 18/02/22 for information. It is understood that, whilst the Department does not have a formal role in approving the document, the Department did provide a letter of acceptance of revision 4 of the Staging Report. A letter of acceptance has yet to be provided on revision 5 of the Staging Report.  The new stages identified in revision 5 of the Staging Report have yet to commence.	C
A15	Where changes are proposed to the risk assessment related to the staging of construction or operation, a revised <b>Staging Report</b> must be submitted to the Planning Secretary for information one (1) month before the lodgement of any <b>CEMP</b> or <b>CEMP sub plan</b> associated with the stage where change in risk assessment is proposed	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 5.0 dated 07/02/22	The Staging Report was revised by Sydney Metro (SMWSA CSSI Staging Report, Sydney Metro, Rev 5.0 dated 07/02/22) and provided to the Auditor on 18/02/22 for information. The revised staging report captures the output of the risk assessment for the new stages. It is understood that, whilst the Department does not have a formal role in approving the document, the Department did provide a letter of acceptance of revision 4 of the Staging Report. A letter of acceptance has yet to be provided on revision 5 of the Staging Report.  The new stages identified in revision 5 of the Staging Report have yet to commence.  As stated in A10, this Independent Audit has assessed compliance against the document in place for the vast majority of the audit period (SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021), rather than the recently updated revision 5 document.	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
A16	<p>The Proponent may submit any strategies, plans or programs required by this approval on a progressive basis, within each stage of the CSSI.</p> <p>Notes:</p> <ol style="list-style-type: none"> <li>While any strategy, plan or program may be submitted on a progressive basis, the Proponent will need to ensure that the existing activities on site are covered by suitable strategies, plans or programs at all times; and</li> <li>If the submission of any strategy, plan or program is to be submitted on a progressive basis, then the relevant strategy, plan or program must clearly describe the activities to which the strategy, plan or program applies, the relationship of this activity to any future activities within the stage, and the trigger for updating the strategy, plan or program.</li> <li>The staged submission of strategies, plans or programs may reflect the construction and operation of the project through geographical activities, temporal activities or activity-based staging.</li> </ol>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Evidence referred to elsewhere in this Audit Table</p> <p>Interview with auditees 10/02/22</p>	The submission of strategies, plans, or programs has been in accordance with the Staging report, or the timing specified within the condition. Staged submission outside of these two mechanisms has not been utilized.	NT
<b>Ancillary Facilities</b>														
A17	<p>Ancillary facilities that are not identified by description and location in the documents listed in <b>Condition A1</b> can only be established and used in each case if:</p> <ol style="list-style-type: none"> <li>they are located within or immediately adjacent to the Construction Boundary of the CSSI; and</li> <li>they are not located next to sensitive land use(s) (including where an access road is between the facility and the receiver), unless the landowner and occupier have given written acceptance to the carrying out of the relevant facility in the proposed location; and</li> <li>they have no impacts on Heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and</li> <li>the establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts.</li> </ol> <p><b>Note:</b> This condition does not apply to any ancillary facilities or work that are exempt or complying development, established before the commencement of construction under this approval or minor ancillary facilities established under Condition A22.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p>	One facility has been established that is not already captured in the EIS (refer Section 4.2) or the Power Enabling Works CEMP. The assessment confirmed compliance with this condition. The ER reviewed and approved the establishment and operation of the facility by way of endorsement of the Power Enabling Works CEMP.	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
<b>Site Establishment Work</b>														
A18	<p>Before establishment of any ancillary facility (excluding exempt or complying development, minor ancillary facilities determined by the ER to have minimal environmental impact and those established under <b>Condition A22</b> and those considered in an approved <b>CEMP</b>), the Proponent must prepare a <b>Site Establishment Management Plan</b> which outlines the environmental management practices and procedures to be implemented for the establishment of the ancillary facilities. <b>The Site Establishment Management Plan</b> must be prepared in consultation with the Relevant Council(s) and relevant government agencies. <b>The Site Establishment Management Plan</b> must include:</p> <p>(a) a description of activities to be undertaken during establishment of the ancillary facility (including scheduling and duration of work to be undertaken at the site);</p> <p>(b) figures illustrating the proposed operational site layout and the location of the closest sensitive land use(s);</p> <p>(c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of site establishment work;</p> <p>(d) details of how the site establishment activities described in subsection (a) of this condition will be carried out to:</p> <p>(i) meet the performance outcomes stated in the documents listed in Condition A1; and</p> <p>(ii) manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; and</p> <p>(e) a program for monitoring the performance outcomes, including a program for construction noise monitoring, where appropriate or required.</p> <p>Nothing in this condition prevents the Proponent from preparing individual <b>Site Establishment Management Plans</b> for each ancillary facility.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 10/02/22</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p>	The ancillary facilities were assessed and approved through the development of CEMPs rather than using a SEMP. The CEMPs were endorsed by the ER.	NT
A19	<p>With the exception of a <b>Site Establishment Management Plan</b> expressly nominated by the Planning Secretary to be endorsed by the ER, all <b>Site Establishment Management Plans</b> must be submitted to the Planning Secretary for approval one (1) month before the establishment of any ancillary facilities</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 10/02/22</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p>	The ancillary facilities were assessed and approved through the development of CEMPs rather than using a SEMP. The CEMPs were endorsed by the ER.	NT
A20	<p>A <b>Site Establishment Management Plan</b> expressly nominated by the Planning Secretary to be endorsed by the ER must be submitted to the ER for endorsement one (1) month before the establishment of that ancillary facility or as otherwise agreed with the ER.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 10/02/22</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p>	The ancillary facilities were assessed and approved through the development of CEMPs rather than using a SEMP. The CEMPs were endorsed by the ER.	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
A21	The use of ancillary facility for construction must not commence until the <b>CEMP</b> required by <b>Condition C1</b> relevant <b>CEMP Sub-plans</b> required by <b>Condition C5</b> and relevant <b>Construction Monitoring Programs</b> required by <b>Condition C13</b> have been approved by the Planning Secretary or endorsed by the ER (whichever is applicable).  Note: This condition does not apply to Condition A22 or where the use of an ancillary facility is Low Impact Work or for Low Impact Work.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 10/02/22  Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22  Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)  St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21  Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)	The ancillary facilities were assessed and approved through the development of CEMPs rather than using a SEMP. The CEMPs were endorsed by the ER.	NT
A22	Lunch sheds, office sheds, portable toilet facilities and the like, can be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria:  (a) are located within or adjacent to the Construction Boundary; and  (b) have been assessed by the ER to have –  (i) minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the ICNG, traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and  (ii) minimal environmental impact with respect to waste management and flooding, and  (iii) no impacts on biodiversity, soil and water, and Heritage items beyond those already approved under other terms of this approval.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21  Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)  Letter Sydney Metro to DPE, 09/11/21 (notification of non-compliance with A22).  DPE post approval portal lodgement 09/11/21 (notification of non-compliance with A22)	One minor facility has been established on Station Street and is captured in the St Mary's Temporary Bus Interchange CEMP. The assessment in the CEMP confirmed compliance with this condition. The ER reviewed and approved the establishment and operation of the facility by way of endorsement of the Power Enabling Works CEMP.  <b>Non-compliance: Ward Civil commenced establishment of the Station Street MAF on 20/10/21 which was prior to receiving approval from the ER to do so. This non-compliance was reported to the Department on 09/11/21.</b>	NC
<b>Compliance</b>														
A23	Boundary screening must be erected around ancillary facilities that are adjacent to sensitive land use(s) for the duration that the ancillary facility is in use unless otherwise agreed with relevant affected residents, business operators or landowners.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Site inspection 10/02/22	The ancillary facility sighted is not located next to sensitive land uses. Noise blankets and screens are fitted on the roadway. No screening is erected adjacent the rail line. Shade cloth was also observed on the TBI site. No receivers are adjacent to the Abergeldie site.	NT
A24	Boundary screening required under Condition A23 must minimise visual impacts on adjacent sensitive land use(s)	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Site inspection 10/02/22	The ancillary facility sighted is not located next to sensitive land uses. Noise blankets and screens are fitted on the roadway. No screening is erected adjacent the rail line. Shade cloth was also observed on the TBI site. No receivers are adjacent to the Abergeldie site.	NT
<b>Independent Appointments</b>														
A25	All <b>Independent Appointments</b> required by the terms of this approval must have regard to the Department's guideline Seeking approval from the Department for the appointment of independent experts (DPIE, 2020) and hold current membership of a relevant professional body, unless otherwise agreed by the Planning Secretary	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Letter DPIE to Sydney Metro, 17/08/21 (approval of Project ER)  Letter DPIE to Sydney Metro, 20/01/22 (approval of Project Independent Auditors)	The Department approved both the ERs and Independent Auditors. Professional memberships form part of the evidence of being suitably qualified an experienced.  No other Independent Appointments have been triggered as yet.	C

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A26	The Planning Secretary may at any time commission an audit of how an Independent Appointment has exercised their functions. The Proponent must: (a) facilitate and assist the Planning Secretary in any such audit; and (b) make it a term of their engagement of an Independent Appointment that the Independent Appointment facilitate and assist the Planning Secretary in any such audit.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 10/02/22	An audit has not been commissioned by the Department.	NT
A27	Upon completion of an audit under <b>Conditions A26</b> above, the Planning Secretary may withdraw its approval of an <b>Independent Appointment</b> should they consider the <b>Independent Appointment</b> has not exercised their functions in accordance with this approval.  Note: <b>Conditions A26 and A27</b> apply to all <b>Independent Appointments</b> including the ER and Independent Auditor	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 10/02/22	An audit has not been commissioned by the Department.	NT
<b>Environment Representative</b>														
A28	Work must not commence until an <b>Environmental Representative (ER)</b> has been nominated by the Proponent and approved by the Planning Secretary.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Letter DPIE to Sydney Metro, 17/08/21 (approval of Project ER)  Low Impact Works Application, TBI, 26/09/21  Interview with auditees 10/02/22	The Department approved the ERs on 17/06/21. The ERs are suitably qualified and experienced. Works commenced on 27/09/21.	C
A29	The proposed <b>ER</b> must be a suitably qualified and experienced person(s) who was not involved in the preparation of the documents listed in <b>Condition A1</b> and is independent from the design and construction personnel for the CSSI and those involved in the delivery of it.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Letter DPIE to Sydney Metro, 17/08/21 (approval of Project ER)	The Department approved the ERs on 17/06/21. The ERs are suitably qualified and experienced. They are also independent of the Project.	C
A30	The Proponent may engage more than one <b>ER</b> for the CSSI, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Planning Secretary for the purposes of the SSI.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Letter DPIE to Sydney Metro, 17/08/21 (approval of Project ER)	The Department approved the ERs on 17/06/21. At the time of the first Independent Audit, the ER team comprised two people.	C
A31	The ER must meet the requirements of the Department's Environmental Representative Protocol (DPE, 2018).	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Letter DPIE to Sydney Metro, 17/08/21 (approval of Project ER)	The Department has assessed the ERs against the requirements of the ER Protocol and determine that they both meet the requirements.	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
A32	<p>For the duration of the work until the commencement of operation, or as agreed with the Planning Secretary, the approved ER must:</p> <p>(a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI;</p> <p>(b) consider and inform the Planning Secretary on matters specified in the terms of this approval;</p> <p>(c) consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community;</p> <p>(d) review documents identified in <b>Conditions A10, A18, A20, C1, C5 and C13</b> and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so:</p> <p>(i) endorse the documents before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or</p> <p>(ii) endorse the documents before the implementation of such documents (if those documents are only required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary / Department);</p> <p>(iii) provide a written statement to the Planning Secretary advising the documents have been endorsed.</p> <p>(e) for documents that are required to be submitted to the Planning Secretary / Department for information under <b>(d)(ii)</b> above, the documents must be submitted as soon as practicable to the Planning Secretary / Department after endorsement by the ER, unless otherwise agreed by the Planning Secretary;</p> <p>(f) regularly monitor the implementation of the documents listed in <b>Conditions A10, A18, A20, C1, C5 and C13</b> to ensure implementation is being carried out in accordance with the document and the terms of this approval;</p> <p>(g) as may be requested by the Planning Secretary, help plan or attend audits of the development commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under <b>Condition A36</b>;</p> <p>(h) as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints received directly by the Department;</p> <p>(i) consider or assess the impacts of minor ancillary facilities as required by Condition A22; and</p> <p>(j) consider any minor amendments to be made to the Site Establishment Management Plan, CEMP, CEMP Sub-plans and construction monitoring programs without increasing impacts to nearby sensitive land use(s), and are consistent with the terms of this approval and the <b>Site Establishment Management Plan, CEMP, CEMP Sub-plans</b> and construction monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval;</p> <p>(k) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an <b>Environmental Representative Monthly Report</b> providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports". The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI or as otherwise agreed by the Planning Secretary; and</p> <p>(l) assess the impacts of activities as required by the Low Impact Work definition.</p> <p>With respect to (d) above, the ER is not required to endorse the specialist content in documents requiring specialist review and / or endorsement.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p> <p>Letter HBI to Sydney Metro, 24/11/21 (ER endorsement of the TBI Noise and Vibration Monitoring Program within the Detailed Construction Noise and Vibration Statement)</p> <p>Low Impact Works Register (no date)</p> <p>Letter HBI to DPE, 11/10/21 (submission of September 2021 ER Monthly Report)</p> <p>Email, DPE to HBI, 07/10/21 (DPE approval for extension to submit September 2021 ER Monthly Report)</p> <p>Letter HBI to DPE, 05/11/21 (ER Monthly Report for October 2021)</p> <p>DPE post approval portal lodgement 05/11/21 (submission of ER Monthly Report for October 2021)</p> <p>Letter HBI to DPE, 07/12/21 (ER Monthly Report for November 2021)</p> <p>DPE post approval portal lodgement 07/12/21 (submission of ER Monthly Report for November 2021)</p> <p>Email, DPE to HBI, 21/12/21 (DPE approval for extension to submit December 2021 ER Monthly Report to 17/01/22)</p> <p>Letter HBI to DPE, 14/01/22 (ER Monthly Report for December 2021)</p> <p>DPE post approval portal lodgement 17/01/22 (submission of ER Monthly Report for December 2021)</p> <p>Letter HBI to DPE, 07/02/22 (ER Monthly Report for January 2022)</p> <p>DPE post approval portal lodgement 07/02/22 (submission of ER Monthly Report for January 2022)</p>	<p>The ER Monthly Reports were sighted. The Monthly Reports address the requirements from this condition and the ER Protocol.</p> <p>The ER has reviewed and endorsed the OOHW Protocol, the TBI Noise and Vibration Monitoring Program, Power Enabling Works CEMP and St Marys Temporary Bus Interchange CEMP.</p> <p>The Monthly Reports have also advised the Department of the endorsement of the OOHW Protocol, the TBI Noise and Vibration Monitoring Program, Power Enabling Works CEMP and St Marys Temporary Bus Interchange CEMP.</p> <p>The ER Monthly Reports demonstrate that the ER has been reviewing the implementation of the CEMPs.</p> <p>The ER has reviewed 9 Low Impact Works Approvals, 7 of which required approval. 6 x of which were approved by the ER.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
A33	<p>The Proponent must provide the ER with all documentation requested by the ER in order for the ER to perform their functions specified in <b>Condition A32</b> (including preparation of <b>the ER monthly report</b>), as well as:</p> <p>(a) the <b>Complaints Register</b> (to be provided on a weekly basis or as requested); and</p> <p>(b) a copy of any assessment carried out by the Proponent of whether proposed work is consistent with the approval (which must be provided to the ER before the commencement of the subject work).</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>08/02/22 interview with ER</p> <p>Consistency Assessment, Change in location of Aerotropolis Core Station site, 01/02/22</p> <p>Consistency Assessment, Phillip and Lethbridge alteration to pedestrian crossings, 27/10/21</p> <p>Consistency Assessment, Revised footprint on lands north of Elizabeth Drive, 25/01/22</p>	<p>The ER receives the complaint notification from Sydney Metro as the complaint is received.</p> <p>Three consistency assessments have been prepared. One consistency assessment has been provided to the ER thus far. The works have yet to commence.</p>	C



Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
<b>Notification of Commencement</b>														
A34	The Department, and relevant Councils must be notified in writing of the date of commencement of construction at least seven (7) days before the commencement of construction.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 10/02/22</p> <p>Letter Sydney Metro to DPE 24/11/21 (notification of commencement of construction)</p> <p>DPIE post approval portal lodgement 24/11/21 (notification of commencement of construction)</p> <p>Letter TfNSW to Penrith City Council, 28/09/21 (notice of proposed roadworks at TBI)</p> <p>Construction Licence between Sydney Metro and Penrith City Council, 12/08/21 (licence to works on Council owned land at TBI)</p> <p>Letter Sydney Metro to DPE, 21/01/22 (notification of commencement of AEW Power)</p> <p>DPIE post approval portal lodgement 21/01/22 (notification of commencement of AEW Power)</p> <p>DPIE post approval portal acknowledgement 31/01/22 (notification of commencement of AEW Power)</p> <p>Email Sydney Metro to Liverpool City Council, 24/01/22 (notification of commencement of AEW Power)</p> <p>Email Sydney Metro to Penrith City Council, 24/01/22 (notification of commencement of AEW Power)</p> <p>Letter Sydney Metro to DPE, 25/11/21 (notification of non-compliance with A34)</p> <p>DPE post approval portal lodgement 25/11/21 (notification of non-compliance with A34)</p>	<p><b>Non-compliance: Sydney Metro Notified the Department of commencement of construction (TBI) on 24/11/21. Construction commenced on 25/11/21, therefore the 7 day notification was not provided. This non-compliance was reported in accordance with A44.</b></p>	NC

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
A35	If construction of the CSSI is to be staged, the Department, Liverpool City Council and Penrith City Council must be notified in writing at least seven (7) days before the commencement of each stage, of the date of the commencement of that stage.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 10/02/22</p> <p>Letter Sydney Metro to DPE 24/11/21 (notification of commencement of construction)</p> <p>DPIE post approval portal lodgement 24/11/21 (notification of commencement of construction)</p> <p>Letter TfNSW to Penrith City Council, 28/09/21 (notice of proposed roadworks at TBI)</p> <p>Construction Licence between Sydney Metro and Penrith City Council, 12/08/21 (licence to works on Council owned land at TBI)</p> <p>Letter Sydney Metro to DPE, 21/01/22 (notification of commencement of AEW Power)</p> <p>DPIE post approval portal lodgement 21/01/22 (notification of commencement of AEW Power)</p> <p>DPIE post approval portal acknowledgement 31/01/22 (notification of commencement of AEW Power)</p> <p>Email Sydney Metro to Liverpool City Council, 24/01/22 (notification of commencement of AEW Power)</p> <p>Email Sydney Metro to Penrith City Council, 24/01/22 (notification of commencement of AEW Power)</p>	<p><b>Non-compliance: Sydney Metro notified the Department of commencement of construction (TBI) on 24/11/21. Construction commenced on 25/11/21, therefore the 7 day notification was not provided. This non-compliance was reported to the Department on 25/11/21 in accordance with condition A44.</b></p> <p>Notification was provided to DPE and Councils prior to AEW TBI and AEW Power.</p> <p>No other stages have required notification of commencement of construction thus far.</p>	NC
<b>Independent Environmental Audit</b>														
A36	Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020).	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	This Audit	This Independent Audit has been carried out in accordance with the Department's 2020 document entitled Independent Audit Post Approval Requirements.	C
A37	Notwithstanding <b>Condition A36</b> , the Proponent may prepare an audit program to outline the scope and timing of each independent audit that will be undertaken during construction. If prepared, the audit program must be developed in consultation with, and approved by, the Planning Secretary prior to commencement of the first audit and implemented throughout construction	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	This Audit	<p>This Independent Audit has been carried out in accordance with the Department's 2020 document entitled Independent Audit Post Approval Requirements.</p> <p>An Audit Program has not been prepared as yet.</p>	NT
A38	Proposed independent auditors must be approved by the Planning Secretary before the commencement of an <b>Independent Audit</b>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Letter DPIE to Sydney Metro, 20/01/22 (approval of Project Independent Auditors)	The Department approved the Independent Auditors prior to the commencement of the first Independent Audit.	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
A39	The Planning Secretary may require the initial and subsequent <b>Independent Audits</b> to be undertaken at different times to those specified in the Independent Audit Post Approval Requirements (DPIE, 2020), upon giving at least four (4) weeks' notice (or timing as stipulated by the Planning Secretary) to the Proponent of the date upon which the audit must be commenced.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 10/02/22	The auditees are not aware of the Planning Secretary requiring audits to be conducted at different timeframes to that specified in the Independent Audit Post Approval Requirements, or the Audit Program (which is yet to be prepared).	NT
A40	<b>Independent Audit Reports</b> and the Proponent's response to audit findings must be submitted to the Planning Secretary within two (2) months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approval Requirements (DPIE, 2020), unless otherwise agreed by the Planning Secretary.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Site inspection 10/02/22.	This requirement is due following finalisation of the Audit Report.  The site inspection was conducted on 10/02/22. The Audit Report is due 10/04/22.	NT
<b>Incident And Non-Compliance Notification And Reporting</b>														
A41	The Planning Secretary must be notified via phone or in writing via the Major Projects website immediately after the Proponent becomes aware of an incident. Any notification via phone must be followed up by a notification in writing via the Major Projects website within 24 hours of the initial phone call.  The written notification must identify the CSSI (including the application number and the name of the CSSI if it has one) and set out the location and general nature of the incident	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 10/02/22, 21/02/22  Environmental Incident and Non-compliance Reporting Procedure, Sydney Metro, 11/02/2020  Letter HBI to DPE, 05/11/21 (ER Monthly Report for October 2021)  Letter HBI to DPE, 07/12/21 (ER Monthly Report for November 2021)  Letter HBI to DPE, 14/01/22 (ER Monthly Report for December 2021)  Letter HBI to DPE, 07/02/22 (ER Monthly Report for January 2022)	An incident reporting procedure has been established and is incorporated into the CEMPs. According to the auditees no incidents have been identified on the Project to date.	NT
A42	Any incident within or potentially affecting the Controlled Areas of the WaterNSW Pipelines corridor must also be reported to WaterNSW on the WaterNSW 24-hour Incident Notification Number 1800 061 069.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
A43	Subsequent notification must be given and reports submitted in accordance with the requirements set out in Appendix A.	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	Applicable	Interview with auditees 10/02/22, 21/02/22  Environmental Incident and Non-compliance Reporting Procedure, Sydney Metro, 11/02/2020  Letter HBI to DPE, 05/11/21 (ER Monthly Report for October 2021)  Letter HBI to DPE, 07/12/21 (ER Monthly Report for November 2021)  Letter HBI to DPE, 14/01/22 (ER Monthly Report for December 2021)  Letter HBI to DPE, 07/02/22 (ER Monthly Report for January 2022)	An incident reporting procedure has been established and is incorporated into the CEMPs. According to the auditees no incidents have been identified on the Project to date.  <b>Observation: The Staging Report (both revisions 4 and 5) identifies this requirement as not being triggered for AEW Demolition, Gas, Power, Water. This appears to be incorrect, and the Staging Report should be updated.</b>	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
A44	The Planning Secretary must be notified in writing via the Major Projects website within seven (7) days after the Proponent becomes aware of any non-compliance with the terms of this approval.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Letter Sydney Metro to DPE, 25/11/21 (notification of non-compliance with A34)</p> <p>DPE post approval portal lodgement 25/11/21 (notification of non-compliance with A34)</p> <p>Letter Sydney Metro to DPE, 09/11/21 (notification of non-compliance with A22).</p> <p>DPE post approval portal lodgement 09/11/21 (notification of non-compliance with A22)</p> <p>Letter Sydney Metro to DPE, 13/12/21 (notification of non-compliance with E38)</p> <p>DPE post approval portal lodgement 15/12/21 (notification of non-compliance with E38)</p> <p>Letter Sydney Metro to DPE, 14/02/22 (Notification of non-compliance with E57)</p> <p>DPE post approval portal lodgement record, 15/02/22 (Notification of non-compliance with E57)</p>	<p>Sydney Metro notified the Department within 7 days of becoming aware of the non-compliance with A34.</p> <p>Sydney Metro notified the Department within 7 days of becoming aware of the non-compliance with A22.</p> <p>Sydney Metro notified the Department within 7 days of becoming aware of the non-compliance with E38.</p> <p>Sydney Metro notified the Department within 7 days of becoming aware of the non-compliance with E57.</p>	C
A45	A non-compliance notification must identify the CSSI (including the application number for it), set out the condition of approval that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be undertaken to address the non-compliance.  Note: A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Letter Sydney Metro to DPE, 25/11/21 (notification of non-compliance with A34)</p> <p>DPE post approval portal lodgement 25/11/21 (notification of non-compliance with A34)</p> <p>Letter Sydney Metro to DPE, 09/11/21 (notification of non-compliance with A22).</p> <p>DPE post approval portal lodgement 09/11/21 (notification of non-compliance with A22)</p> <p>Letter Sydney Metro to DPE, 13/12/21 (notification of non-compliance with E38)</p> <p>DPE post approval portal lodgement 15/12/21 (notification of non-compliance with E38)</p>	<p>Sydney Metro notified the Department within 7 days of becoming aware of the non-compliance with A34.</p> <p>Sydney Metro notified the Department within 7 days of becoming aware of the non-compliance with A22.</p> <p>Sydney Metro notified the Department within 7 days of becoming aware of the non-compliance with E38.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
<b>Identification of Workforce</b>														
A46	All Heavy Vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the Heavy Vehicle standing 20 metres away	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Site inspection 10/02/22 Ward Civil Photo, 14/12/21	Evidence was provided that demonstrated that heavy Vehicles were fitted with markings in line with this condition. Whether they are able to be identified by a person from 20m away depends on that person's eyesight.  Spoil haulage has yet to commence.	C
A47	The CSSI name, application number, telephone number, postal address and email address required under <b>Condition B3</b> must be available on site boundary fencing / hoarding at each ancillary facility before the commencement of construction. This information must also be provided on the website required under <b>Condition B11</b> .	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Site inspection 10/02/22	Sighted signage at the TBI site, TBI MAF (which is the only site under 'construction'). The signage met the requirements of this condition.	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
<b>PART B – COMMUNITY INFORMATION AND REPORTING</b>														
<b>Community Information, Consultation and Involvement</b>														
B1	The Overarching Community Communication Strategy as provided in the documents listed in Condition A1, or updated Strategy must be implemented for the duration of the work. Should the Overarching Community Communication Strategy be updated, a copy must be provided to the Planning Secretary for information.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Overarching Community Communications Strategy, Sydney Metro, 05/08/20 and 12/04/21</p> <p>Interview with auditees 10/02/22</p> <p>SMWSA SSI10051_Request for Information_Rev1.0_Consolidated SM Response</p> <p>Letter Sydney Metro to Stephen Lancken, 14/12/21 (engagement of complaints mediator)</p> <p>CICG Presentation, February 2022</p> <p>Sydney Metro – Western Sydney Airport Communication Interface Coordination Group Meeting minutes, 24/02/22</p>	<p>The Overarching Community Communications Strategy was prepared prior to the granting of approval.</p> <p>Steve Lancken Conflict Management, trading as Negocio Resolutions has been appointed to the role of Complaints Mediator.</p> <p>All community notifications detailing the start of construction are letterbox dropped within 200 metres of the work, an email is sent to the Sydney Metro – Western Sydney Airport distribution list, and also uploaded to the Sydney Metro website here.</p> <p>Sydney Metro distributed the quarterly newsletters (22k) to all stakeholder within 500m of the alignment, emails, website copy, and briefings to:</p> <ul style="list-style-type: none"> <li>• Penrith City Council</li> <li>• Liverpool City Council</li> <li>• St Marys Town Centre Board</li> <li>• Penrith Valley Chamber of Commerce</li> </ul> <p>Given the push to digital communications, and the Quarterly newsletter being produced and distributed to 500m either side of the SM-WSA alignment, an advertisement in the local paper will not reach the audience compared with other Public and digital comms.</p> <p>The CICG (Communications Interface Coordination Group) is held monthly with all interfacing projects, Agencies and contractors. The following attend: Sydney Water, Western Parkland City Authority, Western Sydney Airport, Transport for NSW, Sydney Roads, Contractors for M12, Northern Road, Sydney Trains, CPB Contractors and Ghella, Department Planning and Environment, and Department of Infrastructure, Transport, Regional Development and Communications (DITRDC).</p> <p><b>Observation: The Overarching Community Communication Strategy (OCCS) has been updated since the submission in the RtS and the updated OCCS had not been submitted to the Department. The Auditor observes that there is no timing for submission of the update specified by this condition.</b></p>	C
<b>Complains Management System</b>														
B2	A <b>Complaints Management System</b> must be prepared and implemented before the commencement of any work and maintained for the duration of construction and for a minimum for 12 months following completion of construction of the CSSI.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Construction Complaints Management System, Sydney Metro, 15/12/21</p>	<p>The Complaints Management System document describes and governs the Complaints Management System.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
B3	<p>The following information must be available to facilitate community enquiries and manage complaints before the commencement of work and for 12 months following the completion of construction:</p> <p>(a) a 24- hour telephone number for the registration of complaints and enquiries about the CSSI;</p> <p>(b) a postal address to which written complaints and enquires may be sent;</p> <p>(c) an email address to which electronic complaints and enquiries may be transmitted; and</p> <p>(d) a mediation system for complaints unable to be resolved. This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Construction Complaints Management System, Sydney Metro, 15/12/21</p> <p>Site inspection 10/02/22</p> <p>1800 Phone call test 10/02/22</p> <p><a href="https://www.sydneymetro.info/westernsydneyairportline">https://www.sydneymetro.info/westernsydneyairportline</a></p> <p><a href="https://www.sydneymetro.info/website-accessibility">https://www.sydneymetro.info/website-accessibility</a></p>	<p>The Complaints Management System document describes and governs the Complaints Management System.</p> <p>The phone number was tested. No issues.</p> <p>The address was sighted on the signage during the inspection.</p> <p>The email address was sighted on the signage during the inspection.</p> <p>The Complaints Management System includes details on escalation and mediation.</p> <p>The Project website demonstrates that accessibility and language considerations have been incorporated.</p>	C
B4	<p>A <b>Complaints Register</b> must be maintained recording information on all complaints received about the CSSI during the carrying out of any work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the:</p> <p>(a) number of complaints received;</p> <p>(b) date and time of the complaint;</p> <p>(c) number of people (in the household) affected in relation to a complaint, if relevant;</p> <p>(d) method by which the complaint was made;</p> <p>(e) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect;</p> <p>(f) issue of the complaint;</p> <p>(g) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and</p> <p>(h) if no action was taken, the reason(s) why no action was taken.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22</p> <p>St Marys 2203 Complaints Register Feb 22 WSAcsv</p> <p>Interview with auditees, 10/02/2022, 21/02/2022</p> <p>Transport for NSW monthly notification for TBI Works, February 2022</p>	<p>The complaints register has been prepared and it addresses the information required by this condition. 14 x complaints have been received regarding access, traffic, noise, design, hours. All 14 were considered closed by Sydney Metro.</p> <p>Note: Multiple lines of communication being provided to the community. February 2022 monthly update notification includes project enquiries phone number (1800 684 490), 24-hour number (1800 775 465), and Sydney Metro 24-hour number (1800 717 703). Evidence provided demonstrates that complaints have been collated and recorded as per this condition.</p>	C
B5	<p>Complainants must be advised of the following information before, or as soon as practicable after, providing personal information:</p> <p>(a) the Complaints Register may be forwarded to government agencies, including the Department (Department of Planning Industry and Environment, 4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150), to allow them to undertake their regulatory duties;</p> <p>(b) by providing personal information, the complainant authorises the Proponent to provide that information to government agencies;</p> <p>(c) the supply of personal information by the complainant is voluntary; and</p> <p>(d) the complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information (Collection Statement).</p> <p>The <b>Collection Statement</b> must be included on the Proponent or development website to make prospective complainants aware of their rights under the Privacy and Personal Information Protection Act 1998 (NSW). For any complaints made in person, the complainant must be made aware of the Collection Statement.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Phone call test 10/02/22</p> <p><a href="https://www.sydneymetro.info/complaints-privacy-collection-notice">https://www.sydneymetro.info/complaints-privacy-collection-notice</a></p>	<p>The complaints line waste tested on 10/02/22. The line included prompts about collection of personal information that was consistent with requirements a) – d) and includes a direction to the website for further information.</p> <p>The website includes the Collection Notice (Collection Statement).</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
B6	<p>The <b>Complaints Register</b> must be provided to the Planning Secretary upon request, within the timeframe stated in the request.</p> <p>Note: Complainants must be advised that the Complaints Register may be forwarded to Government agencies to allow them to undertake their regulatory duties</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Email DPE to Sydney Metro, 21/09/21 (request for weekly complaints register without a timeframe on when DPE require it).</p> <p>Email DPE to Sydney Metro, 17/11/21 (follow up request for weekly complaints register without a timeframe on when DPE require it).</p> <p>Email Sydney Metro DPE, 23/12/21 (response to DPE regarding timing on submission of complaints register)</p> <p>Email DPE to Sydney Metro 31/01/22 (request for Consolidated Complaints Register)</p> <p>DPE post approval portal lodgement 21/01/22 (submission of Weekly Complaints Register and December Monthly Complaints Register)</p> <p>DPE post approval portal lodgement 08/02/22 (submission of January Monthly Complaints Register and Consolidated Complaints Register)</p> <p>DPE post approval portal lodgement 04/02/22 (submission of Weekly Complaints Register)</p>	<p>On the 21/09/21 the Department requested, by way of an email, that Sydney Metro provide weekly complaints register. They followed up again on 17/11/21. No formal request was issued by the Department. All communication was by email only. No specific timeframe was provided in the Department's requests. Sydney Metro issued the first Complaints Register on 21/01/22, three months after the initial request. On 31/01/22 the Department requested that the Consolidated Complaints Register be provided with the January 2022 register. This was provided. The auditees are not aware of any further direction / request from the Department in relation to this matter.</p>	C
B7	<p>A <b>Community Complaints Mediator</b> that is independent of the design and construction personnel must be engaged by the Proponent, upon the referral of the complaint by the ER in accordance with the <b>Overarching Community Communication Strategy</b></p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable (during construction)	<p>Overarching Community Communications Strategy, Sydney Metro, 05/08/20 and 12/04/21</p> <p>Interview with auditees 10/02/22</p> <p>Letter Sydney Metro to Stephen Lancken, 14/12/21 (engagement of complaints mediator)</p>	<p>Steve Lancken Conflict Management, trading as Negocio Resolutions has been appointed to the role of Complaints Mediator.</p> <p>No complaints have been escalated to the point that referral to the Mediator is required.</p>	C
B8	<p>The role of the Community Complaints Mediator is to provide independent mediation services for any reasonable and unresolved complaint referred by the ER where a member of the public is not satisfied by the Proponent's response. Where a Community Complaints Mediator is required, a mediator accredited under the National Mediator Accreditation System (NMAS), administered by the Mediator Standards Board must be appointed.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Overarching Community Communications Strategy, Sydney Metro, 05/08/20 and 12/04/21</p> <p>Interview with auditees 10/02/22</p> <p>Letter Sydney Metro to Stephen Lancken, 14/12/21 (engagement of complaints mediator)</p>	<p>No complaints have been escalated to the point that referral to the Mediator is required.</p>	NT



Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
B9	<p>The Community Complaints Mediator will:</p> <p>(a) review any unresolved disputes, referred by the ER in accordance with the <b>Overarching Community Communication Strategy</b>;</p> <p>(b) make recommendations to the Proponent to satisfactorily address complaints, resolve disputes or mitigate against the occurrence of future complaints or disputes; and</p> <p>(c) provide a copy of the recommendations, and the Proponent’s response to the recommendations, to the Planning Secretary within one month of the recommendations being made.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Overarching Community Communications Strategy, Sydney Metro, 05/08/20 and 12/04/21</p> <p>Interview with auditees 10/02/22</p> <p>Letter Sydney Metro to Stephen Lancken, 14/12/21 (engagement of complaints mediator)</p>	No complaints have been escalated to the point that referral to the Mediator is required.	NT
B10	<p><b>Community Complaints Mediation</b> will not be enacted before the Complaints Management System required by <b>Condition B2</b> has been executed for a complaint and will not consider issues such as property acquisition, where other dispute processes are provided for in this approval, statute or clear government policy and resolution processes are available, or matters which are not within the scope of this CSSI.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable (during construction)	<p>Overarching Community Communications Strategy, Sydney Metro, 05/08/20 and 12/04/21</p> <p>Interview with auditees 10/02/22</p> <p>Letter Sydney Metro to Stephen Lancken, 14/12/21 (engagement of complaints mediator)</p>	No complaints have been escalated to the point that referral to the Mediator is required.	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
<b>Provision of Electronic Information</b>														
B11	<p>A website or webpage providing information in relation to the CSSI must be established before commencement of work and maintained for the duration of construction, and for a minimum of 24 months following the completion of all stages of construction of the CSSI. Up-to-date information (excluding confidential, private, commercial information or other documents as agreed to by the Planning Secretary) must be published before the relevant work commencing and maintained on the website or dedicated pages including:</p> <p>(a) information on the current implementation status of the CSSI;</p> <p>(b) a copy of the documents listed in <b>Condition A1</b>, and any documentation relating to any modifications made to the CSSI or the terms of this approval;</p> <p>(c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval, or links to the referenced documents where available;</p> <p>(d) a copy of each statutory approval, license or permit required and obtained in relation to the CSSI, or where the issuing agency maintains a website of approvals, licenses or permits, a link to that website;</p> <p>(e) a current copy of each document required under the terms of this approval, which must be published within one (1) week of its approval or before the commencement of any work to which they relate or before their implementation, as the case may be; and</p> <p>(f) a copy of the audit reports required under this approval.</p> <p>Where the information / document relates to a particular work or is required to be implemented, it must be published before the commencement of the relevant work to which it relates or before its implementation.</p> <p>All information required in this condition is to be provided on the website or webpage, and easy to navigate.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p><a href="https://www.sydneymetro.info/western/sydneyairportline">https://www.sydneymetro.info/western/sydneyairportline</a></p> <p>Email, DPE to WolfPeak, 01/02/22 (consultation on the scope of the first Independent Audit).</p>	<p>The website was reviewed and it has the</p> <ul style="list-style-type: none"> <li>current status of the Project,</li> <li>the EIS and RtS</li> <li>the Conditions of Approval</li> <li>the early works CEMPs, and associated plans, programs and reports</li> </ul> <p>As this is the first Independent Audit, no Audit Report is available.</p> <p><b>Observation: The Department requested that the audit give special consideration to whether the Project website is easy to navigate as is required by this condition. In reviewing this requirement, it was observed that the Sydney Metro website is consolidated across all Sydney Metro projects (including C&amp;SW, West and WSA). This results in a voluminous amount of information being available, much of which is not relevant to the WSA Project. Further, the document library is not structured in a way that allows someone to easily find certain documents. Whilst this is not a substantial issue at this time (with 29 x documents posted which are currently deemed by Sydney Metro as being relevant to the Project Approval), this will become extremely challenging to find a specific document as the Project progresses particularly if the user is not aware of the document title.</b></p> <p>In response to the draft Audit Report Sydney Metro highlighted:</p> <ul style="list-style-type: none"> <li>the search function on the website which allows for ease of navigation, and</li> <li>the purpose of the website (to inform people of the overall Sydney Metro program, not just WSA).</li> </ul> <p>The Auditor maintains that finding a document will be coming increasingly challenging over time (unless the user knows the correct search term to enter). However, the Auditor accepts that the website serves a wide group of stakeholders and appreciates that any restructuring could in theory reduce useability for some audiences.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
<b>PART C- CONSTRUCTION ENVIRONMENTAL MANAGEMENT</b>														
C1	<b>Construction Environmental Management Plans (CEMPs) and CEMP Sub-plans</b> must be prepared in accordance with the <b>Construction Environmental Management Framework (CEMF)</b> included in the documents listed in <b>Condition A1</b> to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in <b>Condition A1</b> will be implemented and achieved during construction.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, Rev 1 dated 24/11/21</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, Rev 0.0 dated 01/02/22</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p>	Two CEMPs had been prepared and endorsed by the ER at the time of the first Independent Audit. The CEMPs appear to capture how the performance outcomes, commitments and mitigation measures specified in Condition A1 relevant to their works and in accordance with the Staging Report (revision 4).	C
C2	With the exception of any <b>CEMPs</b> expressly nominated by the Planning Secretary to be endorsed by the <b>ER</b> , all <b>CEMPs</b> must be submitted to the Planning Secretary for approval.  Note: The Planning Secretary will consider the assessment of the predicted level of environmental risk and potential level of community concern required under <b>Condition A11(e)</b> when deciding whether any CEMP's may be endorsed by the ER.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, Rev 1 dated 24/11/21</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, Rev 0.0 dated 01/02/22</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p>	CEMPs prepared to date are not required to be approved by the Department, and instead have been endorsed by the ER. This is consistent with the approach set out in the Staging Report.	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status														
C3	The <b>CEMP(s)</b> not requiring the Planning Secretary's approval must be submitted to the <b>ER</b> for endorsement no later than one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage. That <b>CEMP</b> must obtain the endorsement of the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, Rev 1 dated 24/11/21</p> <p>Email from Sydney Metro to HBI dated 18/10/2021</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, Rev 0.0 dated 01/02/22</p> <p>Email from Sydney Metro to HBI dated 03/12/2021</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p>	Evidence reviewed demonstrated that the CEMPs for the AEW Power Enabling Works and AEW Temporary Bus Interchange (TBI) were submitted to the ER for endorsement at least 1 month before construction commenced.	C														
C4	Any <b>CEMP</b> to be approved by the Planning Secretary must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, Rev 0.0 dated 01/02/22</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, Rev 1 dated 24/11/21</p>	CEMPs prepared to date are not required to be approved by the Department, and instead have been endorsed by the ER. This is consistent with the approach set out in the Staging Report.	NT														
C5	<p>Of the <b>CEMP Sub-plans</b> required under <b>Condition C1</b>, the following <b>CEMP Sub-plans</b> must be prepared in consultation with the relevant government agencies identified for <b>each CEMP Sub-plan</b>. Details of issues raised by a government agency during consultation (as required by <b>Condition A6</b>) must be provided with the relevant <b>CEMP Sub-plan</b> when submitted to the Planning Secretary / ER (whichever is applicable). Where a government agency(ies) request(s) is not included, the Proponent must provide the Planning Secretary / ER (whichever is applicable) justification as to why.</p> <table border="1" data-bbox="240 1459 1151 1774"> <thead> <tr> <th></th> <th>Required CEMP Sub-plan</th> <th>Relevant government agencies to be consulted for each CEMP Sub-plan</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>Noise and vibration</td> <td>Relevant Councils and WaterNSW (in relation to its assets)</td> </tr> <tr> <td>(b)</td> <td>Flora and fauna</td> <td>DPIE EES, DPI Fisheries, and Relevant Councils</td> </tr> <tr> <td>(c)</td> <td>Soil and Water</td> <td>DPI Fisheries, and Relevant Councils</td> </tr> <tr> <td>(d)</td> <td>Non-Aboriginal heritage</td> <td>Relevant Councils, WaterNSW and Heritage NSW</td> </tr> </tbody> </table> <p>Note: CEMP Sub-plan(s) may reflect the construction of the project through geographical activities, temporal activities or activity based staging</p>		Required CEMP Sub-plan	Relevant government agencies to be consulted for each CEMP Sub-plan	(a)	Noise and vibration	Relevant Councils and WaterNSW (in relation to its assets)	(b)	Flora and fauna	DPIE EES, DPI Fisheries, and Relevant Councils	(c)	Soil and Water	DPI Fisheries, and Relevant Councils	(d)	Non-Aboriginal heritage	Relevant Councils, WaterNSW and Heritage NSW	Risks will be managed in accordance with Table 5	Risks will be managed in accordance with Table 5	Risks will be managed in accordance with Table 5	Risks will be managed in accordance with Table 5	Risks will be managed in accordance with Table 5	Risks will be managed in accordance with Table 5	Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021</p>	CEMPs prepared to date are not required to include sub-plans or consultation with the identified stakeholders. This is consistent with the approach set out in the Staging Report.	NT
	Required CEMP Sub-plan	Relevant government agencies to be consulted for each CEMP Sub-plan																										
(a)	Noise and vibration	Relevant Councils and WaterNSW (in relation to its assets)																										
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C6	The CEMP Sub-plans must state how: (a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved; (b) the mitigation measures identified in the documents listed in Condition A1 will be implemented; (c) the relevant terms of this approval will be complied with; and (d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	CEMPs prepared to date are not required to include sub-plans. This is consistent with the approach set out in the Staging Report.	NT
C7	With the exception of any <b>CEMP Sub-plans</b> expressly nominated by the Planning Secretary to be endorsed by the <b>ER</b> , all <b>CEMP Sub-plans</b> must be submitted to the Planning Secretary for approval.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	CEMPs prepared to date are not required to include sub-plans. This is consistent with the approach set out in the Staging Report.	NT
C8	The <b>CEMP Sub-plans</b> not requiring the Planning Secretary's approval must obtain the endorsement of the ER as being in accordance with the conditions of approval and all relevant undertakings made in the documents listed in <b>Condition A1</b> . Any of these <b>CEMP</b> Sub-plans must be submitted to the <b>ER</b> with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before construction or where construction is staged no later than one (1) month before the commencement of that stage.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	CEMPs prepared to date are not required to include sub-plans. This is consistent with the approach set out in the Staging Report.	NT
C9	Any of the <b>CEMP Sub-plans</b> to be approved by the Planning Secretary must be submitted to the Planning Secretary with, or subsequent to, the submission of the <b>CEMP</b> but in any event, no later than one (1) month before construction or where construction is staged no later than one (1) month before the commencement of that stage	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	According to the Staging Report, approval from the Planning Secretary is not required for the AEW Power and St Marys TBI CEMPs.  CEMPs prepared to date are not required to include sub-plans. This is consistent with the approach set out in the Staging Report.	NT
C10	Construction must not commence until the <b>CEMP</b> and all <b>CEMP Sub-plans</b> have been approved by the Planning Secretary or endorsed by the <b>ER</b> (whichever is applicable), unless otherwise agreed by the Planning Secretary. The <b>CEMP</b> and <b>CEMP Sub-plans</b> , as approved by the Planning Secretary or endorsed by the <b>ER</b> (whichever is applicable), including any minor amendments approved by the <b>ER</b> , must be implemented for the duration of construction.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 St Marys Temporary Bus Interchange CEMP, Ward Civil, Rev 1 dated 24/11/21  Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)  Letter Sydney Metro to DPE 24/11/21 (notification of commencement of construction)  Sydney Metro Power Enabling Works CEMP, Quickway, Rev 0.0 dated 01/02/22  Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)  Letter Sydney Metro to DPE, 21/01/22 (notification of commencement of AEW Power)  SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	According to the Staging Report, approval from the Planning Secretary is not required for the AEW Power and St Marys TBI CEMPs.  Evidence reviewed demonstrated that the CEMPs for the AEW Power and St Marys TBI were endorsed by the ER prior to the commencement of construction. Refer A34.  <b>Observation: It was observed during the audit site inspection that at the St Marys TBI:</b>  <ul style="list-style-type: none"> <li>the spill kits had waste material within them</li> <li>signage for the spill kit was not in the same location as the spill kit</li> <li>housekeeping was required at the St Marys TBI MAF.</li> </ul>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status														
C11	In addition to the relevant requirements of the <b>CEMF</b> , the <b>Flora and Fauna CEMP Sub-plan</b> must include but not be limited to: (a) details of how the requirements of Conditions E11 will be met; (b) details of a dewatering plan of farm dams including: (i) supervision of dewatering by a suitably qualified ecologist; (ii) a methodology for the transfer of native fauna species known to inhabit and/or use the dam; (iii) the location and suitability of the proposed relocation sites; and (iv) any potential impacts of relocating the fauna to the relocation sites; (c) protocols for incidental finds of threatened species and ecological communities within the construction boundary	Not Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	CEMPs prepared to date are not required to include sub-plans. This is consistent with the approach set out in the Staging Report. Flora and Fauna controls relevant to the AEW TBI and AEW Power works have been incorporated into the endorsed CEMPs.	NT														
C12	In addition to the relevant requirements of the <b>CEMF</b> , the <b>Soil and Water CEMP Sub-Plan</b> must include but not be limited to: (a) details how the requirements of <b>Conditions E127, E128 and E129</b> will be met; and (b) the unexpected, contaminated finds protocol required by <b>Condition E98</b> .	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	CEMPs prepared to date are not required to include sub-plans. This is consistent with the approach set out in the Staging Report.  Soil and Water controls relevant to the AEW TBI and AEW Power works have been incorporated into the endorsed CEMPs.	NT														
<b>Construction Monitoring Programs</b>																												
C13	The following <b>Construction Monitoring Programs</b> must be prepared in consultation with the relevant government agencies (as required by <b>Condition A6</b> ) identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in <b>Condition A1</b> or in the <b>CEMP</b> . Where a government agency(ies) request(s) is not included, the Proponent must provide the Planning Secretary / <b>ER</b> (whichever is applicable) justification as to why.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021  St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21  Noise and Vibration Monitoring Program, Letter HBI to Sydney Metro, 24/11/21 (ER endorsement of the TBI Noise and Vibration Monitoring Program within the Detailed Construction Noise and Vibration Statement)	CEMPs prepared to date are not required to include Monitoring Programs or consultation with the identified stakeholders. This is consistent with the approach set out in the Staging Report.  That being said, a noise and vibration monitoring program was developed as part of the St Marys TBI DNVIS. This was endorsed by the ER on 24/11/21.	NT														
	<table border="1"> <thead> <tr> <th></th> <th>Required Construction Monitoring Programs</th> <th>Relevant government agencies to be consulted for each Construction Monitoring Program</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>Noise and vibrations</td> <td>Relevant Councils and WaterNSW (in relation to its assets)</td> </tr> <tr> <td>(b)</td> <td>Surface water quality</td> <td>DPIE Water, DPI Fisheries, and Relevant Councils</td> </tr> <tr> <td>(c)</td> <td>Groundwater</td> <td>DPIE Water</td> </tr> <tr> <td>(d)</td> <td>Air Quality</td> <td>Relevant Councils</td> </tr> </tbody> </table>		Required Construction Monitoring Programs	Relevant government agencies to be consulted for each Construction Monitoring Program	(a)	Noise and vibrations	Relevant Councils and WaterNSW (in relation to its assets)	(b)	Surface water quality	DPIE Water, DPI Fisheries, and Relevant Councils	(c)	Groundwater	DPIE Water	(d)	Air Quality	Relevant Councils												
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Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
C14	<p>Each <b>Construction Monitoring Program</b> must provide:</p> <ul style="list-style-type: none"> <li>(a) details of baseline data available including the period of baseline monitoring;</li> <li>(b) details of baseline data to be obtained and when;</li> <li>(c) details of all monitoring of the project to be undertaken;</li> <li>(d) the parameters of the project to be monitored;</li> <li>(e) the frequency of monitoring to be undertaken;</li> <li>(f) the location of monitoring;</li> <li>(g) the reporting of monitoring results and analysis results against relevant criteria;</li> <li>(h) details of the methods that will be used to analyse the monitoring data;</li> <li>(i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicated unacceptable project impacts;</li> <li>(j) a consideration of SMART principles;</li> <li>(k) any consultation to be undertaken in relation to the monitoring programs; and</li> <li>(l) any specific requirements as required by <b>Conditions C15 to C16</b>.</li> </ul>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021</p>	<p>CEMPs prepared to date are not required to include Monitoring Programs or consultation with the identified stakeholders. This is consistent with the approach set out in the Staging Report.</p>	NT
C15	<p>The Noise and Vibration Construction Monitoring Program must include:</p> <ul style="list-style-type: none"> <li>(a) noise and vibration monitoring at representative residential and other locations (including at the worst- affected residences), subject to property owner approval, to confirm construction noise and vibration levels;</li> <li>(b) monitoring undertaken during the day, evening and night-time periods throughout the construction period and cover the range of activities being undertaken;</li> <li>(c) method and frequency for reporting monitoring results; and</li> <li>(d) a process to undertake real time noise and vibration monitoring.</li> </ul> <p>The results of the monitoring must be readily available to the construction team, the Proponent and ER. The Planning Secretary and EPA must be provided with access to the results on request.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021</p> <p>St Mary’s Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21</p> <p>Noise and Vibration Monitoring Program, Letter HBI to Sydney Metro, 24/11/21 (ER endorsement of the TBI Noise and Vibration Monitoring Program within the Detailed Construction Noise and Vibration Statement)</p>	<p>CEMPs prepared to date are not required to include Monitoring Programs or consultation with the identified stakeholders. This is consistent with the approach set out in the Staging Report.</p> <p>That being said, a noise and vibration monitoring program was developed as part of the St Marys TBI DNVIS. This was endorsed by the ER on 24/11/21.</p>	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
C16	<p><b>Groundwater Construction Monitoring Program</b> must include:</p> <p>(a) groundwater monitoring networks at each construction excavation site predicted to intercept groundwater in the documents listed in Condition A1;</p> <p>(b) detail of the location of all monitoring bores with nested sites to monitor both shallow and deep groundwater levels and quality;</p> <p>(c) define the location of saltwater interception monitoring where sentinel groundwater monitoring bores will be installed between the saline sources and that of each construction excavation site predicted to intercept groundwater in the documents listed in Condition A1;</p> <p>(d) results from existing monitoring bores;</p> <p>(e) monitoring and gauging of groundwater inflow to the excavations predicted to intercept groundwater in the documents listed in Condition A1, appropriate trigger action response plan for all predicted groundwater impacts upon each noted neighbouring groundwater system component for each excavation construction site;</p> <p>(f) trigger levels for groundwater quality, salinity and groundwater drawdown in monitoring bores and / or other groundwater users;</p> <p>(g) daily measurement of the amount of water discharged from the water treatment plants;</p> <p>(h) water quality testing of the water discharged from treatment plants;</p> <p>(i) management and mitigation measures and criteria, including measures to address impacts on groundwater dependent ecosystems;</p> <p>(j) groundwater inflow to the excavations to enable a full accounting of the groundwater take from the Sydney Basin Central Groundwater Source;</p> <p>(k) reporting of groundwater gauging at excavations, groundwater monitoring, groundwater trigger events and action responses; and</p> <p>(l) methods for providing the data collected to Sydney Water where discharges are directed to their assets.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	CEMPs prepared to date are not required to include Monitoring Programs. This is consistent with the approach set out in the Staging Report.	NT
C17	With the exception of any <b>Construction Monitoring Programs</b> expressly nominated by the Planning Secretary to be endorsed by the ER, all <b>Construction Monitoring Programs</b> must be submitted to the Planning Secretary for approval.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021  St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21  Noise and Vibration Monitoring Program, Letter HBI to Sydney Metro, 24/11/21 (ER endorsement of the TBI Noise and Vibration Monitoring Program within the Detailed Construction Noise and Vibration Statement)	CEMPs prepared to date are not required to include Monitoring Programs. This is consistent with the approach set out in the Staging Report.  That being said, a noise and vibration monitoring program was developed as part of the St Marys TBI DNVIS. This was endorsed by the ER on 24/11/21.	NT



Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
C18	The <b>Construction Monitoring Programs</b> not requiring the Planning Secretary's approval must obtain the endorsement of the ER as being in accordance with the conditions of approval and all undertakings made in the documents listed in <b>Condition A1</b> . Any of these <b>Construction Monitoring Programs</b> must be submitted to the ER for endorsement at least one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021  St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21  Noise and Vibration Monitoring Program, Letter HBI to Sydney Metro, 24/11/21 (ER endorsement of the TBI Noise and Vibration Monitoring Program within the Detailed Construction Noise and Vibration Statement)	CEMPs prepared to date are not required to include Monitoring Programs. This is consistent with the approach set out in the Staging Report.  That being said, a noise and vibration monitoring program was developed as part of the St Marys TBI DNVIS. This was endorsed by the ER on 24/11/21.	NT
C19	The <b>Construction Monitoring Programs</b> not requiring the Planning Secretary's approval must obtain the endorsement of the ER as being in accordance with the conditions of approval and all undertakings made in the documents listed in Condition A1. Any of these Construction Monitoring Programs must be submitted to the ER for endorsement at least one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021  St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21  Noise and Vibration Monitoring Program, Letter HBI to Sydney Metro, 24/11/21 (ER endorsement of the TBI Noise and Vibration Monitoring Program within the Detailed Construction Noise and Vibration Statement)	CEMPs prepared to date are not required to include Monitoring Programs. This is consistent with the approach set out in the Staging Report.  That being said, a noise and vibration monitoring program was developed as part of the St Marys TBI DNVIS. This was endorsed by the ER on 24/11/21.	NT
C20	Unless otherwise agreed with the Planning Secretary, construction must not commence until the Planning Secretary has approved, or the ER has endorsed (whichever is applicable), all of the required <b>Construction Monitoring Programs</b> and all relevant baseline data for the specific construction activity has been collected.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	CEMPs prepared to date are not required to include Monitoring Programs. This is consistent with the approach set out in the Staging Report.	NT
C21	The <b>Construction Monitoring Programs</b> , as approved by the Planning Secretary or the ER has endorsed (whichever is applicable), including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary or the ER (whichever is applicable), whichever is the greater.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	CEMPs prepared to date are not required to include Monitoring Programs. This is consistent with the approach set out in the Staging Report.	NT
C22	The results of the <b>Construction Monitoring Programs</b> must be submitted to the Planning Secretary, ER and relevant regulatory agencies, for information in the form of a <b>Construction Monitoring Report</b> at the frequency identified in the relevant Construction Monitoring Program.  Note: Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	CEMPs prepared to date are not required to include Monitoring Programs. This is consistent with the approach set out in the Staging Report.	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status												
<b>PART D – OPERATIONAL ENVIRONMENTAL MANAGEMENT</b>																										
<b>Operational Environmental Management</b>																										
D1	An <b>Operational Environmental Management Plan (OEMP)</b> must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department Planning, Industry and Environment 2020). The OEMP must detail how the performance outcomes, commitments and mitigation measures made and identified in the documents listed in <b>Condition A1</b> will be implemented and achieved during operation. This condition ( <b>Condition D1</b> ) does not apply if <b>Condition D2</b> of this approval applies.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period. The Project is in construction.	NT												
D2	An <b>OEMP</b> is not required for the CSSI if the Proponent has an <b>Environmental Management System (EMS)</b> or equivalent as agreed with the Planning Secretary, and demonstrates, to the satisfaction of the Planning Secretary, that through the <b>EMS</b> or equivalent:  (a) the performance outcomes, commitments and mitigation measures, made and identified in the documents listed in Condition A1, and specified relevant terms of this approval can be achieved;  (b) issues identified through ongoing risk analysis can be managed; and  (c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	No Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period. The Project is in construction.	NT												
D3	Where an OEMP is required, the Proponent must include the following OEMP Sub-plans in the OEMP:  <table border="1" data-bbox="240 1150 1154 1409"> <thead> <tr> <th></th> <th>Required OEMP Sub-Plan</th> <th>Relevant government agencies to be consulted for each OEMP Sub-Plan</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>Groundwater Management</td> <td>DPIE Water</td> </tr> <tr> <td>(b)</td> <td>Bushfire Management Plan</td> <td>NSW Rural Fire Service</td> </tr> <tr> <td>(c)</td> <td>Flood Emergency Management Plan</td> <td>EES Group, DPIE Water, SES and Relevant Councils</td> </tr> </tbody> </table>		Required OEMP Sub-Plan	Relevant government agencies to be consulted for each OEMP Sub-Plan	(a)	Groundwater Management	DPIE Water	(b)	Bushfire Management Plan	NSW Rural Fire Service	(c)	Flood Emergency Management Plan	EES Group, DPIE Water, SES and Relevant Councils	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period. The Project is in construction.	NT
	Required OEMP Sub-Plan	Relevant government agencies to be consulted for each OEMP Sub-Plan																								
(a)	Groundwater Management	DPIE Water																								
(b)	Bushfire Management Plan	NSW Rural Fire Service																								
(c)	Flood Emergency Management Plan	EES Group, DPIE Water, SES and Relevant Councils																								
D4	Each of the OEMP Sub-plans must include the information set out in Condition D2 of this approval.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period. The Project is in construction.	NT												
D5	The <b>OEMP Sub-plans</b> must be developed in consultation with relevant government agencies as identified in <b>Condition D3</b> and must include information requested by an agency to be included in an OEMP Sub-plan during such consultation. Details of all information requested by an agency to be included in an <b>OEMP Sub-plan</b> as a result of consultation, including copies of all correspondence from those agencies, must be provided with the relevant <b>OEMP Sub-Plan</b> .	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period. The Project is in construction.	NT												
D6	The <b>OEMP Sub-plans</b> must be submitted to the Planning Secretary as part of the <b>OEMP</b>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period. The Project is in construction.	NT												
D7	The <b>OEMP</b> or <b>EMS</b> or equivalent as agreed with the Planning Secretary, must be submitted to the Planning Secretary for information no later than one (1) month before the commencement of operation.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period. The Project is in construction.	NT												

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D8	The OEMP or EMS or equivalent, as submitted to the Planning Secretary and amended from time to time, must be implemented for the duration of operation or as agreed with the Planning Secretary. The OEMP or EMS or equivalent must be made publicly available before the commencement of operation.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period. The Project is in construction.	NT
<b>PART E – KEY ISSUE CONDITIONS</b>														
<b>Air Quality</b>														
E1	All reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during construction	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>St Marys Temporary Bus Interchange CEMP, Ward Civil, Rev 1 dated 24/11/21, Section 12 Air Quality Management (pp. 120-127)</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, Rev 0.0 dated 01/02/22, Section 7.7 Air Quality Management (pp. 129-137)</p> <p>Site inspection 10/02/2022</p> <p>Site photos taken by Sydney Metro on 25/11/21, 26/01/22</p> <p>SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22</p> <p>Letter HBI to DPE, 05/11/21 (ER Monthly Report for October 2021)</p> <p>Letter HBI to DPE, 07/12/21 (ER Monthly Report for November 2021)</p> <p>Letter HBI to DPE, 14/01/22 (ER Monthly Report for December 2021)</p> <p>Letter HBI to DPE, 07/02/22 (ER Monthly Report for January 2022)</p>	<p>Evidence provided of water cart and street sweeper use onsite to mitigate dust generation.</p> <p>No air quality or dust issues were sighted during the site inspection conducted on 10/02/2022. Asbestos monitor was observed at the 40 Derwent Rd, Bringelly site (which is pre-construction).</p> <p>Sydney Metro advised that no air quality or dust related complaints have been received to date, and that the ER has not raised any concerns to date regarding air quality of dust management issues.</p>	C
<b>Biodiversity and Trees</b>														
E2	The clearing of native vegetation must be minimised to the greatest extent practicable with the objective of reducing impacts to threatened ecological communities and threatened species habitat	Applicable	Applicable	Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, Rev 0.0 dated 01/02/22, Section 7.1 Flora and Fauna Management (pp. 90-103)</p> <p>Pre-clearing Survey Report – 40 Derwent Rd, Bringelly, Leneco, dated 07/02/2022</p> <p>Pre-clearing Survey Report – 215 Badgerys Creek Road, Bringelly, Leneco, dated 07/02/2022</p> <p>Pre-clearance survey for St Mary's Temporary Bus Interchange, Biosis, 30/09/21</p>	<p>Limited clearing works have been conducted to date.</p> <p>Low Impact Works Application for Demolition Works at Derwent Rd, Bringelly site discusses minimisation of clearing to the vegetation directly around the demolition site at this stage.</p> <p>No threatened ecological communities or threatened species habitat were identified for St Marys TBI works.</p>	C

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E3	Impacts to plant community types must not exceed those identified in the documents listed in <b>Condition A1</b> , unless otherwise approved by the Planning Secretary. In requesting the Planning Secretary's approval, an assessment of the additional impact(s) to plant community types and an updated ecosystem and / or species credit requirement under <b>Condition E4</b> below, if required, must be provided.	Applicable	Applicable	Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 Pre-clearing Survey Report – 40 Derwent Rd, Bringelly, Leneco, dated 07/02/2022  Pre-clearing Survey Report – 215 Badgerys Creek Road, Bringelly, Leneco, dated 07/02/2022  Preclearance survey for St Mary's Temporary Bus Interchange, Biosis, 30/09/21	Sydney Metro advised that there have been no impacts to plant community types exceeding those identified in the documents listed in Condition A1.	NT																																												
E4	<p>Prior to impacts on the biodiversity values set out in Table 3 and Table 4, the number and classes of ecosystem credits and species credits (like-for-like) must be retired.</p> <p>Note: Credits have been calculated using the Biodiversity Assessment Method.</p> <p>Table 3: Ecosystem credits</p> <table border="1"> <thead> <tr> <th>Plant Community Type (PCT) ID and name</th> <th>Number of Credits</th> </tr> </thead> <tbody> <tr> <td>724: Broad-leaved Ironbark – Grey Box - Melaleuca decora grassy open forest on clay/gravel soils of the Cumberland Plain, Sydney Basin Bioregion</td> <td>246</td> </tr> <tr> <td>835: Forest Red Gum – Rough-barked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion</td> <td>217</td> </tr> <tr> <td>849: Grey Box – Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion</td> <td>204</td> </tr> <tr> <td>1800: Swamp Oak open forest on riverflats of Cumberland Plain and Hunter Valley</td> <td>181</td> </tr> <tr> <td><b>Total</b></td> <td><b>848</b></td> </tr> </tbody> </table> <p>Table 4: Species credits required</p> <table border="1"> <thead> <tr> <th>Species</th> <th>Number of Credits</th> </tr> </thead> <tbody> <tr><td>Acacia bynoeana (Bynoe's Wattle)</td><td>31</td></tr> <tr><td>Acacia pubescens (Downy Wattle)</td><td>54</td></tr> <tr><td>Allocasuarina glareicola</td><td>47</td></tr> <tr><td>Cynanchum elegans (White-flowered Wax Plant)</td><td>18</td></tr> <tr><td>Dillwynia tenuifolia</td><td>72</td></tr> <tr><td>Grevillea juniperina subsp. juniperina (Juniper-leaved Grevillea)</td><td>153</td></tr> <tr><td>Grevillea parviflora subsp. parviflora (Small-flower Grevillea)</td><td>32</td></tr> <tr><td>Marsdenia viridiflora subsp. viridiflora (Endangered population Marsdenia viridiflora R. Br. subsp viridiflora)</td><td>137</td></tr> <tr><td>Micromyrtus minutiflora</td><td>47</td></tr> <tr><td>Pimlea curvilora var. curvilora</td><td>18</td></tr> <tr><td>Pimlea spicata (Spiked Rice-flower)</td><td>22</td></tr> <tr><td>Pultenaea parviflora</td><td>31</td></tr> <tr><td>Meridolum corneovirens Cumberland Plain Land Snail</td><td>159</td></tr> <tr><td>Myotis Macropus (Southern Myotis)</td><td>292</td></tr> <tr><td><b>Total Species Credit</b></td><td><b>1113</b></td></tr> </tbody> </table>	Plant Community Type (PCT) ID and name	Number of Credits	724: Broad-leaved Ironbark – Grey Box - Melaleuca decora grassy open forest on clay/gravel soils of the Cumberland Plain, Sydney Basin Bioregion	246	835: Forest Red Gum – Rough-barked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion	217	849: Grey Box – Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion	204	1800: Swamp Oak open forest on riverflats of Cumberland Plain and Hunter Valley	181	<b>Total</b>	<b>848</b>	Species	Number of Credits	Acacia bynoeana (Bynoe's Wattle)	31	Acacia pubescens (Downy Wattle)	54	Allocasuarina glareicola	47	Cynanchum elegans (White-flowered Wax Plant)	18	Dillwynia tenuifolia	72	Grevillea juniperina subsp. juniperina (Juniper-leaved Grevillea)	153	Grevillea parviflora subsp. parviflora (Small-flower Grevillea)	32	Marsdenia viridiflora subsp. viridiflora (Endangered population Marsdenia viridiflora R. Br. subsp viridiflora)	137	Micromyrtus minutiflora	47	Pimlea curvilora var. curvilora	18	Pimlea spicata (Spiked Rice-flower)	22	Pultenaea parviflora	31	Meridolum corneovirens Cumberland Plain Land Snail	159	Myotis Macropus (Southern Myotis)	292	<b>Total Species Credit</b>	<b>1113</b>	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 Pre-clearing Survey Report – 40 Derwent Rd, Bringelly, Leneco, dated 07/02/2022  Pre-clearing Survey Report – 215 Badgerys Creek Road, Bringelly, Leneco, dated 07/02/2022  Preclearance survey for St Mary's Temporary Bus Interchange, Biosis, 30/09/21	Limited vegetation clearing has been conducted to date. Sydney Metro advised that there have been no impacts to date on the biodiversity values set out in Table 3 and Table 4 of E4. This is reflected in the pre-clearing Survey Reports prepared.	NT
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E5	The requirement to retire like-for-like ecosystem credits and species credits in Condition E4 may be satisfied by payment to the Biodiversity Conservation Fund of an amount equivalent to the number and classes of ecosystem credits and species credits.	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 Pre-clearing Survey Report – 40 Derwent Rd, Bringelly, Leneco, dated 07/02/2022 Pre-clearing Survey Report – 215 Badgerys Creek Road, Bringelly, Leneco, dated 07/02/2022 Preclearance survey for St Mary's Temporary Bus Interchange, Biosis, 30/09/21	Limited vegetation clearing has been conducted to date. Sydney Metro advised that there have been no impacts to date on the biodiversity values set out in Table 3 and Table 4 of E4. This is reflected in the pre-clearing Survey Reports prepared.  Sydney Metro advised that there has been no requirement to retire ecosystem credits and species credits to date.	NT
E6	Where evidence of compliance with the <u>Ancillary rules: Reasonable steps to seek like-for-like biodiversity credits for the purpose of applying the variation rules</u> has been provided to the Planning Secretary, variation rules may be applied to retire the relevant ecosystem credits and species credits as set out in the BAM Biodiversity Credit Report (Variation)	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 Pre-clearing Survey Report – 40 Derwent Rd, Bringelly, Leneco, dated 07/02/2022 Pre-clearing Survey Report – 215 Badgerys Creek Road, Bringelly, Leneco, dated 07/02/2022 Preclearance survey for St Mary's Temporary Bus Interchange, Biosis, 30/09/21	Limited vegetation clearing has been conducted to date. Sydney Metro advised that there have been no impacts to date on the biodiversity values set out in Table 3 and Table 4 of E4. This is reflected in the pre-clearing Survey Reports prepared.  Sydney Metro advised that there has been no requirement to retire ecosystem credits and species credits to date.	NT
E7	Evidence of the retirement of credits in satisfaction of <b>Condition E4</b> or payment to the Biodiversity Conservation Fund in satisfaction of <b>Condition E5</b> must be provided to the Planning Secretary prior to impacts on the biodiversity values	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 Pre-clearing Survey Report – 40 Derwent Rd, Bringelly, Leneco, dated 07/02/2022 Pre-clearing Survey Report – 215 Badgerys Creek Road, Bringelly, Leneco, dated 07/02/2022 Preclearance survey for St Mary's Temporary Bus Interchange, Biosis, 30/09/21	Limited vegetation clearing has been conducted to date. Sydney Metro advised that there have been no impacts to date on the biodiversity values set out in Table 3 and Table 4 of E4. This is reflected in the pre-clearing Survey Reports prepared.  Sydney Metro advised that there has been no requirement to retire ecosystem credits and species credits to date.	NT
E8	The Proponent must minimise impacts to Key Fish Habitat ( <b>KFH</b> ) as defined in Policy and Guidelines for Fish Habitat Conservation and Management (DPI, 2013 update). Residual impacts to <b>KFH</b> , following the implementation of habitat rehabilitation or other environmental compensation measures, must be offset at a ratio of 2:1 habitat offset requirement in accordance with the Policy and Guidelines for Fish Habitat Conservation and Management (DPI, 2013 update) and in consultation with DPI Fisheries.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Not Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E9	Where offsets are required in accordance with <b>Condition E8</b> , payment of the habitat offset requirement must be made to the DPI Fish Conservation Trust Fund prior to the commencement of Work that impacts <b>KFH</b> .	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Not Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E10	Where offsets are required in accordance with <b>Condition E8</b> , the Proponent must submit to the Planning Secretary a receipt confirming payment to the DPI Fish Conservation Trust Fund within one (1) month of making the payment.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Not Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

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E11	Nest Boxes must be installed one (1) month prior to any removal of existing tree hollows and/or the release of any captured hollow dependent fauna.	Applicable	Applicable	Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Not Applicable	Applicable	Not Applicable	Pre-clearing Survey Report – 40 Derwent Rd, Bringelly, Leneco, dated 07/02/2022 Pre-clearing Survey Report – 215 Badgerys Creek Road, Bringelly, Leneco, dated 07/02/2022 Preclearance survey for St Mary's Temporary Bus Interchange, Biosis, 30/09/21 Interview with auditees 11/02/22	Sydney Metro advised that, to date, there has been no removal of existing tree hollows or release of any captured hollow dependent fauna.	NT
E12	Prior to vegetation clearing, the Proponent must identify where it is practicable for the CSSI to reuse native trees and vegetation that are to be removed. If it is not possible for the CSSI to reuse removed native trees and vegetation, the Proponent must consult with the relevant council(s), NSW National Parks & Wildlife Service, Western Sydney Parklands Trust, Greater Sydney Local Land Services, Landcare groups, DPI Fisheries and any additional relevant government agencies to determine if:  (a) hollows, tree trunks (greater than 25-30 centimetres in diameter and 2-3 metres in length), mulch, bush rock and root balls salvaged from native vegetation impacted by the CSSI; and  (b) collected plant material, seeds and/or propagated plants from native vegetation impacted by the CSSI, could be used by others in habitat enhancement and rehabilitation work, before pursuing other disposal options.	Applicable	Applicable	Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Pre-clearing Survey Report – 40 Derwent Rd, Bringelly, Leneco, dated 07/02/2022 Pre-clearing Survey Report – 215 Badgerys Creek Road, Bringelly, Leneco, dated 07/02/2022 Preclearance survey for St Mary's Temporary Bus Interchange, Biosis, 30/09/21 Interview with auditees 11/02/22	The Pre-clearing Survey Report prepared by Leneco Pty Ltd notes that reuse of trees cleared at the 40 Derwent Rd, Bringelly site was not considered practical for habitat enhancement and rehabilitation work as the trees were considered to have been planted.  No HBTs identified in the other Survey Reports.	C
E13	Revegetation and the provision of replacement trees must be informed by a Tree Survey undertaken during detailed design. The Tree Survey must identify the number, type and location of any trees to be removed, except for trees that are offset under <b>Condition E4</b> . The Tree Survey must be submitted to the Planning Secretary for information with the <b>Place, Urban Design and Corridor Landscape Plan</b> required under <b>Condition E79</b> .  Where trees are to be removed, the Proponent must provide a net increase in the number of replacement trees at a ratio of 2:1, except trees that are offset under <b>Condition E4</b> . Replacement trees must have a minimum pot size consistent with the relevant authority's plans / programs / strategies for vegetation management, street planting, or open space landscaping, or as agreed by the relevant authority(ies).  <b>Note:</b> For the purposes of this condition, the relevant authority is that State or local government authority that owns or manages the land on which the replacement trees will be planted	Applicable	Applicable	Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Pre-clearing Survey Report – 40 Derwent Rd, Bringelly, Leneco, dated 07/02/2022 (incl. addendum 1, 31/03/22) Pre-clearing Survey Report – 215 Badgerys Creek Road, Bringelly, Leneco, dated 07/02/2022 (incl. addendum 1, 31/03/22) Pre-clearance survey for St Mary's Temporary Bus Interchange, Biosis, 30/09/21 Interview with auditees 11/02/22 SMWSA SSI10051_Request for Information_Rev1.0_Consolidated SM Response SM WSA Tree Register Rev 1 (no date)	Pre-clearing surveys have documented vegetation removed for the works subject to this audit.  Tree surveys have been completed on the areas subject to clearing during the audit period.	C

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E14	<p>The Proponent must design the watercourse crossings and the east-west regional corridor (Patons Lane) crossing to achieve the following objectives:</p> <p>(a) design of viaducts to retain and minimise clearing/disturbance of native vegetation and maximise native plant growth under the structures,</p> <p>(i) maintain and/or improve riparian/terrestrial connectivity under the viaduct and bridge structures to maximise the corridor function;</p> <p>(ii) maximise the viaduct and bridge structures span over the riparian corridor and/or remnant native vegetation whichever is the widest;</p> <p>(iii) minimise the clearing/disturbance of native vegetation and native riparian vegetation; and</p> <p>(iv) maximise light and moisture penetration under the viaduct and bridge structures to support native plant growth;</p> <p>(b) design of culverts and other crossings incorporate the following into the design to provide for movement of aquatic and terrestrial fauna,</p> <p>(i) elevated "dry" cells to encourage terrestrial movement, and recessed "wet" cells to facilitate the movement of aquatic fauna;</p> <p>(ii) maximise light penetration into the culvert structures;</p> <p>(iii) a naturalised base along the bed of the culvert; and 'fauna furniture' (such as rocks, logs, ropes and ledges) to facilitate fauna movement to maintain connectivity and provide fauna passage;</p> <p>(c) design of scour protection using natural solutions such as the revegetation of banks with local native species; and</p> <p>(d) details of remnant native vegetation including riparian vegetation.</p> <p>The Proponent must consult with DPIE EES, DPI Fisheries and engage suitably qualified experts in fauna crossing design to achieve the outcomes of this condition.</p> <p><b>Note:</b> These design objectives must form part of the <b>Place, Urban Design and Corridor Landscape Plan</b> required under <b>Condition E79</b>.</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Not Applicable	<p>SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021</p> <p>Site inspection 10/02/22</p>	<p>The Staging Report identifies this condition as not applicable for the works subject to this audit. No crossing observed during the inspection.</p>	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status																											
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E15	<p>The CSSI must be designed and constructed with the objective of not exceeding the flood impacts presented in the documents listed in <b>Condition A1</b> or the flood impact criteria in <b>Table 5</b>, whichever is greater, within and in the vicinity of the CSSI for all flood events up to and including the one (1) per cent Annual Exceedance Probability (AEP) flood event.</p> <table border="1"> <thead> <tr> <th>Parameter</th> <th>Location</th> <th>Criteria</th> </tr> </thead> <tbody> <tr> <td rowspan="4">Afflux</td> <td rowspan="3">Land zoned as residential, industrial or commercial, and critical infrastructure</td> <td>Maximum 10mm to buildings that are flood prone in existing conditions</td> </tr> <tr> <td>No new above floor flooding</td> </tr> <tr> <td>Maximum 50 mm where flooding is below floor level</td> </tr> <tr> <td>Roads</td> <td>Maximum 50mm</td> </tr> <tr> <td rowspan="2">Land zoned as rural, primary production, environment or public recreation</td> <td>Maximum 100mm</td> </tr> <tr> <td>Velocity</td> <td>All areas</td> <td>Velocities are to remain below 1m per second. Where existing velocities exceed 1m per second, increase by less than 10 percent</td> </tr> <tr> <td rowspan="2">Flood Hazard</td> <td>Residential and commercial land</td> <td>No increase in the flood hazard or risk to life</td> </tr> <tr> <td>Roads</td> <td>No increase in the flood hazard or risk to life</td> </tr> <tr> <td rowspan="3">Flood Duration</td> <td>Residential and commercial buildings</td> <td>No increase to duration of above floor flooding</td> </tr> <tr> <td>Roads</td> <td>No more than one hour increase</td> </tr> <tr> <td>Crown land, open space, farming, grazing and cropping land</td> <td>No more than one hour increase</td> </tr> </tbody> </table> <p>Measures identified in the documents listed in <b>Condition A1</b> to limit flooding impacts or measures that achieve the same outcome must be incorporated into the detailed design of the CSSI.</p>	Parameter	Location	Criteria	Afflux	Land zoned as residential, industrial or commercial, and critical infrastructure	Maximum 10mm to buildings that are flood prone in existing conditions	No new above floor flooding	Maximum 50 mm where flooding is below floor level	Roads	Maximum 50mm	Land zoned as rural, primary production, environment or public recreation	Maximum 100mm	Velocity	All areas	Velocities are to remain below 1m per second. Where existing velocities exceed 1m per second, increase by less than 10 percent	Flood Hazard	Residential and commercial land	No increase in the flood hazard or risk to life	Roads	No increase in the flood hazard or risk to life	Flood Duration	Residential and commercial buildings	No increase to duration of above floor flooding	Roads	No more than one hour increase	Crown land, open space, farming, grazing and cropping land	No more than one hour increase	Not Applicable	Not Applicable	Not Applicable	Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>Site inspection 10/02/22</p> <p>SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021</p>	This condition is only triggered for AEW Roads. The only works undertaken so far on AEW Roads is the installation of sediment fences. Design is in its infancy.	NT
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E16	<p>Updated modelling that incorporates these measures and is calibrated and validated with consideration of the results of the Wianamatta-South Creek Catchment Flood Assessment prepared by Infrastructure NSW as part of Stage 2 of the South Creek Sector Review must be prepared by a suitably qualified flood consultant. The modelling must identify changes in postdevelopment flood behaviour including cumulative flood impacts associated with Western Sydney International Airport and the M12, where this information is available, prior to detailed design being finalised</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	<p>SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021</p>	The Staging Report identifies this condition as not applicable for the works subject to this audit.	NT																											



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E17	<p>Where flooding characteristics exceed the levels identified in <b>Condition E15</b> above the Proponent must undertake the following:</p> <p>(a) consult with affected landowners for properties adversely flood affected as a result of the CSSI regarding appropriate mitigations; and</p> <p>(b) consult with the NSW State Emergency Service (SES) and Relevant Council(s) regarding the management of any continuous and residual flood risk from rarer flood events larger than the 1 per cent AEP and up to the probable maximum flood.</p> <p>In the event that the Proponent and the affected landowner cannot agree on the measures to mitigate the impact as described in <b>Condition E15</b>, the Proponent must engage a suitably qualified and experienced independent person to advise and assist in determining the impact and relevant mitigation measures</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not applicable for the works subject to this audit.	NT
E18	<p>Flood information including flood reports, models and geographic information system outputs must be provided to the DPIE PDPS, Relevant Council(s), DPIE EES and the SES in order to assist in preparing relevant documents and to reflect changes in flood behaviour as a result of the CSSI. The DPIE PDPS, Relevant Council(s), DPIE EES and the SES must be notified in writing that the information is available no later than one (1) month following the completion of construction.</p> <p>Information requested by the DPIE PDPS, Relevant Council(s), DPIE EES or the SES must be provided no later than six (6) months following the completion of construction or within another timeframe agreed with the DPIE PDPS, Relevant Council(s), DPIE EES and the SES. The project flood models and data must be uploaded to the NSW Flood Data Portal and access must be provided to the DPIE PDPS, Relevant Council(s), DPIE EES and SES no later than one (1) month following the completion of construction.</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not applicable for the works subject to this audit.	NT

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<b>Heritage</b>														
E19	The Proponent must not destroy, modify or otherwise physically affect any Heritage item not identified in documents referred to in <b>Condition A1</b> . Unexpected heritage finds identified by the CSSI must be managed in accordance with the <b>Unexpected Heritage Finds and Human Remains Procedure</b> outlined in <b>Conditions E34 to E36</b> . Consideration of avoidance and redesign to protect unexpected finds of state heritage significance must be addressed where this condition applies.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Unexpected Heritage Finds Procedure, Sydney Metro, May 2021</p> <p>Exhumation Management Procedure, Sydney Metro, May 2021 (Human Remains Procedure)</p> <p>Letter DPE to Sydney Metro, 30/09/21 (approval of Unexpected Heritage Finds and Human Remains Procedure)</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21</p> <p>Signed and approved LIW form 10 mod 7 (LIW application for TBI, including Ward Unexpected Finds Procedure)</p> <p>GHD Geotechnical Investigations and Heritage Works Low Impact Works CEMP, GHD, 30/09/21</p> <p>LIW #009 40 Derwent Rd Bringelly Rev4 EL_ER_HC Signed (Bringelly Road demolition LIW approval)</p> <p>Interview with auditees 11/02/22</p> <p>Unexpected Heritage Item Recording Form, 19/10/21 (encountering of non-significant historic work during Transport for Tomorrow access track works on 13/10/21)</p> <p>Email RPS to Sydney Metro, 12/10/21 (unexpected historic heritage find in aerotropolis)</p> <p>Unexpected Heritage Item Recording Form, RPS Aerotropolis, 26/11/21 (unexpected historic heritage find in aerotropolis).</p>	<p>The Unexpected Finds Procedures have been developed in accordance with E34 and E36. The procedures were approved by the Department in September 2021.</p> <p>The procedures are incorporated into the Power Enabling Works CEMP and St Marys TBI CEMP.</p> <p>The Procedures are referenced in the GHD Geotechnical Investigations and Heritage Works Low Impact Works CEMP and the Derwent Road Demolition LIW Form.</p> <p>The TBI LIW application no. 10 identifies both the Ward Civil Unexpected Finds Procedure and the Sydney Metro Unexpected Finds Procedure. The Ward Procedure differs slightly from the Sydney Metro Procedure in so far as roles and responsibilities are unclear in the Ward Procedure. That being said all works are now being governed under the TBI CEMP which includes the Sydney Metro procedure.</p> <p>1 x unexpected historic heritage work was encountered on 13/10/21. The Sydney Metro Procedure was implemented. The work was determined as not having any significance. The work was cleared by Transport for Tomorrow (under Sydney Trains approval).</p> <p>1 x unexpected historic heritage find was encountered on 12/10/21. The Sydney Metro Procedure was implemented. The find was determined as not having any significance.</p>	C
E20	The dismantling and reassembly of the jib crane at St Marys Station, if required, must only be undertaken under the supervision of a consultant experienced in the conservation of heritage machinery.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Not Applicable	Applicable	Not Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>Site inspection 10/02/22</p>	Works have not required the removal of the Jib Crane as yet.	NT
E21	The St Marys Goods Shed must not be destroyed, modified or otherwise adversely affected, except as identified in the documents listed in <b>Condition A1</b> .	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Not Applicable	Applicable	Not Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>Site inspection 10/02/22</p>	<p>Works have not required the removal of the St Marys Good Shed.</p> <p>No vibration intensive works have been conducted with the potential to adversely affect the item.</p>	C

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E22	The <b>Archaeological Research Design</b> included in the documents listed in <b>Condition A1</b> must be implemented during construction.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Archaeological Research Design, Artefact, April 2021 Interview with auditees 11/02/22 Site inspection 10/02/22 SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies the timing of this requirement. The relevant works have yet to commence	NT
E23	Before commencement of archaeological excavation, the Proponent must, in consultation with Heritage NSW, nominate a suitably qualified <b>Excavation Director</b> , who complies with Heritage Council of NSW's Criteria for Assessment of Excavation Director (September 2019), to oversee and advise on matters associated with historical archaeology for the approval of the Planning Secretary. The Excavation Director must be present to oversee excavation, advise on archaeological issues, advise on the duration and extent of oversight required during archaeological excavations consistent with the <b>Archaeological Research Design and Excavation Methodology(s)</b> identified in the documents listed in <b>Condition A1</b> . More than one Excavation Director may be engaged for CSSI to exercise the functions required under the conditions of this approval.	Not Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Archaeological Research Design, Artefact, April 2021 Interview with auditees 11/02/22 Site inspection 10/02/22	Only one small area is identified as having significance. All other areas are identified as being able to be managed under unexpected finds. No historical archaeology excavations have occurred as yet. Therefore Excavation Director has not yet needed to be engaged.  No significant items have been encountered to date.	NT
E24	Archival photographic digital recording must be undertaken for all listed heritage items which will be affected by the CSSI. The recordings must be undertaken prior to the commencement of Work which may impact the items and documented in an <b>Archival Recording Report</b> . The recordings must include buildings, structures and landscape features and detailed maps showing the location of features. The archival recording must be prepared in accordance with How to Prepare Archival Records of Heritage Items (NSW Heritage Office, 1998) and Photographic Recording of Heritage Items Using Film or Digital Capture (NSW Heritage Office, 2006).	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	St Mary's Railway Station, Archival Recording, Biosis, 11/01/22 (Archival Recording Report) Bringelly RAAF Base Compound, 15/11/21 (Archival Recording Report)	The Archival Recording Report was prepared for the entire St Marys Railway Station area (i.e.: covering all areas relevant for the entire Project at this location). A Report was also prepared for the Bringelly RAAF base.  No other locations are affected at this stage.	C
E25	The <b>Archival Recording Report</b> must be submitted to the Planning Secretary, relevant councils and Heritage NSW for information within 12 months of completing all work described in the documents listed in <b>Condition A1</b> in relation to heritage items. Copies of the Archival Recording Report must also be provided to relevant local historical societies.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 Site inspection 10/02/22	The Project works have only recently commenced. The Reports have not yet been submitted.	NT
E26	Following completion of all work described in the documents listed in Condition A1 in relation to heritage items, a non-Aboriginal Archaeological Excavation Report including the details of further historical research either undertaken or to be carried out and archaeological excavations (with artefact analysis and identification of a final repository for finds) and addressing the research design, must be prepared in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 Site inspection 10/02/22	The Project works have only recently commenced.	NT
E27	The <b>non-Aboriginal Archaeological Excavation Report</b> must be submitted to the Planning Secretary, relevant councils and Heritage NSW for information within 12 months of completing all Work described in the documents listed in <b>Condition A1</b> in relation to heritage items. Copies of the Report must also be provided to relevant local historical societies and local libraries.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Interview with auditees 11/02/22 Site inspection 10/02/22	The Project works have only recently commenced. The Reports have not yet been submitted.	NT

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E28	All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects or places of cultural significance except as authorised by this approval.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Aboriginal Cultural Heritage Management Plan, Sydney Metro, 19/08/21 (ACHMP)</p> <p>Unexpected Heritage Finds Procedure, Sydney Metro, May 2021</p> <p>Exhumation Management Procedure, Sydney Metro, May 2021 (Human Remains Procedure)</p> <p>Letter DPE to Sydney Metro, 30/09/21 (approval of Unexpected Heritage Finds and Human Remains Procedure)</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21</p> <p>Signed and approved LIW form 10 mod 7 (LIW application for TBI, including Ward Unexpected Finds Procedure)</p> <p>GHD Geotechnical Investigations and Heritage Works Low Impact Works CEMP, GHD, 30/09/21</p> <p>LIW #009 40 Derwent Rd Bringelly Rev4 EL_ER_HC Signed (Bringelly Road demolition LIW approval)</p> <p>Interview with auditees 11/02/22</p> <p>Unexpected Heritage Item Recording Form, 19/10/21 (encountering of non-significant historic work during Transport for Tomorrow access track works on 13/10/21)</p>	<p>The ACHMP is the primary Aboriginal Cultural management document on the Project.</p> <p>The Unexpected Finds Procedures have been developed in accordance with E34 and E36. The procedures were approved by the Department in September 2021.</p> <p>The procedures are incorporated into the Power Enabling Works CEMP and St Marys Temporary Bus Interchange CEMP.</p> <p>The Procedures are referenced in the GHD Geotechnical Investigations and Heritage Works Low Impact Works CEMP and the Derwent Road Demolition LIW Form.</p> <p>The TBI LIW application no. 10 identifies both the Ward Civil Unexpected Finds Procedure and the Sydney Metro Unexpected Finds Procedure. The Ward Procedure differs slightly from the Sydney Metro Procedure in so far as roles and responsibilities are unclear in the Ward Procedure. That being said all works are now being governed under the TBI CEMP which includes the procedure.</p> <p>1 x unexpected historic heritage work was encountered on 13/10/21. The Sydney Metro Procedure was implemented. The work was determined as not having any significance. The work was cleared by Transport for Tomorrow (under Sydney Trains approval).</p>	C
E29	The Registered Aboriginal Parties (RAPs) must be kept regularly informed about the CSSI. The RAPs must continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of the CSSI throughout construction.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Aboriginal Cultural Heritage Management Plan, Sydney Metro, 19/08/21 (ACHMP)</p> <p>Letter DPE to Sydney Metro, 24/09/21</p>	<p>The ACHMP is the primary Aboriginal Cultural management document on the Project. The document was prepared in consultation with the RAPs. Refer to Section 3.1.2 of the document.</p>	C

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E30	<p>The Aboriginal Cultural Heritage Management Plan included in the documents listed in Condition A1 must be updated to include:</p> <p>(a) a methodology for the completion of pedestrian surveys for all areas within the project footprint yet to be surveyed;</p> <p>(b) procedures for undertaking further test excavation and, if necessary, salvage excavations prior to the commencement of works in areas subject to further test excavation;</p> <p>(c) mapping that clearly outlines all areas yet to be subject to survey, test excavations, and salvage excavations;</p> <p>(d) a procedure to update mapping following the completion of survey, test excavations, and salvage excavations that detail the archaeological works conducted across the project footprint;</p> <p>(e) a procedure for updating the predictive model following the identification of new Aboriginal heritage items; and</p> <p>(f) a procedure to report and update the effectiveness of the Aboriginal Cultural Heritage Management Plan following the completion of survey, test excavation activities or significant artefact finds.</p> <p>The updated Plan must be submitted to the Planning Secretary for information prior to works in areas identified for further test excavations.</p> <p><b>Note:</b> Salvage excavations in the areas identified for salvage in documents in Condition A1, may occur prior to additional test excavations occurring.</p>	Not Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Aboriginal Cultural Heritage Management Plan, Sydney Metro, 19/08/21 (ACHMP)</p> <p>Letter DPE to Sydney Metro, 24/09/21</p> <p>Letter GHD to Sydney Metro, 01/10/21 (response to RFT for test excavations)</p> <p>Heritage Salvage Meeting Minutes, Sydney Metro, 31/01/22</p>	<p>The ACHMP is the primary Aboriginal Cultural management document on the Project.</p> <p>The ACHMP was submitted to the Department for information. The Department confirms that the document contains the information required by E30.</p> <p>Evidence indicates that test excavations commenced on 27/01/22 (i.e.: after submission of the ACHMP to the Department)</p>	C
E31	<p>The updated <b>Aboriginal Cultural Heritage Management Plan</b> must be implemented for the duration of salvage activities and construction.</p>	Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	<p>Heritage Salvage Meeting Minutes, Sydney Metro, 31/01/22</p> <p>Low Impact Works Approval, Heritage Salvage and Collection, 01/10/21</p> <p>Photo series, Sydney Metro, 07/02/22</p>	<p>A Low Impact Works Approval was granted to facilitate the undertaking of the heritage salvage works in accordance with the ACHMP. Sydney Metro have inspected the works (photos provided). The Meeting Minutes track the progress of implementation of the ACHMP. Salvage works are ongoing.</p>	C
E32	<p>At the completion of Aboriginal cultural heritage test and salvage excavations, an <b>Aboriginal Cultural Heritage Excavation Report(s)</b> must be prepared by a suitably qualified person. The <b>Aboriginal Cultural Heritage Excavation Report(s)</b> must:</p> <p>(a) be prepared in accordance with the Guide to Investigation, assessing and reporting on Aboriginal cultural heritage in NSW, OEH 2011 and the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales, DECCW 2010; and</p> <p>(b) document the results of the archaeological test excavations and any subsequent salvage excavations (with artefact analysis and identification of a final repository for finds).</p> <p>The <b>RAPs</b> must be given a minimum of 28 days to consider the report(s) and provide comments before the report(s) is finalised. The final report(s) must be provided to the Planning Secretary, Heritage NSW, the relevant Councils, Gandagara LALC and Deerubbin LALC, the RAPs and local libraries within 24 months of the completion of the Aboriginal archaeological excavations (both test and salvage).</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>Site inspection 10/02/22</p>	<p>The Project works have only recently commenced. The Reports have not yet been submitted.</p>	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E33	Where previously unidentified Aboriginal objects or places of cultural significance are discovered, all work must immediately stop in the vicinity of the affected area. Works potentially affecting the previously unidentified objects or places must not recommence until Heritage NSW has been informed. The measures to consider and manage this process must be specified in the <b>Unexpected Heritage Finds and Human Remains Procedure</b> required by Condition E34 and include registration in the Aboriginal Heritage Information Management System (AHIMS), where required.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Unexpected Heritage Finds Procedure, Sydney Metro, May 2021</p> <p>Exhumation Management Procedure, Sydney Metro, May 2021 (Human Remains Procedure)</p> <p>Letter DPE to Sydney Metro, 30/09/21 (approval of Unexpected Heritage Finds and Human Remains Procedure)</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21</p> <p>Signed and approved LIW form 10 mod 7 (LIW application for TBI, including Ward Unexpected Finds Procedure)</p> <p>GHD Geotechnical Investigations and Heritage Works Low Impact Works CEMP, GHD, 30/09/21</p> <p>LIW #009 40 Derwent Rd Bringelly Rev4 EL_ER_HC Signed (Bringelly Road demolition LIW approval)</p> <p>Interview with auditees 11/02/22</p> <p>Unexpected Heritage Item Recording Form, 19/10/21 (encountering of non-significant historic work during Transport for Tomorrow access track works on 13/10/21)</p> <p>Email RPS to Sydney Metro, 12/10/21 (unexpected historic heritage find in aerotropolis)</p> <p>Unexpected Heritage Item Recording Form, RPS Aerotropolis, 26/11/21 (unexpected historic heritage find in aerotropolis).</p>	<p>The Unexpected Finds Procedures have been developed in accordance with E34 and E36. The procedures were approved by the Department in September 2021.</p> <p>The procedures are incorporated into the Power Enabling Works CEMP and St Marys Temporary Bus Interchange CEMP.</p> <p>The Procedures are referenced in the GHD Geotechnical Investigations and Heritage Works Low Impact Works CEMP and the Derwent Road Demolition LIW Form.</p> <p>The TBI LIW application no. 10 identifies both the Ward Civil Unexpected Finds Procedure and the Sydney Metro Unexpected Finds Procedure. The Ward Procedure differs slightly from the Sydney Metro Procedure in so far as roles and responsibilities are unclear in the Ward Procedure. That being said all works are now being governed under the TBI CEMP which includes the Sydney Metro procedure.</p> <p>1 x unexpected historic heritage work was encountered on 13/10/21. The Sydney Metro Procedure was implemented. The work was determined as not having any significance. The work was cleared by Transport for Tomorrow (under Sydney Trains approval).</p> <p>1 x unexpected historic heritage find was encountered on 12/10/21. The Sydney Metro Procedure was implemented. The find was determined as not having any significance.</p> <p>No Aboriginal finds have occurred to date.</p>	NT
E34	An <b>Unexpected Heritage Finds and Human Remains Procedure</b> must be prepared to manage unexpected heritage finds (heritage items and values) in accordance with any guidelines and standards prepared by the Heritage Council of NSW or Heritage NSW.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Unexpected Heritage Finds Procedure, Sydney Metro, May 2021</p> <p>Exhumation Management Procedure, Sydney Metro, May 2021 (Human Remains Procedure)</p> <p>Letter DPE to Sydney Metro, 30/09/21</p>	<p>The Unexpected Finds Procedures have been developed in accordance with E34 and E36. The procedures were approved by the Department in September 2021.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E35	The <b>Unexpected Heritage Finds and Human Remains Procedure</b> must be prepared by a suitably qualified and experienced heritage specialist in consultation with the Heritage Council of NSW (with respect to non-Aboriginal cultural heritage) and in relation to Aboriginal cultural heritage, in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010) and submitted to the Planning Secretary for information no later than one (1) month before the commencement of construction.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Unexpected Heritage Finds Procedure, Sydney Metro, May 2021</p> <p>Exhumation Management Procedure, Sydney Metro, May 2021 (Human Remains Procedure)</p> <p>Letter DPE to Sydney Metro, 30/09/21</p>	The Unexpected Finds Procedures have been developed in accordance with E34 and E36. The procedures were approved by the Department in September 2021.	C
E36	<p>The <b>Unexpected Heritage Finds and Human Remains Procedure</b>, as submitted to the Planning Secretary, must be implemented for the duration of construction.</p> <p>Where archaeological investigations have been undertaken as a result of Unexpected Finds notifications then a Final Archaeological Report must be provided in accordance with Heritage Council guidance and standard requirements for final reporting under Excavation Permits.</p> <p><b>Note:</b> Human remains that are found unexpectedly during the carrying out of work may be under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately. Management of human remains in NSW is subject to requirements set out in the Public Health Act 2010 (NSW) and Public Health Regulation 2012 (NSW). Nothing in these conditions prevents separate procedures for the Unexpected Heritage Finds and Human Remains Procedure.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Unexpected Heritage Finds Procedure, Sydney Metro, May 2021</p> <p>Exhumation Management Procedure, Sydney Metro, May 2021 (Human Remains Procedure)</p> <p>Letter DPE to Sydney Metro, 30/09/21 (approval of Unexpected Heritage Finds and Human Remains Procedure)</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21</p> <p>Signed and approved LIW form 10 mod 7 (LIW application for TBI, including Ward Unexpected Finds Procedure)</p> <p>GHD Geotechnical Investigations and Heritage Works Low Impact Works CEMP, GHD, 30/09/21</p> <p>LIW #009 40 Derwent Rd Bringelly Rev4 EL_ER_HC Signed (Bringelly Road demolition LIW approval)</p> <p>Interview with auditees 11/02/22</p> <p>Unexpected Heritage Item Recording Form, 19/10/21 (encountering of non-significant historic work during Transport for Tomorrow access track works on 13/10/21)</p> <p>Email RPS to Sydney Metro, 12/10/21 (unexpected historic heritage find in aerotropolis)</p> <p>Unexpected Heritage Item Recording Form, RPS Aerotropolis, 26/11/21 (unexpected historic heritage find in aerotropolis).</p>	<p>The Unexpected Finds Procedures have been developed in accordance with E34 and E36. The procedures were approved by the Department in September 2021.</p> <p>The procedures are incorporated into the Power Enabling Works CEMP and St Marys Temporary Bus Interchange CEMP.</p> <p>The Procedures are referenced in the GHD Geotechnical Investigations and Heritage Works Low Impact Works CEMP and the Derwent Road Demolition LIW Form.</p> <p>The TBI LIW application no. 10 identifies both the Ward Civil Unexpected Finds Procedure and the Sydney Metro Unexpected Finds Procedure. The Ward Procedure differs slightly from the Sydney Metro Procedure in so far as roles and responsibilities are unclear in the Ward Procedure. That being said all works are now being governed under the TBI CEMP which includes the Sydney Metro procedure.</p> <p>1 x unexpected historic heritage work was encountered on 13/10/21. The Sydney Metro Procedure was implemented. The work was determined as not having any significance. The work was cleared by Transport for Tomorrow (under Sydney Trains approval).</p> <p>1 x unexpected historic heritage find was encountered on 12/10/21. The Sydney Metro Procedure was implemented. The find was determined as not having any significance.</p> <p>No Aboriginal finds have occurred to date.</p>	C	

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<b>Noise and Vibration</b>														
E37	A detailed land use survey must be undertaken to confirm sensitive land use(s) (including critical working areas such as operating theatres and precision laboratories) potentially exposed to construction noise and vibration and construction ground-borne noise. The survey may be undertaken on a progressive basis but must be undertaken in any one area before the commencement of work which generates construction noise, vibration or ground-borne noise in that area. The results of the survey must be included in the <b>Detailed Noise and Vibration Impact Statements</b> required under <b>Condition E47</b> .	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)</p> <p>Letter HBI to Sydney Metro, 24/11/21 (ER endorsement of the TBI Noise and Vibration Monitoring Program within the Detailed Construction Noise and Vibration Statement)</p> <p>AEW Power Construction Noise and Vibration Management Plan, Quickway, 31/01/22</p> <p>Letter HBI to Sydney Metro (ER endorsement of preliminary AEW Power CNVMP)</p>	<p>The land use survey for TBI was completed and included in the DNVIS.</p> <p>The land use survey for AEW Power was included in the AEW Power CNVMP. The DNVIS has yet to be prepared for these works as no triggering works have commenced.</p>	C
E38	Work must only be undertaken during the following hours: (a) 7:00am to 6:00pm Mondays to Fridays, inclusive; (b) 8:00am to 1:00pm Saturdays; and (c) at no time on Sundays or public holidays.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p> <p>St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)</p> <p>OOHW application, TBI Early Works, 31/01/22 (TBI services, access, drainage, pavement barriers, re-sheeting, use of laydown).</p> <p>SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22</p> <p>Letter Sydney Metro to DPE, 13/12/21 (notification of non-compliance with E38)</p> <p>DPE post approval portal lodgement 15/12/21 (notification of non-compliance with E38)</p>	<p>Work hours are incorporated into Project documents.</p> <p>1 x OOHW application has been approved to date which is a rolling approval for works across the TBI site.</p> <p>1 x OOHW noise complaint has been received but this related to Penrith City Council works.</p> <p><b>Non-compliance: On 01/12/21 works at the St Marys TBI extended beyond 6pm without an Out of Hours Work (OOHW) application having been approved. Sydney Metro was made aware on 08/12/21 and reported the non-compliance on 13/12/21 in accordance with A44.</b></p>	NC



Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E39	<p>Except as permitted by an EPL or approved in accordance with the Out-of-Hours Works Protocol required by Condition E42, highly noise intensive work that result in an exceedance of the applicable NML at the same receiver must only be undertaken:</p> <p>(a) between the hours of 8:00 am to 6:00 pm Monday to Friday;</p> <p>(b) between the hours of 8:00 am to 1:00 pm Saturday; and</p> <p>(c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one (1) hour.</p> <p>For the purposes of this condition, 'continuously' includes any period during which there is less than one (1) hour between ceasing and recommencing any of the work.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p> <p>St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)</p> <p>OOHW application, TBI Early Works, 31/01/22 (TBI services, access, drainage, pavement barriers, re-sheeting, use of laydown).</p> <p>SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22</p> <p>Letter HBI to DPE, 05/11/21 (ER Monthly Report for October 2021)</p> <p>Letter HBI to DPE, 07/12/21 (ER Monthly Report for November 2021)</p> <p>Letter HBI to DPE, 14/01/22 (ER Monthly Report for December 2021)</p> <p>Letter HBI to DPE, 07/02/22 (ER Monthly Report for January 2022)</p>	<p>Work hours including high noise work hours are incorporated into Project documents.</p> <p>The high noise works to date involve saw cut and small breaking out of pavement. These involve short periods work.</p> <p>No issues observed by the ER or the auditees.</p>	C
E40	This approval does not permit blasting.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>Site inspection 10/02/22</p>	No blasting is required.	C

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E41	<p>Notwithstanding Conditions E38 and E39 work may be undertaken outside the hours specified in the following circumstances:</p> <p>(a) Safety and Emergencies, including:</p> <ul style="list-style-type: none"> <li>(i) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or</li> <li>(ii) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm; or</li> </ul> <p>(b) Low impact, including:</p> <ul style="list-style-type: none"> <li>(i) construction that causes LAeq(15 minute) noise levels: • no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and • no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land user(s); and</li> <li>(ii) construction that causes: • continuous or impulsive vibration values, measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), or • intermittent vibration values measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006); or</li> </ul> <p>(c) By Approval, including:</p> <ul style="list-style-type: none"> <li>(i) where different construction hours are permitted or required under an EPL in force in respect of the CSSI; or</li> <li>(ii) works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E42; or</li> <li>(iii) negotiated agreements with directly affected residents and sensitive land user(s); or</li> </ul> <p>(d) By Prescribed Activity, including:</p> <ul style="list-style-type: none"> <li>(i) tunnelling and ancillary support activities (excluding cut and cover tunnelling and surface works not directly supporting tunneling) are permitted 24 hours a day, seven days a week; or</li> <li>(ii) grout batching at the Orchard Hills construction site is permitted 24 hours per day, seven days per week; or</li> <li>(iii) delivery of material that is required to be delivered outside of standard construction hours in Condition E38 to directly support tunnelling activities, except between the hours 10:00 pm and 7:00 am to / from the Orchard Hills ancillary facility; or</li> <li>(iv) haulage of spoil generated through tunnelling is permitted 24 hours per day, seven days per week except between the hours of 10:00 pm and 7:00 am to / from the Orchard Hills construction site; or</li> <li>(v) works within an acoustic enclosure are permitted 24 hours a day, seven days a week where there is no exceedance of noise levels or intermittent vibration levels under Low impact circumstances identified in Condition E41(b), unless otherwise agreed with the Planning Secretary; or</li> <li>(vi) tunnel and underground station box fit out works are permitted 24 hours per day, seven days per week.</li> </ul> <p>On becoming aware of the need for emergency work in accordance with (a)(ii) above, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. The Proponent must use best endeavours to notify as soon as practicable all noise and/or vibration affected sensitive land user(s) of the likely impact and duration of those work.</p> <p><b>Notes:</b> 1. Tunnelling does not include station box excavation. 2. Tunnelling ancillary support activities includes logistics support and material handling and delivery</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>OOHW application, TBI Early Works, 31/01/22 (TBI services, access, drainage, pavement barriers, re-sheeting, use of laydown).</p> <p>Interview with auditees 11/02/22</p>	<p>The OOHW approved to date have been approved and undertaken under E41(c)(ii). No other OOHW have occurred.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E42	<p>An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work (not subject to an EPL) that is outside the hours defined in Conditions E38 and E39. The Protocol must be approved by the Planning Secretary before commencement of the out-of-hours work. The Protocol must be prepared in consultation with the ER. The Protocol must provide:</p> <p>(a) justification for why out-of-hours work need to occur;</p> <p>(b) identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where:</p> <ul style="list-style-type: none"> <li>(i) the ER reviews all proposed out-of-hours activities and confirms their risk levels;</li> <li>(ii) low risk activities that can be approved by the ER; and</li> <li>(iii) high risk activities that are approved by the Planning Secretary;</li> </ul> <p>(c) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria;</p> <p>(d) a process for selecting and implementing mitigation measures for residual impacts in consultation with the community at each affected location, including respite periods consistent with the requirements of Condition E56. The measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land user(s) would be exposed to, including the number of noise awakening events;</p> <p>(e) procedures to facilitate the coordination of out-of-hours work including those approved by an EPL or undertaken by a third party, to ensure appropriate respite is provided; and</p> <p>(f) notification arrangements for affected receivers for all approved out-of-hours works and notification to the Planning Secretary of approved low risk out-of-hours works.</p> <p>This condition does not apply if the requirements of <b>Condition E41</b> are met.</p> <p><b>Note:</b> Out-of-hours work is any work that occurs outside the construction hours identified in Condition E38 and E39.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Sydney Metro Western Sydney Airport Out of Hours Works Protocol, Sydney Metro, 08/11/21</p> <p>Letter DPE to Sydney Metro, 11/11/21 (approval of OOHW Protocol)</p> <p>OOHW application, TBI Early Works, 31/01/22 (TBI services, access, drainage, pavement barriers, re-sheeting, use of laydown)</p>	<p>The OOHW Protocol has been prepared and it addresses requirements (a) through (f) of this condition.</p> <p>The Protocol was endorsed by the ER and approved by the Department prior to OOHW commencing in December 2021.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E43	<p>Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration criteria:</p> <p>(a) construction 'Noise affected' noise management levels established using the Interim Construction Noise Guideline (DECC, 2009);</p> <p>(b) preferred vibration criteria established using the Assessing vibration: a technical guideline (DEC, 2006) (for human exposure);</p> <p>(c) Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives" (for human exposure);</p> <p>(d) BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and</p> <p>(e) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage).</p> <p>Any work identified as exceeding the noise management levels and / or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan.</p> <p><b>Note:</b> The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction Noise Management Level.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p> <p>St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)</p> <p>OOHW application, TBI Early Works, 31/01/22 (TBI services, access, drainage, pavement barriers, re-sheeting, use of laydown).</p> <p>Site inspection 10/02/22</p> <p>SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22</p> <p>Interview with auditees, 21/02/22</p> <p>Email Ward to TfNSW 07/02/22 (results of vibration trials)</p> <p>Construction Monitoring Report: January 2022, Noise and Vibration Monitoring, Ward Civil, 09/02/22</p>	<p>Noisy works during OOHW have been scheduled as early in the shift as possible.</p> <p>Plant has been sized down to use the smallest plant suitable for the job.</p> <p>Non-tonal reverse beacons are used on mobile plant.</p> <p>TfNSW noted that Ward Civil adopted smaller plant than what was originally planned to minimize the impact of the works. Static rolling is used when trials indicate vibration may exceed screening criteria.</p> <p>Sighted results from trial monitoring conducted 02/12/2021 including photograph of monitor set up adjacent to retaining wall next to shops. Vibration monitoring trials provided by TfNSW indicates that results were well below the criteria (based on distance to receiver) and therefore, no further monitoring was conducted. The Goods Shed (nearest heritage site to TBI works is approximately 30m from the TBI. This is well outside the safe working distance for the selected plant (according to vibration trial results).</p> <p>Sighted the noise monitoring report for January 2022. The report presents the noise monitoring completed during OOHW in January 2022. The report concludes that all noise levels were within the levels predicted in the DNVIS. No noise complaints received in relation to the works.</p>	C
E44	<p>All reasonable and feasible mitigation measures must be applied when the following residential ground-borne noise levels are exceeded:</p> <p>(a) evening (6:00 pm to 10:00 pm) — internal LAeq(15 minute): 40 dB(A); and</p> <p>(b) night (10:00 pm to 7:00 am) — internal LAeq(15 minute): 35 dB(A).</p> <p>The mitigation measures must be outlined in the Noise and Vibration CEMP Sub-plan, including in any Out-of-Hours Work Protocol, required by Condition E42.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)</p>	<p>Ground borne noise is assessed in the DNVIS and is determined to not be excessive for the TBI works being undertaken to date.</p> <p>All other works observed would not generate excessive ground borne noise.</p>	C
E45	<p>Noise generating work in the vicinity of potentially-affected community, religious, educational institutions and noise and vibration-sensitive businesses and critical working areas (such as theatres, laboratories and operating theatres) resulting in noise levels above the NMLs must not be timetabled within sensitive periods, unless other reasonable arrangements with the affected institutions are made at no cost to the affected institution.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)</p>	<p>The DNVIS included a land use survey and noise and vibration assessment. No community, religious, educational institutions and noise and vibration-sensitive businesses and critical working areas (such as theatres, laboratories and operating theatres) resulting in noise levels above the NMLs were identified.</p>	C

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E46	<p>Industry best practice construction methods must be implemented where reasonably practicable to ensure that noise and vibration levels are minimised around sensitive land use(s). Practices may include, but are not limited to:</p> <p>(a) use of regularly serviced low sound power equipment;</p> <p>(b) at source control, temporary noise barriers (including the arrangement of plant and equipment) around noisy equipment and activities such as rock hammering and concrete cutting;</p> <p>(c) use of non-tonal reversing alarms; and</p> <p>(d) use of alternative construction and demolition techniques.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>St Mary's TBI Induction Presentation, Ward Civil, W-HS-FM-40 v2.0, dated 20/09/21</p> <p>Mobile Plant Pre Commencement Checklist, excavator 03311 25/11/21,</p> <p>Mobile Plant Pre Commencement Checklist excavator DAC145k6nls62712 25/11/21</p> <p>SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22</p> <p>Letter HBI to DPE, 05/11/21 (ER Monthly Report for October 2021)</p> <p>Letter HBI to DPE, 07/12/21 (ER Monthly Report for November 2021)</p> <p>Letter HBI to DPE, 14/01/22 (ER Monthly Report for December 2021)</p> <p>Letter HBI to DPE, 07/02/22 (ER Monthly Report for January 2022)</p>	<p>For St Marys TBI, the requirement for the use of non-tonal alarms, use of sound curtains, and restriction of work hours is included in the project induction presentation, which must be undertaken by all persons working on the project.</p> <p>The Auditor requested evidence that Ward (the St Marys TBI principal contractor) has communicated to plant providers prior to the plant's arrival on site, that non-tonal reversing alarms are required. In response it was stated that reversing alarms are included in the Plant pre-commencement checklist. The Auditor observes that the checklist does not discern whether the reversing alarms are tonal or non-tonal, only that alarms are required to be fitted. The auditees maintain that all workers are aware of this requirement, and anything without non-tonal reversing beepers simply would not be permitted on site.</p> <p>The plant observed on site appeared to be fit for purpose and not excessive in scale or intensity for the works being undertaken. Non-tonal reverse beepers were being used.</p> <p><b>Observation: The noise curtains at the St Marys TBI MAF had gaps between each curtain and required maintenance. Despite the above no complaints regarding noise emissions from St Marys TBI have been received.</b></p>	C

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E47	<p><b>Detailed Noise and Vibration Impact Statements (DNVIS)</b> must be prepared for any work that may exceed the NMLs, vibration criteria and / or ground-borne noise levels specified in <b>Conditions E43 and E44</b> at any residence outside construction hours identified in <b>Condition E38</b>, or where receivers will be highly noise affected or subject to vibration levels above those otherwise determined as appropriate by a suitably qualified structural engineer under <b>Condition E87</b>. The DNVIS must include specific mitigation measures identified through consultation with affected sensitive land user(s) and the mitigation measures must be implemented for the duration of the works. A copy of the DNVIS must be provided to the ER before the commencement of the associated works. The Planning Secretary and the EPA may request a copy (ies) of the DNVIS.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)</p> <p>Letter HBI to Sydney Metro, 24/11/21 (ER endorsement of the TBI Noise and Vibration Monitoring Program within the Detailed Construction Noise and Vibration Statement</p> <p>St Marys Dilapidation Investigation Register, TfNSW, dated 05/12/2021 (and accompanying dilapidation reports)</p> <p>SMWSA SSI10051_Request for Information_Rev1.0_Consolidated SM Response</p> <p>SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22</p> <p>Ward Civil Noise monitoring reports, 22, November and December 2021 (8x reports)</p>	<p>The St Marys TBI Detailed Noise and Vibration Impact Statement was prepared prior to commencement of the associated works. The DNVIS addresses the requirements of this condition. The ER endorsed the DNVIS on 24/11/21.</p> <p>Notifications were sent (on 19/10/2021 or 26/10/2021) to property owners potentially affected by vibration (as identified in the DNVIS), offering dilapidation surveys prior to commencement of works. Register of property owners contacted, including responses and details of surveys undertaken. The register identifies approximately 35 properties eligible for notification. Approximately 10 have not responded. 21 dilapidation reports have been issued to the property owner / occupier.</p> <p>Section 8.2.1 of the DNVIS requires follow up consultation with the identified highly noise affected receivers. TfNSW states that the following ongoing engagement with the affected receivers has included the following, as outlined in the Consultation Manager data:</p> <ul style="list-style-type: none"> <li>• Letter drop &amp; Initial door knock: 11 November 2021</li> <li>• Follow up respite door knock: 13 November 2021</li> <li>• Night works notification: 24 November 2021</li> <li>• Updated Works notification: 18 December 2021</li> <li>• Updated works notification: 28 January 2022</li> <li>• Another round of door knocks (W/C 21 February primarily based on Phillip and Lethbridge):</li> <li>• Phillip &amp; Lethbridge Start of works notification 18 February</li> <li>• Updated works notification: 24 February 2021</li> </ul> <p>Section 8.2.5 of the DNVIS requires noise monitoring at receivers with the potential for the daytime NML to be exceeded by &gt;10 dB. This monitoring data was provided.</p> <p>No complaints have been received to date, and the feedback from residents undertaken as part of the second round of door knocking (c/21 Feb) residents have identified that they have had no issues with the works to date.</p>	C

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E48	Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before works that generate vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owners and occupiers must be provided a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Noise and Vibration CEMP Sub-plan.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)</p> <p>Site inspection 10/02/22</p> <p>St Marys Dilapidation Investigation Register, TfNSW, dated 05/12/2021 (and accompanying dilapidation reports)</p> <p>Email Ward to TfNSW 07/02/22 (results of vibration trials)</p> <p>Interview with auditees, 21/02/2022</p>	<p>The only activity being undertaken with the potential to cause cosmetic damage is vibratory rolling and hammering at TBI. safe working distances are identified. The DNVIS notes that vibration monitoring trials will be completed. Vibration trial results show that vibration impacts are not in excess of the cosmetic damage criteria.</p> <p>The DNVIS identifies that cosmetic damage can be avoided by using static rolling where the safe working distance will be applied where safe working distances cannot be achieved. Further, the DNVIS states that 9 x receivers have been notified of potential vibration effects and have been offered dilapidation surveys.</p> <p>Modelling identified a number of properties where limits for cosmetic damage may be exceeded due to works. TfNSW advised that works were changed and trial vibration monitoring subsequently undertaken indicated that limits would not be exceeded. Sighted results from trial monitoring conducted 02/12/21 including photograph of monitor set up adjacent to retaining wall next to shops. Vibration monitoring trials provided by TfNSW indicates that results were well below the criteria (based on distance to receiver) and therefore, no further monitoring was conducted. The Goods Shed (nearest heritage site to TBI works is approximately 30m from the TBI. This is well outside the safe working distance for the selected plant (according to vibration trial results).</p> <p>Notifications were sent (on 19/10/2021 or 26/10/2021) to property owners potentially affected by vibration (as identified in the DNVIS), offering dilapidation surveys prior to commencement of works. Register of property owners contacted, including responses and details of surveys undertaken. The register identifies approximately 35 properties eligible for notification. Approximately 10 have not responded. 21 dilapidation reports have been issued to the property owner / occupier.</p>	C
E49	Where sensitive land use(s) are identified in <b>Appendix B</b> as exceeding the highly noise affected criteria during typical case construction, mitigation measures must be implemented with the objective of reducing typical case construction noise below the highly noise affected criteria at each relevant sensitive landuse(s). Activities that would exceed highly noise affected criteria during typical case construction must not commence until the measures identified in this condition have been implemented, unless otherwise agreed with the Planning Secretary. <b>Note:</b> Mitigation measures may include path barrier controls such as acoustic sheds and/or noise walls, at-property treatment, or a combination of path and at-property treatment.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Appendix B of the Approval</p> <p>St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)</p>	<p>The DNVIS includes an assessment of noise for AEW TBI. No properties identified in Appendix B of the Approval are identified as being highly noise affected for these works.</p>	NT
E50	For all construction sites where acoustic sheds are installed, the sheds must be designed, constructed and operated to minimise noise emissions. This would include the following considerations: (a) all significant noise producing equipment that would be used during the night-time would be inside the sheds, where feasible and reasonable; (b) noise generating ventilation systems such as compressors, scrubbers, etc, would be located inside the sheds and external air intake/discharge ports would be appropriately acoustically treated; and (c) the doors of acoustic sheds would be kept closed during the night-time period. Where nighttime vehicle access is required at sites with nearby residences, the shed entrances would be designed and constructed to minimise noise breakout.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Not Applicable	Not Applicable	<p>SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021</p>	<p>The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.</p>	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E51	Where Condition E49 determines that at-property treatment (temporary or permanent) is the appropriate measure to reduce noise impacts, this at-property treatment must be offered to landowners of residential properties for habitable living spaces, unless other mitigation or management measures are agreed to by the landowner.  Landowners must be advised of the range of options that can be installed at or in their property and given a choice as to which of these they agree to have installed.  A copy of all guidelines and procedures that will be used to determine at-property treatment at their residence must be provided to the landowner.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Appendix B of the Approval  St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)	The DNVIS includes and assessment of noise for AEW TBI. No properties identified in Appendix B of the Approval are identified as being highly noise affected for these works.  At-property treatment has not yet been required as a mitigation.	NT
E52	Any offer for at-property treatment or the application of other noise mitigation measures in accordance with Condition E51, does not expire until the noise impacts specified in Condition E49, affecting that property are completed, even if the landowner initially refuses the offer.  <b>Note:</b> If an offer has been made but is not accepted, this does not preclude the commencement of construction under Condition E49.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Appendix B of this Approval  St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)	The DNVIS includes and assessment of noise for AEW TBI. No properties identified in Appendix B of the Approval are identified as being highly noise affected for these works.  At-property treatment has not yet been required as a mitigation.	NT
E53	The implementation of at-property treatment does not preclude the application of other noise and vibration mitigation and management measures including temporary and long term accommodation.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Appendix B of this Approval  St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)	The DNVIS includes and assessment of noise for AEW TBI. No properties identified in Appendix B of the Approval are identified as being highly noise affected for these works.  At-property treatment has not yet been required as a mitigation.	NT
E54	Vibration testing must be conducted during vibration generating activities that have the potential to impact on Heritage items to verify minimum working distances to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the Proponent must review the construction methodology and, if necessary, implement additional mitigation measures. Such measures must include, but not be limited to, review or modification of excavation techniques.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)  Email Ward to TfNSW 07/02/22 (results of vibration trials)	The Goods Shed is within the 41m safe working distance for a 7t roller.  The only activity being undertaken with the potential to cause cosmetic damage is vibratory rolling and hammering at TBI. safe working distances are identified. The DNVIS notes that vibration monitoring trials will be completed. Vibration trial results show that vibration impacts are not in excess of the cosmetic damage criteria.	C
E55	The Proponent must seek the advice of a heritage specialist on methods and locations for installing equipment used for vibration, movement and noise monitoring at Heritage items.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)  Interview with auditees 21/02/22  Email Ward to TfNSW 07/02/22 (results of vibration trials)	Sighted results from trial monitoring conducted 02/12/21 including photograph of monitor set up adjacent to retaining wall next to shops. Vibration monitoring trials provided by TfNSW indicates that results were well below the criteria (based on distance to receiver) and therefore, no further monitoring was conducted. The Goods Shed (nearest heritage site to TBI works) is approximately 30m from the TBI. This is well outside the safe working distance for the selected plant (according to vibration trial results).	C



Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E56	<p>All work undertaken for the delivery of the CSSI, including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. The Proponent must:</p> <p>(a) reschedule any work to provide respite to impacted noise sensitive land use(s) so that the respite is achieved in accordance with Condition E57; or</p> <p>(b) consider the provision of alternative respite or mitigation to impacted noise sensitive land use(s); and</p> <p>(c) provide documentary evidence to the ER in support of any decision made by the Proponent in relation to respite or mitigation</p> <p>The consideration of respite must also include all other approved Critical SSI, SSI and SSD projects which may cause cumulative and / or consecutive impacts at receivers affected by the delivery of the CSSI.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	<p>Sydney Metro Western Sydney Airport Out of Hours Works Protocol, Sydney Metro, 08/11/21</p> <p>OOHW application, TBI Early Works, 31/01/22 (TBI services, access, drainage, pavement barriers, re-sheeting, use of laydown).</p>	<p>The OOHW Protocol includes provisions for respite. The TBI Early Works OOHW application identifies the potential for cumulative impacts and the need to protect respite periods.</p> <p>At this stage third party involvement is negligible.</p> <p>OOHW have not been required at any locations other than the TBI site.</p>	C
E57	<p>In order to undertake out-of-hours work outside the work hours specified under <b>Condition E38</b>, appropriate respite periods for the out-of-hours work must be identified in consultation with the community at each affected location on a regular basis. This consultation must include (but not be limited to) providing the community with:</p> <p>(a) a progressive schedule for periods no less than three (3) months, of likely out-of-hours work;</p> <p>(b) a description of the potential work, location and duration of the out-of-hours work;</p> <p>(c) the noise characteristics and likely noise levels of the work; and</p> <p>(d) likely mitigation and management measures which aim to achieve the relevant NMLs under Condition E43 (including the circumstances of when respite or relocation offers will be available and details about how the affected community can access these offers).</p> <p>The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour work must be provided to the ER, EPA and the Planning Secretary prior to the out-of-hours work commencing.</p> <p><b>Note:</b> Respite periods can be any combination of days or hours where out-of-hours work would not be more than 5 dB(A) above the RBL at any residence.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>OOHW application, TBI Early Works, 31/01/22 (TBI services, access, drainage, pavement barriers, re-sheeting, use of laydown).</p> <p>Letter Sydney Metro to DPE, 14/02/22 (Non-compliance notification)</p> <p>DPE post approval portal lodgement record, 15/01/22</p>	<p>The TBI Early Works OOHW application includes works subject to Respite Offers details on consultation which includes:</p> <ul style="list-style-type: none"> <li>Dates, durations and locations of works for periods out to 12 weeks</li> <li>Description of works,</li> <li>Noise characteristics and likely levels</li> <li>Mitigation measures (including offers of headphones / white noise machines).</li> </ul> <p>The consultation was included in the OOHW application and provided to the ER.</p> <p><b>Non-compliance: On 08/02/22 Sydney Metro became aware of a non-compliance with this condition. The outcome of the community consultation has not been provided to the EPA or Planning Secretary. This was notified to the Department within 7 days of becoming aware of the non-compliance in accordance with A44. The Auditor observes that the description of the noise characteristics may not be representative of the noise from the works (i.e.: construction noise was described as being similar to consistent traffic at 40km/h).</b></p>	NC

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E58	<p>The Proponent must prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration mitigation measures that would be implemented for the Operation of the CSSI for the ultimate service. The ONVR must be prepared as part of the iterative design development and in consultation with the EPA, relevant council(s), other relevant stakeholders and must:</p> <p>(a) identify appropriate Operational noise and vibration objectives and levels for surrounding development, including existing and potential future (as known at the time of ONVR preparation) sensitive land use(s);</p> <p>(b) confirm the operational noise and vibration predictions based on the expected final design. Confirmation must be based on an appropriately calibrated noise model;</p> <p>(c) identify sensitive landuses that are predicted to exceed:</p> <p>(i) noise criteria set out in the Rail Infrastructure Noise Guideline (EPA, 2013), Noise Policy for Industry (EPA, 2017); and</p> <p>(ii) vibration goals for human exposure for existing sensitive land use(s), as presented in Assessing Vibration: a Technical Guideline (DECC, 2006);</p> <p>(d) identify all noise and vibration mitigation measures including location, type and timing of mitigation measures, with a focus on:</p> <p>(i) source control and design;</p> <p>(ii) at the receiver (if relevant); and</p> <p>(iii) 'best practice' achievable noise and vibration outcome for each activity;</p> <p>(e) describe how the final suite of mitigation measures will achieve:</p> <p>(i) the noise criteria outlined in the Rail Infrastructure Noise Guideline (EPA, 2013) and Noise Policy for Industry (EPA, 2017); and</p> <p>(ii) vibration goals for human exposure for existing sensitive land use(s), as presented in Assessing Vibration: a Technical Guideline (DECC, 2006);</p> <p>(f) include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures being offered;</p> <p>(g) include procedures for operational noise and vibration complaints management, including investigation and monitoring (subject to complainant agreement).</p> <p>The ONVR must be verified by an independent acoustic expert and submitted to the Planning Secretary for approval before the implementation of any operational noise mitigation measures.</p> <p>The Proponent must implement the identified noise and vibration control measures and make the ONVR publicly available.</p> <p><b>Note:</b> The design of noise barriers and the like must be undertaken in consultation with the relevant stakeholders, including affected landowners and businesses (or a representative of a business), Western Parklands City Authority and relevant council(s) as part of the Place, Urban Design and Corridor Landscape Plan required under Condition E79.</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Not Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E59	<p>Operational noise mitigation measures as identified in <b>Condition E58</b> that will not be physically affected by work, must be implemented within six months of submitting the ONVR, unless otherwise agreed by the Planning Secretary. Where implementation of operational noise mitigation measures are not proposed to be implemented in accordance with this requirement, the Proponent must submit to the Planning Secretary a report providing justification as to why, along with details of temporary measures that would be implemented to reduce construction noise impacts, until such time that the operational noise mitigation measures are implemented.</p> <p>The report must be submitted to the Planning Secretary within six months of submitting the ONVR.</p> <p><b>Note:</b> Not having finalised detailed design is not sufficient justification for not implementing the proposed mitigation measures.</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Not Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

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E60	<p>Within 12 months of the commencement of operation of the CSSI, the Proponent must undertake monitoring of operational noise to compare actual noise performance of the CSSI against the noise performance predicted in the review of noise mitigation measures required by Condition E58. An Operational Noise and Vibration Compliance Report (ONVCR) must be prepared to document this monitoring and include, but not necessarily be limited to:</p> <p>(a) noise and vibration monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under Condition E58;</p> <p>(b) methodology, location and frequency of noise and vibration monitoring undertaken, including monitoring sites at which CSSI noise and vibration levels are ascertained, with specific reference to locations indicative of impacts on receivers;</p> <p>(c) a review of the performance of the CSSI against the:</p> <p>(i) operational noise levels in terms of criteria and noise goals established in the NSW Rail Infrastructure Noise Guideline (EPA 2013) and Noise Policy for Industry (EPA, 2017);</p> <p>(ii) vibration goals for human exposure for existing sensitive land use(s), as presented in Assessing Vibration: a Technical Guideline (DECC, 2006);</p> <p>(d) details of any complaints and enquiries received in relation to Operational noise and vibration generated by the CSSI (between the date of commencement of Operation and the date the report was prepared);</p> <p>(e) an assessment of the performance and effectiveness of applied noise and vibration mitigation measures together with a review and if necessary, reassessment of mitigation measures;</p> <p>(f) identification of:</p> <p>(i) additional measures to meet the criteria outlined in the NSW Rail Infrastructure Noise Guideline (EPA 2013) and Noise Policy for Industry (EPA, 2017),</p> <p>(ii) additional measures to meet the vibration goals for human exposure for existing sensitive land, as presented in Assessing Vibration: a Technical Guideline (DECC, 2006);</p> <p>(iii) when these measures are to be implemented; and</p> <p>(iv) how their effectiveness is to be measured and reported to the Planning Secretary and the EPA.</p> <p>The ONVCR must be submitted to the Planning Secretary and the EPA within 60 days of completing the Operational noise and vibration monitoring and made publicly available.</p> <p><b>Note:</b> Refer to Condition B5 about how personal information will be handled.</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Not Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
<b>Place, Urban Design, and Visual Amenity</b>														
E61	Wayfinding information must be incorporated on temporary hoardings to guide pedestrians around the St Marys construction site and enhance their understanding and experience of the locality and space	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Not Applicable	Applicable	Site inspection 10/02/22	There has been a minor adjustment to pedestrian access on Station Street at TBI. A wayfinding sign has been installed.	C

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E62	The CSSI must be constructed in a manner that minimises visual impacts of construction sites including temporary landscaping and vegetative screening, minimising light spill, and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the construction sites are located, wherever practicable.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Site inspection 10/02/22 SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22	Construction is in its infancy and there are currently no opportunities for landscaping.  A light tower is presented at the TBI Minor Ancillary Facility. According to the ER inspection the lighting is directed away from residents, noting that light spill is not an issue but should be monitored. All other lighting is to service the crib sheds and is not at risk of light spill.  No acoustic sheds and the like have been erected as yet.  The blue Transport for NSW shade cloth has been erected, whether this minimizes visual impacts from the Project is debatable.  No complaints have been received in relation to this requirement.	C
E63	The CSSI must be designed with consideration of:  (a) the design objectives, principles and guidelines identified in documents listed in Condition A1;  (b) the principles and objectives of the draft Connecting with Country Framework;  (c) relevant land use changes, masterplans and initiatives, where this information is known and/or available;  (d) existing and proposed future local context and character; and  (e) transport and land use integration and system functionality in the context of precincts, to the extent it is known and/or defined.  Responses to items (a) – (e) must be reviewed by the Design Review Panel (DRP) to inform the design of permanent built works and landscape design of the CSSI. The outcome of the DRP review must be provided to the Planning Secretary prior to the submission of the Place, Urban Design and Corridor Landscape Plan (PUDCLP).  <b>Note:</b> In accordance with Condition A10 and Condition A16, the requirements of this condition can be staged.	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	Applicable	Site inspection 10/02/22 Interview with auditees 11/02/22	All current works are either temporary or yet to commence. Permanent works design is in its infancy and the auditees did not have design reports to present.	NT
E64	The CSSI must be constructed and operated with the objective of minimising light spill to surrounding properties. All lighting associated with the CSSI must be consistent with the requirements of:  (a) ASINZS 4282:2019 Control of the obtrusive effects of outdoor lighting, relevant Australian Standards in the series ASINZS 1158 - Lighting for Roads and Public Spaces;  (b) NASF Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports; and  (c) NASF Guideline C: Managing the risk of wildlife strikes in the vicinity of airports.  Mitigation measures must be provided to manage residual night lighting impacts to protect properties adjoining or adjacent to the CSSI, in consultation with affected landowners.	Not Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Site inspection 10/02/22 SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22	A light tower is presented at the TBI Minor Ancillary Facility. According to the ER inspection the lighting is directed away from residents, noting that light spill is not an issue but should be monitored. All other lighting is to service the crib sheds and is not at risk of light spill.	C
E65	Designs must have regard to the Movement and Place Framework relevant guidance including the Walking Space Guide: Towards Pedestrian Comfort and Safety (TfNSW, 2020) and the Cycleway Design Toolbox: Designing for Cycling and Micromobility (TfNSW, 2020)	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

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E66	Active transport facilities must be designed, constructed and/or rectified in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads, 2017) and relevant Australian Standards (AS) such as 1428.1-2009 Design for access and mobility. The active transport links must also incorporate relevant Crime Prevention Through Environmental Design principles.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E67	The Proponent must establish an independent DRP to provide advice and recommendations to the Proponent during the CSSI's design development and construction to facilitate quality design and place outcomes. The DRP must be formed and hold its first meeting within six months of the date of this approval, or as otherwise agreed with the Planning Secretary.  <b>Note:</b> Nothing in this approval prevents the use of an existing design panel as the Design Review Panel convened for this project where the function and composition of that panel complies with the terms of this approval.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Letter Sydney Metro to DPE, 06/12/21 (request to extend establishment Design Panel) (draft)  Letter DPE to Sydney Metro, 13/01/22 (approval of extension to timeframe to establish Design Review Panel under E36)	The Department approved a request to establish a Design Review Panel under E67. The Panel is to be established by 23/03/22	NT
E68	The responsibilities of the Design Review Panel include:  (a) providing advice and recommendations to the Proponent for consideration in the design development of the CSSI  (b) provide advice on the application of Sydney Metro – Western Sydney Airport Submissions Report – Appendix D Design Guidelines to key design elements in relation to place making, architecture, heritage, urban and landscape design and artistic aspects of the CSSI; and  (c) reviewing and endorsing any updates to the Sydney Metro – Western Sydney Airport Submissions Report – Appendix D Design Guidelines.  The Panel's advice must be consistent with the CSSI as approved.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E69	The DRP must be chaired by the NSW Government Architect (or their nominee), and must be comprised of, where relevant, by suitably qualified, experienced and independent professional(s) in each of the fields of:  (a) urban design and place making;  (b) landscape architecture; and  (c) architecture.  The Panel may seek advice from suitably qualified, experienced independent professionals in other fields as required, including but not limited to sustainability, active transport and nonAboriginal heritage. The Panel must also seek appropriate expertise to ensure Aboriginal cultural heritage and cultural values inform its advice.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E70	Panel members must be sourced from the NSW State Design Review Panel Pool or otherwise be approved by the NSW Government Architect.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E71	Prior to forming the DRP, a Design Review Panel Terms of Reference is to be developed and endorsed by the NSW Government Architect. The Terms of Reference must be submitted to the Planning Secretary once it is endorsed by the NSW Government Architect and:  (a) must be generally consistent with the NSW State Design Review Panel Terms of Reference (version 5);  (b) outline the frequency of DRP meetings, coordinated with the Proponent's program requirements, as outlined in Condition E76, to ensure timely advice and design adjustment; and  (c) identify cessation arrangements.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

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E72	The DRP must be operated and managed in accordance with the <b>Design Review Panel Terms of Reference</b> .	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E73	The NSW Government Architect must, after consultation with the Proponent, appoint an appropriately qualified and experienced design advisor to the DRP and may appoint an alternate design advisor. The advisor must attend meetings of the Panel. The advisor may also be invited by the Panel to assist with decisions regarding the Panel's recommendations and record the Panel's advice and recommendations	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E74	The relevant council may be invited to the meetings of the Panel as observers or to provide feedback on key design elements of the CSSI	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E75	DRP advice and recommendations, as issued by the Panel, and the Proponent's response to each recommendation must be included when submitting the final PUDCLP to the Planning Secretary for information.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E76	The Proponent must provide the design development schedule to the DRP prior to its first meeting, including details of when relevant elements of the detailed design will be available for review by the Panel. The schedule must be updated every three months until the detailed design process is complete.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E77	A PUDCLP must be prepared to document and illustrate the permanent built works and landscape design of the CSSI and how these works are to be maintained. The PUDCLP must be:  (a) prepared by a suitably qualified and experienced person(s) in consultation with the community (including the affected landowners and businesses or a representative of the businesses), Western Parklands City Authority, Western Sydney Planning Partnership and relevant council(s);  (b) reviewed by an independent and suitably qualified and experienced person nominated by the DRP;  (c) submitted to the Planning Secretary prior to the construction of permanent built surface works and/or landscaping, excluding those elements which for ecological requirements, or technical requirements, or requirements as agreed by the Planning Secretary do not allow for alternate design outcomes; and  (d) implemented during construction and operation of the CSSI.  <b>Note:</b> The PUDCLP may be developed and considered in stages to facilitate design progression and construction. Any such staging and associated approval would need to facilitate a cohesive final design and not limit final design outcomes.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E78	The PUDCLP must document how the following matters have been considered in the design and landscaping of the project:  (a) the requirements of <b>Conditions E63 to E65</b> , and  (b) advice and recommendations from the <b>DRP</b> .	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E79	<p>The PUDCLP must include descriptions and visualisations (as appropriate) of:</p> <p>(a) design of the permanent built elements of the CSSI, including stabling and maintenance and ancillary facilities, service facilities and tunnel portals;</p> <p>(b) plans for station precincts including but not limited to</p> <ul style="list-style-type: none"> <li>(i) justification of the spatial scope of each station precinct plan;</li> <li>(ii) provision for public art and heritage interpretation installations;</li> <li>(iii) placemaking opportunities, having regard to placemaking initiatives in Western Sydney Aerotropolis planning documents;</li> <li>(iv) interchange access plans developed in consultation with the Traffic and Transport Liaison Group;</li> <li>(v) active transport connections and end of trip facilities, design of pedestrian and cycle access, facilities and fixtures;</li> <li>(vi) design of commuter car parking elements, where relevant;</li> </ul> <p>(c) landscaping and building design opportunities to mitigate visual impacts and minimise light spill on the nearby residences;</p> <p>(d) the design of watercourse crossings and east-west corridor movements to give to effect of Condition E14;</p> <p>(e) landscaping:</p> <ul style="list-style-type: none"> <li>(i) landscape plan, hard and soft elements, for the corridor and the station precincts;</li> <li>(ii) use of native species from the relevant native vegetation community (or communities), where identified as appropriate;</li> <li>(iii) water sensitive urban design initiatives</li> <li>(vii) management and routine maintenance standards and regimes for design elements and landscaping work (including weed management) to ensure the success of the design;</li> <li>(viii) measures to prevent wildlife strike risk in proximity to Western Sydney International Airport;</li> </ul> <p>(f) details of strategies to rehabilitate, regenerate or revegetate disturbed areas, where relevant;</p> <p>(g) management and routine maintenance standards and regimes for design elements and landscaping work (including weed management) to ensure the success of the design;</p> <p>(h) operational maintenance standards; and</p> <ul style="list-style-type: none"> <li>(i) the timing and responsibilities for implementation of elements included within the PUDCLP.</li> </ul>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E80	<p>The ongoing maintenance and operation costs of urban design, open space, landscaping and recreational items and work implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Before the transfer of assets, the Proponent must maintain items and work to at least the design standards established in the PUDCLP, required by <b>Condition E79</b>.</p> <p>The Planning Secretary must be advised prior to the transfer of the asset(s) to the relevant authority</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E81	<p>Should any plant loss occur during the maintenance period the plants must be replaced by the same plant species unless it is determined by a suitably qualified person that a different species is more suitable for that location</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

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<b>Socio-Economic, Land Use and Property</b>														
E82	The CSSI must be designed and constructed with the objective of minimising impacts to, and interference with third party property, and that such infrastructure and property is protected during construction.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 11/02/22</p> <p>Site inspection 10/02/22</p> <p>St Marys Dilapidation Investigation Register, TfNSW, dated 05/12/2021 (and accompanying dilapidation reports)</p>	There have been no property adjustments for the works currently being undertaken. Dilapidation reports have been prepared for properties potentially affected by the work. The auditees are not aware of any impacts to third party property.	C
E83	The utilities and services (hereafter “services”) potentially affected by construction must be identified to determine requirements for diversion, protection and / or support. Alterations to services must be determined by negotiation between the Proponent and the service providers. Disruption to services resulting from construction must be avoided, wherever possible, and advised to customers where it is not possible.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Asset Works Agreement Letter Of Offer, Jemena to TfNSW, 04/06/20 (agreement to adjust gas to facilitate the Project).</p> <p>SMWSA SSI10051_Request for Information_Rev1.0_Consolidated SM Response</p> <p>SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22</p> <p>Endeavour Energy Plans, SERs and design certifications, Glossop Street Asset Reticulation, Asset Relocation – Early Works for Extension of Archbold Rd</p> <p>Sydney Water, Letter of conditions for building over/adjacent to a Sydney Water asset, 29/07/21</p>	Evidence demonstrates that consultation has been completed with potentially affected services / utilities. The Auditor is not aware of any services disruptions.	C



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E84	A suitably qualified and experienced person must undertake condition surveys of all buildings, structures, utilities and the like identified in the documents listed in <b>Condition A1</b> and the further assessment carried out under mitigation measure GW1 of the Submissions Report as being at risk of damage before commencement of any work that could impact on the subject surface / subsurface structure. The results of the surveys must be documented in a <b>Pre-construction Condition Survey Report</b> for each item surveyed. Copies of <b>Pre-construction Condition Survey Reports</b> must be provided to the relevant owners of the items surveyed in the vicinity of the proposed work, and no later than one (1) month before the commencement of the work that could impact on the subject surface / subsurface structure.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>St Mary's Bus Interchange Early Works Detailed Noise and Vibration Impact Statement, Acoustic Consultants, 24/11/21 (includes TBI Land Use Survey)</p> <p>St Marys Dilapidation Investigation Register, TfNSW, dated 05/12/2021 (and accompanying dilapidation reports), including the below.</p> <p>Dilapidation Report, 34 Queen Street, St Marys, Effective Building &amp; Consultancy, inspection conducted 18/10/2021</p> <p>Preconstruction Dilapidation Report for Liverpool City Council, 20/12/21 (dilap for power supply and local roads in the Liverpool City Council)</p> <p>Preconstruction Dilapidation Report for Penrith City Council, 20/12/21 (dilap for power supply and local roads in the Liverpool City Council)</p> <p>Dilapidation Report Glossop Street Saint Marys, Effective Building &amp; Consultancy, inspection date 28/09/2021.</p> <p>Emails (Various) TfNSW to property owner subject to dilapidation surveys</p> <p>Interview with auditees, 21/02/2022</p> <p>SMWSA SSI10051_Request for Information_Rev1.0_Consolidated SM Response</p>	<p>The TBI DNVIS identifies properties at risk of damage from vibration. Further, the DNVIS states that 9 x receivers have been notified of potential vibration effects and have been offered dilapidation surveys of their properties.</p> <p>Notifications were sent (on 19/10/2021 or 26/10/2021) to property owners potentially affected by vibration (as identified in the DNVIS), offering dilapidation surveys prior to commencement of works. Register of property owners contacted, including responses and details of surveys undertaken. The register identifies approximately 35 properties eligible for notification. Approximately 10 have not responded. 21 dilapidation reports have been issued to the property owner / occupier.</p> <p>The Auditor notes that GW1 relates to groundwater and no impacts to groundwater levels or flows are likely to have occurred as a result of the works being undertaken to date.</p> <p>TfNSW state that dilapidation surveys of utilities within the works area are not required.</p>	C

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E85	Condition surveys of all items for which condition surveys were undertaken in accordance with Condition E84 must be undertaken by a suitably qualified and experienced person after completion of the work identified in <b>Condition E84</b> . The results of the surveys must be documented in a Post-construction Condition Survey Report for each item surveyed. Copies of <b>Post-construction Condition Survey Reports</b> must be provided to the landowners of the items surveyed, and no later than three (3) months following the completion of the work that could impact on the subject surface / subsurface structure.	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	Applicable	<p>Site inspection 10/02/22</p> <p>St Marys Dilapidation Investigation Register, TfNSW, dated 05/12/2021 (and accompanying dilapidation reports), including the below</p> <p>Dilapidation Report, 34 Queen Street, St Marys, Effective Building &amp; Consultancy, inspection conducted 18/10/2021</p> <p>Preconstruction Dilapidation Report for Liverpool City Council, 20/12/21 (dilap for power supply and local roads in the Liverpool City Council)</p> <p>Preconstruction Dilapidation Report for Penrith City Council, 20/12/21 (dilap for power supply and local roads in the Liverpool City Council)</p> <p>Dilapidation Report Glossop Street Saint Marys, Effective Building &amp; Consultancy, inspection date 28/09/2021.</p>	Construction has only recently commenced  Dilapidation inspection conducted by Mr Elle Farrah (qualifications identified in Section 2 of dilapidation report).	NT
E86	The Proponent, where liable, must rectify any property damage caused directly or indirectly (for example from vibration or from groundwater change) by the work at no cost to the owner. Alternatively, the Proponent may pay compensation for the property damage as agreed with the property owner. Rectification or compensation must be undertaken within 12 months of completion of the work identified in <b>Condition E84</b> unless another timeframe is agreed with the owner of the affected surface or sub-surface structure or recommended by the <b>Independent Property Impact Assessment Panel (IPIAP)</b> .	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Site inspection 10/02/22</p> <p>SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22</p>	Construction has only recently commenced  1 x property complaint has been received regarding damage to a fence at the rear of the TBI. Sydney Metro confirmed the damage occurred prior to the project commencing. 1 x complaint was also received regarding backfilling of a nature strip after survey works. This was rectified.	NT
E87	Appropriate equipment to monitor areas in proximity of ancillary facilities and the tunnel route must be installed during construction with particular reference to at risk buildings, structures and utilities identified in the condition surveys required by <b>Condition E84</b> and / or geotechnical analysis as required. If monitoring during construction indicates exceedance of the vibration criteria identified in the <b>DNVIS</b> prepared under <b>Condition E47</b> , or levels otherwise determined as appropriate by a suitably qualified structural engineer, then all construction affecting settlement must cease immediately and must not resume until fully rectified or a revised method of construction is established that will ensure protection of affected buildings.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable		SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E88	An <b>IPIAP</b> must be established prior to tunnelling activities commencing. The Planning Secretary must be informed of the members of the IPIAP and must comprise geotechnical and engineering experts independent of the design and construction team. The IPIAP will be responsible for independently verifying condition surveys undertaken under <b>Conditions E84</b> and <b>E85</b> , the resolution of property damage disputes and the establishment of ongoing settlement monitoring requirements.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E89	Either the affected property owner or the Proponent may refer unresolved disputes arising from potential and/or actual property impacts to the IPIAP for resolution. All costs incurred in the establishing and implementing of the panel must be borne by the Proponent regardless of which party makes a referral to the IPIAP. The findings and recommendations of the IPIAP are final and binding on the Proponent.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

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E90	Settlement must be monitored for any period beyond the minimum timeframe requirements of <b>Condition E87</b> if directed so by the <b>IPIAP</b> following its review of the monitoring data from the period not less than six (6) months after settlement has stabilised, consistent with <b>Condition E87</b> . The results of the monitoring must be made available to the Planning Secretary upon request.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E91	<b>Small Business Owners Engagement Plan(s)</b> must be prepared for St Marys and implemented in accordance with the <b>Overarching Community Communication Strategy</b> to minimise impact on small businesses directly affected by construction activities at St Marys during construction. The plan must be prepared and submitted to the Planning Secretary for information before the commencement of construction at St Marys	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Not Applicable	Applicable	Small Business Owners Engagement Program, Sydney Metro, July 2021 (AEW St Mary's only)  DPE post approval portal lodgement record, 19/08/21 (submission of Small Business Owners Engagement Program)	The Small Business Owners Engagement Program was prepared in accordance with the OCCS. The Program identifies Sydney Metro's approach to engaging with small and adjacent businesses. The Program was submitted to the Department on 19/08/21	C
<b>Soils and Contamination</b>														
E92	Before commencement of any construction that would result in the disturbance of moderate to high risk contaminated sites as identified in the documents identified in <b>Condition A1, Detailed Site Investigations</b> (for contamination) must be conducted to determine the full nature and extent of the contamination. The <b>Detailed Site Investigation Report(s)</b> and the subsequent report(s), must be prepared, or reviewed and approved, by consultants certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme. The Detailed Site Investigations must be undertaken in accordance with guidelines made or approved under section 105 of <i>Contaminated Land Management Act 1997 (NSW)</i> .  <b>Note:</b> Nothing in this condition prevents the Proponent from preparing individual Detailed Site Investigation Reports (for contamination) for separate sites.	Applicable	Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Sydney Metro GIS (viewed online 11/02/22)  Low Impact Works Approval, Contamination Investigations Aerotropolis Station (former Bringelly RAAF base), GHD, 03/02/22	No areas of moderate to high contamination risk have had construction undertaken that could disturb such materials.  The works at Derwent Road are Low Impact works and involve demolition and removal of surface asbestos and slashing.  The Minor Ancillary Facility at St Marys TBI has not excavated any material.  A DSI has recently commenced on the Bringelly RAAF Base, with reporting pending.	NT
E93	Should remediation be required to make land suitable for the final intended land use, a <b>Remedial Action Plan</b> must be prepared, or reviewed and approved, by consultants certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme. The <b>Remedial Action Plan</b> must be prepared in accordance with relevant guidelines made or approved by the EPA under section 105 of the Contaminated Land Management Act 1997 (NSW) and must include measures to remediate the contamination at the site to ensure the site will be suitable for the proposed use when the Remedial Action Plan is implemented.  <b>Note:</b> Nothing in this condition prevents the Proponent from preparing individual Remedial Action Plans for separate sites.	Applicable	Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Sydney Metro GIS (viewed online 11/02/22)  Low Impact Works Approval, Contamination Investigations Aerotropolis Station (former Bringelly RAAF base), GHD, 03/02/22	No areas of moderate to high contamination risk have had construction undertaken that could disturb such materials.  The works at Derwent Road are Low Impact works and involve demolition and removal of surface asbestos and slashing.  The Minor Ancillary Facility at St Marys TBI has not excavated any material.  A DSI has recently commenced on the Bringelly RAAF Base, with reporting pending.  The need for remediation has yet to be determined.	NT
E94	Before commencing remediation, a <b>Section B Site Audit Statement(s)</b> must be prepared by an NSW EPA-accredited Site Auditor that certifies that the <b>Remedial Action Plan(s)</b> is/are appropriate and that the site can be made suitable for the proposed use. The Remedial Action Plan(s) must be implemented and any changes to the Remedial Action Plan(s) must be approved in writing by the NSW EPA-accredited Site Auditor.  <b>Note:</b> Nothing in this condition prevents the Proponent from engaging an NSW EPA-accredited Site Auditor to prepare individual Site Audit Statements for Remedial Action Plans for separate sites.	Applicable	Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Sydney Metro GIS (viewed online 11/02/22)  Low Impact Works Approval, Contamination Investigations Aerotropolis Station (former Bringelly RAAF base), GHD, 03/02/22	No areas of moderate to high contamination risk have had construction undertaken that could disturb such materials.  The works at Derwent Road are Low Impact works and involve demolition and removal of surface asbestos and slashing.  The Minor Ancillary Facility at St Marys TBI has not excavated any material.  A DSI has recently commenced on the Bringelly RAAF Base, with reporting pending.  The need for remediation has yet to be determined.	NT

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E95	<p><b>Validation Report(s)</b> must be prepared in accordance with Consultants Reporting on Contaminated Land: Contaminated Land Guidelines (EPA, 2020) and relevant guidelines made or approved under section 105 of the Contaminated Land Management Act 1997 (NSW).</p> <p><b>Note:</b> Nothing in this condition prevents the Proponent from preparing individual Validation Reports for separate sites.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	<p>Sydney Metro GIS (viewed online 11/02/22)</p> <p>Low Impact Works Approval, Contamination Investigations Aerotropolis Station (former Bringelly RAAF base), GHD, 03/02/22</p>	<p>No areas of moderate to high contamination risk have had construction undertaken that could disturb such materials.</p> <p>The works at Derwent Road are Low Impact works and involve demolition and removal of surface asbestos and slashing.</p> <p>The Minor Ancillary Facility at St Marys TBI has not excavated any material.</p> <p>A DSI has recently commenced on the Bringelly RAAF Base, with reporting pending.</p> <p>The need for remediation has yet to be determined.</p>	NT
E96	<p>A <b>Section A1 or Section A2 Site Audit Statement</b> (accompanied by an Environmental Management Plan) and its accompanying Site Audit Report, which state that the contaminated land disturbed by the work has been made suitable for the intended land use, must be submitted to the Planning Secretary and the Relevant Council(s) after remediation and before the commencement of operation of the CSSI.</p> <p><b>Note:</b> Nothing in this condition prevents the Proponent from obtaining Section A Site Audit Statements for individual parcels of remediated land.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	<p>Sydney Metro GIS (viewed online 11/02/22)</p> <p>Low Impact Works Approval, Contamination Investigations Aerotropolis Station (former Bringelly RAAF base), GHD, 03/02/22</p>	<p>No areas of moderate to high contamination risk have had construction undertaken that could disturb such materials.</p> <p>The works at Derwent Road are Low Impact works and involve demolition and removal of surface asbestos and slashing.</p> <p>The Minor Ancillary Facility at St Marys TBI has not excavated any material.</p> <p>A DSI has recently commenced on the Bringelly RAAF Base, with reporting pending.</p> <p>The need for remediation has yet to be determined.</p>	NT
E97	<p>A copy of <b>Detailed Site Investigation Report(s), Remedial Action Plan(s), Validation Report(s), Site Audit Report(s) and Site Audit Statement(s)</b> must be submitted to the Planning Secretary and the Relevant Council(s) for information</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	<p>Sydney Metro GIS (viewed online 11/02/22)</p> <p>Low Impact Works Approval, Contamination Investigations Aerotropolis Station (former Bringelly RAAF base), GHD, 03/02/22</p>	<p>No areas of moderate to high contamination risk have had construction undertaken that could disturb such materials.</p> <p>The works at Derwent Road are Low Impact works and involve demolition and removal of surface asbestos and slashing.</p> <p>The Minor Ancillary Facility at St Marys TBI has not excavated any material.</p> <p>A DSI has recently commenced on the Bringelly RAAF Base, with reporting pending.</p> <p>The need for remediation has yet to be determined.</p>	NT

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E98	An <b>Unexpected Contaminated Land and Asbestos Finds Procedure</b> must be prepared before the commencement of construction and must be followed should unexpected contaminated land or asbestos (or suspected contaminated land or asbestos) be excavated or otherwise discovered during construction	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22 (Unexpected Contaminated Land and Asbestos Finds Procedure in Appendix M)</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21 (Unexpected Contaminated Land and Asbestos Finds Procedure in Appendix M)</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p> <p>Interview with auditees 11/02/22, 21/02/22</p>	<p>Unexpected Contaminated Land and Asbestos Finds Procedure are present in both the AEW Power and AEW TBI CEMPs.</p> <p>The auditees are not aware of any unexpected finds to date.</p>	C
E99	The <b>Unexpected Contaminated Land and Asbestos Finds Procedure</b> must be implemented throughout construction.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22 (Unexpected Contaminated Land and Asbestos Finds Procedure in Appendix M)</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p> <p>St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21 (Unexpected Contaminated Land and Asbestos Finds Procedure in Appendix M)</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p> <p>Interview with auditees 11/02/22, 21/02/22</p>	<p>Unexpected Contaminated Land and Asbestos Finds Procedure are present in both the AEW Power and AEW TBI CEMPs.</p> <p>The auditees are not aware of any unexpected finds to date.</p>	NT
<b>Sustainability</b>														
E100	A <b>Sustainability Plan</b> must be prepared to achieve an Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability rating of +75 (Version 1.2) (or equivalent level of performance using a demonstrated equivalent rating tool) or a 5-Star Green Star rating (or equivalent level of performance using a demonstrated equivalent rating tool).	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	Applicable	<p>Sustainability Plan, Sydney Metro, January 2022</p> <p>Sydney Metro Western Sydney Airport Infrastructure Sustainability Design and As Built Implementation Plan (Revision 6)</p>	<p>The Sustainability Plan has been prepared and it identifies the required ISCA rating of +75 in Version 1.2 in Section 3.1.</p> <p>Section 1.5.2 of the Implementation Plan stipulates that the SBT, SCAW and SSTOM Project's will require an ISC IS Design and As Built Rating as part of the overarching Program Rating.</p> <p>Section 1.5.2 also notes that the AEW packages of works are minor and have limited scope of works and will not be seeking ISC IS ratings.</p> <p>AEW are enabling only and are not permanent with limited scope and low contract value. They are not suitable for an IS rating.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E101	<p>The <b>Sustainability Plan</b> must be submitted to the Planning Secretary for information within six (6) months of the date of this approval and must be implemented throughout construction and operation.</p> <p><b>Note:</b> Nothing in this condition prevents the Proponent from preparing separate Sustainability Strategies for the construction and operational stages of the CSSI.</p>	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	Applicable	<p>Sustainability Plan, Sydney Metro, January 2022</p> <p>Letter Sydney Metro to DPE, 21/01/22</p> <p>DPE post approval portal lodgement record 24/01/22</p> <p>Letter DPE to Sydney Metro, 25/03/22 (acceptance of sustainability plan)</p>	The Sustainability Plan was prepared and submitted in line with this condition and accepted by the Department on 25/03/22.	C
E102	<p>A <b>Water Reuse Strategy</b> must be prepared, which sets out options for the reuse of collected stormwater and groundwater during construction and operation. The Water Reuse Strategy must include, but not be limited to:</p> <p>(a) evaluation of reuse options;</p> <p>(b) details of the preferred reuse option(s), including volumes of water to be reused, proposed reuse locations and/or activities, proposed treatment (if required), and any additional licences or approvals that may be required;</p> <p>(c) measures to avoid misuse of recycled water as potable water;</p> <p>(d) consideration of the public health risks from water recycling; and</p> <p>(e) time frame for the implementation of the preferred reuse option(s).</p> <p>The <b>Water Reuse Strategy</b> must be prepared based on best practice and advice sought from relevant agencies, as required. The Strategy must be applied during construction.</p> <p>Justification must be provided to the Planning Secretary if it is concluded that no reuse options prevail.</p> <p>A copy of the Water Reuse Strategy must be made publicly available.</p> <p><b>Note:</b> Nothing in this condition prevents the Proponent from preparing separate Water Reuse Strategies for the construction and operational stages of the CSSI.</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	<p>SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021</p>	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
<b>Traffic and Transport</b>														
E103	<b>Construction Traffic Management Plans (CTMPs)</b> must be prepared in accordance with the Construction Traffic Management Framework. A copy of the CTMPs must be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed within the relevant CTMP.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Traffic Management Plan – Civil Works, St Marys TBI, Ward Civil 13/10/21, 725.MAN.10.TMP</p> <p>CTTMP Internal Approval Brief, Sydney Metro 22/10/21 (approval of the St Marys TBI Traffic Management Plan)</p> <p>Letter DPE to Sydney Metro, 16/12/21 (acknowledgement of receipt of St Marys CTMP)</p> <p>Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power, Rev C, 24/01/22</p> <p>CTTMP Internal Approval Brief, Sydney Metro 02/02/22 (approval of the Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power)</p> <p>DPE post approval portal submission record, 09/02/22 (submission of Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power).</p> <p>Letter DPE to Sydney Metro, 18/02/22, Acknowledgement of receipt of Overarching CTMP).</p>	<p>A CTMP was prepared by Ward Civil for the TBI site. It is consistent with the CTMF and was approved by Sydney Metro. It was submitted to the Department in late 2021.</p> <p>An Overarching CTMP was prepared for AEW Power across each of the six portions of work. This document front ends subordinate portion specific CTMPs. The Overarching CTMP has been prepared in accordance with the CTMF and has been submitted to the Department. The portion specific CTMPs have been prepared but are yet to be approved by Sydney Metro and was submitted to the Department in February 2022.</p>	C
E104	The locations of all Heavy Vehicles used for spoil haulage must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one (1) year following the completion of construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	<p>SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021</p>	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E105	Local roads proposed to be used by Heavy Vehicles to directly access ancillary facilities / construction sites that are not identified in the documents listed in <b>Condition A1</b> must be approved by the Planning Secretary and be included in the CTMP.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Traffic Management Plan – Civil Works, St Marys TBI, Ward Civil 13/10/21, 725.MAN.10.TMP</p> <p>CTTMP Internal Approval Brief, Sydney Metro 22/10/21 (approval of the St Marys TBI Traffic Management Plan)</p> <p>Sydney Metro Western Sydney Airport, Advanced Enabling Works, Heavy Vehicle use of Local Roads, 22/12/21 (for AEW Power)</p> <p>Letter Sydney Metro to DPE, 23/12/21 (submission of Sydney Metro Western Sydney Airport, Advanced Enabling Works, Heavy Vehicle use of Local Roads)</p> <p>Letter DPE to Sydney Metro 08/02/22 (request for information 2 on the Sydney Metro Western Sydney Airport, Advanced Enabling Works, Heavy Vehicle use of Local Roads)</p> <p>Interview with auditees 18/02/22</p> <p>Sydney Metro – Western Sydney Airport Environmental Impact Statement, 21/10/20</p> <p>Sydney Metro – Western Sydney Airport Submissions Report, April 2021</p>	<p>All the local roads at the St Mary's TBI and Derwent Road are identified within the EIS (Chapter 8) and RtS (Figure 6-1 of the RtS).</p> <p>The use of local roads is required for AEW Power. This is identified in both the Overarching CTMP for AEW Power and the heavy vehicle application. This application sought to address E106a-e) and was submitted to the Department. This was submitted to the Department. The Department has raised several requests for information/ Some final comments are expected to be resolved via submission of 2 x CTMPs and submission of the necessary CEMPs. Approval is pending. AEW Power works using local roads is yet to commence.</p>	NT
E106	<p>All requests to the Planning Secretary for approval to use local roads under Condition E105 above must include the following:</p> <p>(a) a swept path analysis;</p> <p>(b) demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two-way roadways;</p> <p>(c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and</p> <p>(d) measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times; and</p> <p>(e) written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items (a) to(d) of this condition.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Sydney Metro Western Sydney Airport, Advanced Enabling Works, Heavy Vehicle use of Local Roads, 22/12/21 (for AEW Power)</p> <p>Letter Sydney Metro to DPE, 23/12/21 (submission of Sydney Metro Western Sydney Airport, Advanced Enabling Works, Heavy Vehicle use of Local Roads)</p> <p>Letter DPE to Sydney Metro 08/02/22 (request for information 2 on the Sydney Metro Western Sydney Airport, Advanced Enabling Works, Heavy Vehicle use of Local Roads)</p> <p>Interview with auditees 18/02/22</p>	<p>The use of local roads is required for AEW Power. This is identified in both the Overarching CTMP for AEW Power and the heavy vehicle application. This application sought to address E106a-e) and was submitted to the Department. This was submitted to the Department. The Department has raised several requests for information/ Some final comments are expected to be resolved via submission of 2 x CTMPs and submission of the necessary CEMPs. Approval is pending. AEW Power works using local roads is yet to commence.</p>	NT	



Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E107	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 <b>Road Dilapidation Report</b> must be provided to the Relevant Road Authority(s) within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by Heavy Vehicles associated with the construction of the CSSI.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 18/02/22</p> <p>Preconstruction Dilapidation Report for Liverpool City Council, 20/12/21 (dilap for power supply and local roads in the Liverpool City Council)</p> <p>Preconstruction Dilapidation Report for Penrith City Council, 20/12/21 (dilap for power supply and local roads in the Liverpool City Council)</p> <p>Dilapidation Reports for Phillip and Lethbridge Streets, East Lane, Gidley Street, Glossop Street, Nariel Street, Queen Street, Station Street, Effective Building &amp; Consultancy, various dates</p> <p>St Marys Dilapidation Investigation Register, TfNSW, dated 05/12/2021 (and accompanying dilapidation reports)</p> <p>Letter TfNSW to Council, 28/09/21 and 04/02/22 (submission of road design and confirmation of road authority designation)</p>	<p>Note works at Bringelly are not construction, therefore the need for a dilapidation report for Derwent Road is not yet triggered.</p> <p>Dilapidation reports were prepared for power supply and local roads and surrounding surfaces in both Liverpool and Penrith City Councils.</p> <p>TfNSW undertook local road dilapidation surveys prior to works commencing. However, as these works are being completed under Section 72 and 64 of the Road Act, TfNSW is currently the 'relevant Roads Authority'. There is no formal process to provide these reports to TfNSW, as they the dilapidation reports are recorded under the project document system. Therefore there is no requirement to provide these report to Local Council(s).</p>	C
E108	<p>If damage to roads occurs as a result of the construction of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion):</p> <p>(a) compensate the Relevant Road Authority for the damage so caused; or</p> <p>(b) rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Interview with auditees 18/02/22</p> <p>Site inspection 10/02/22</p>	The auditees have not been alerted to damage. No damage was sighted during the inspection.	NT	

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E109	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to: (a) minimise parking on public roads; (b) minimise idling and queuing on state and regional roads; (c) not carry out marshalling of construction vehicles near sensitive land use(s); (d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Traffic Management Plan – Civil Works, St Marys TBI, Ward Civil 13/10/21, 725.MAN.10.TMP</p> <p>CTTMP Internal Approval Brief, Sydney Metro 22/10/21 (approval of the St Marys TBI Traffic Management Plan)</p> <p>Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power, Rev C, 24/01/22</p> <p>CTTMP Internal Approval Brief, Sydney Metro 02/02/22 (approval of the Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power)</p> <p>St Marys TBI Construction Transport Worker Strategy, Sydney Metro, 01/12/21</p> <p>Interview with auditees 18/02/22, 21/02/2022</p> <p>Site inspection 10/02/22</p> <p>St Marys TBI Construction Worker Parking Strategy, Sydney Metro, 01/12/2021</p> <p>St Mary's TBI Induction Presentation, Ward Civil, W-HS-FM-40 v2.0, dated 20/09/2021</p> <p>ROL Licence 1768382 (Queen Street half road closure).</p> <p>ROL Licence 1763468 (Station Street shutdown).</p>	<p>The St Mary's TBI site was set up in a manner consistent with the TGS. No idling was observed. No marshalling of site observed. Access was maintained. Soil haulage was yet to commence.</p> <p>A Construction Worker Transport Strategy has been prepared for St Marys TBI. TfNSW people are to park on their compound set up for non-project works (Glossip Street).</p> <p>St Marys TBI Construction Worker Parking Strategy commits to workers not using street parking, and instead using parking onsite or nearby public parking areas. Heavy vehicles are restricted to the worksite (noted in site induction).</p> <p>ROL Licence 1768382 (Queen Street half road closure). Enables occupation of Queen Street.</p> <p>ROL Licence 1763468 (Station Street shutdown). This enables taking of should and kerb from 01/02/22 – 16/03/22.</p> <p>St Marys TBI Construction Worker Transport Strategy, TfNSW, 01/12/21</p> <ul style="list-style-type: none"> <li>Car pooling and public transport is not supported due to COVID control requirement</li> <li>Worker / parking demand is identified and parking facilities have been identified. There is adequate surplus parking locally. Heavy Vehicles use parking within the Project5 footprint.</li> <li>Ward Civil Project Induction Includes parking requirements.</li> </ul>	C
E110	Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Traffic Management Plan – Civil Works, St Marys TBI, Ward Civil 13/10/21, 725.MAN.10.TMP</p> <p>CTTMP Internal Approval Brief, Sydney Metro 22/10/21 (approval of the St Marys TBI Traffic Management Plan)</p> <p>Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power, Rev C, 24/01/22</p> <p>CTTMP Internal Approval Brief, Sydney Metro 02/02/22 (approval of the Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power)</p> <p>Interview with auditees 18/02/22</p>	<p>The CTMP for St Mary's TBI and Overarching CTMP for AEW Power identify this requirement. The auditees are not aware of any interruptions to access to services as yet.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E111	The Proponent must maintain access to properties during the entirety of works unless an alternative access is agreed in writing with the landowner(s) whose access is impacted by the CSSI works.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Traffic Management Plan – Civil Works, St Marys TBI, Ward Civil 13/10/21, 725.MAN.10.TMP</p> <p>CTTMP Internal Approval Brief, Sydney Metro 22/10/21 (approval of the St Marys TBI Traffic Management Plan)</p> <p>Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power, Rev C, 24/01/22</p> <p>CTTMP Internal Approval Brief, Sydney Metro 02/02/22 (approval of the Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power)</p> <p>Interview with auditees 18/02/22</p> <p>SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22</p>	The CTMP for St Mary's TBI and Overarching CTMP for AEW Power identify this requirement. The auditees are not aware of any interruptions to access as yet. No complaints have been received regarding this requirement.	C
E112	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road decided through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Traffic Management Plan – Civil Works, St Marys TBI, Ward Civil 13/10/21, 725.MAN.10.TMP</p> <p>CTTMP Internal Approval Brief, Sydney Metro 22/10/21 (approval of the St Marys TBI Traffic Management Plan)</p> <p>Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power, Rev C, 24/01/22</p> <p>CTTMP Internal Approval Brief, Sydney Metro 02/02/22 (approval of the Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power)</p> <p>Interview with auditees 18/02/22</p> <p>SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22</p>	The CTMP for St Mary's TBI and Overarching CTMP for AEW Power identify this requirement. The auditees are not aware of any interruptions to access as yet. No complaints have been received regarding this requirement.	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E113	Any property access physically affected by the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier. Property access must be reinstated within one (1) month of the work that physically affected the access is completed or in any other timeframe agreed with the landowner or occupier.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Traffic Management Plan – Civil Works, St Marys TBI, Ward Civil 13/10/21, 725.MAN.10.TMP</p> <p>CTTMP Internal Approval Brief, Sydney Metro 22/10/21 (approval of the St Marys TBI Traffic Management Plan)</p> <p>Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power, Rev C, 24/01/22</p> <p>CTTMP Internal Approval Brief, Sydney Metro 02/02/22 (approval of the Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power)</p> <p>Interview with auditees 18/02/22</p> <p>SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22</p>	The CTMP for St Mary's TBI and Overarching CTMP for AEW Power identify this requirement. The auditees are not aware of any interruptions / adjustments / removal to access as yet. No complaints have been received regarding this requirement.	C
E114	During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist 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 avoided, alternative pedestrian, cyclist and vehicular access, and parking arrangements must be developed in consultation with affected businesses and landowners and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Traffic Management Plan – Civil Works, St Marys TBI, Ward Civil 13/10/21, 725.MAN.10.TMP</p> <p>CTTMP Internal Approval Brief, Sydney Metro 22/10/21 (approval of the St Marys TBI Traffic Management Plan)</p> <p>Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power, Rev C, 24/01/22</p> <p>CTTMP Internal Approval Brief, Sydney Metro 02/02/22 (approval of the Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power)</p> <p>Site inspection, 10/02/2022</p> <p>Interview with auditees, 18/02/2022</p>	<p>Pedestrian access provided along Station Street at TBI site using jersey kerbs as per TGS.</p> <p>Access to Bingo Industries to be maintained during AEW Power works on Patons Lane. Maintenance of access addressed in 'TGS1 - P1 - Patons St shuttle flow (Figure 1.2).</p> <p>No restrictions to access have been observed. 1 x complaint regarding access was raised in the complaints register (vehicle blocked by temporary fence). This was addressed within 30mins.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E115	Safe pedestrian and cyclist access must be maintained around the St Marys construction site during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, a proximate alternate route which complies with the relevant standards, must be provided and signposted before the restriction or removal of the impacted access.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Not Applicable	Applicable	<p>Traffic Management Plan – Civil Works, St Marys TBI, Ward Civil 13/10/21, 725.MAN.10.TMP</p> <p>CTTMP Internal Approval Brief, Sydney Metro 22/10/21 (approval of the St Marys TBI Traffic Management Plan)</p> <p>Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power, Rev C, 24/01/22</p> <p>CTTMP Internal Approval Brief, Sydney Metro 02/02/22 (approval of the Overarching CTMP Sydney Metro Western Sydney Airport, AEW Power</p> <p>Site inspection, 10/02/2022</p> <p>Interview with auditees, 18/02/2022</p>	<p>Pedestrian access provided along Station Street at TBI site using jersey kerbs as per TGS.</p> <p>Access to Bingo Industries to be maintained during AEW Power works on Patons Lane. Maintenance of access addressed in 'TGS1 - P1 - Patons St shuttle flow (Figure 1.2).</p> <p>No restrictions to access have been observed. 1 x complaint regarding access was raised in the complaints register (vehicle blocked by temporary fence). This was addressed within 30mins.</p>	C
E116	A <b>Traffic and Transport Liaison Group(s)</b> must be established in accordance with the Construction Traffic Management Framework to inform the development of CTMP.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Traffic and Transport Liaison Group (TTLG) Terms of Reference, Sydney Metro, Rev 0.2 (draft), dated 16/06/2021</p> <p>Construction Traffic Management Framework, Sydney Metro, version 1.1, dated July 2020</p> <p>TTLG Meeting 7 Minutes (draft), dated 02/12/2021</p> <p>TTLG Meeting 8 Agenda, dated 13/01/2022</p> <p>TTLG Meeting 8 Minutes (draft), dated 13/01/2022</p> <p>TTLG Meeting 9 Agenda, dated 03/02/2022</p> <p>TTLG Meeting 9 Minutes (draft), dated 03/02/2022</p>	<p>Draft TTLG Terms of Reference refers to who needs to be involved in the TTLG.</p> <p>Section 4.2 of the CTMF outlines the requirements for TTLG and which organisations should be involved.</p> <p>TTLG agenda shows invitee list includes council, Police, NSW Ambulance</p> <p>Meetings held monthly and nine meetings have been held to date.</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E117	<p>Supplementary analysis and modelling as required by TfNSW and / or the Traffic and Transport Liaison Group(s) must be undertaken to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations, including changes to and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the CTMP.</p> <p>Permanent road works included in the CSSI must be designed, constructed and operated with the objective of integrating with existing and proposed road and related transport networks and minimising adverse changes to the safety, efficiency and accessibility of the network. Design and assessment of related traffic, parking, pedestrian and cycle accessibility impacts and changes shall be undertaken:</p> <p>(a) in consultation with, and to the reasonable requirements of the relevant Traffic and Transport Liaison Group;</p> <p>(b) in consideration of existing and future demand, connectivity (in relation to permanent changes), performance and safety requirements;</p> <p>(c) to minimise and manage local area traffic impacts;</p> <p>(d) to, where possible and appropriate, retain or reinstate parking in St Marys;</p> <p>(e) to ensure access is maintained to property and infrastructure</p> <p>(f) to address relevant design, engineering and safety guidelines, including Austroads, Australian Standards and TfNSW requirements.</p> <p>Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road Authority for consultation during design development and before completion of construction of the CSSI.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>TTLG Meeting 7 Minutes (draft), dated 02/12/2021</p> <p>TTLG Meeting 8 Minutes (draft), dated 13/01/2022</p> <p>TTLG Meeting 9 Minutes (draft), dated 03/02/2022</p>	Requirement for supplementary analysis and modelling has not yet been triggered.	NT
E118	<p>As part of Condition E117 the Traffic and Transport Liaison Group(s) is to identify opportunities to improve the intersection performance during operation at:</p> <p>(a) Queen Street/Great Western Highway/Mamre Road in St Marys;</p> <p>(b) Glossop Street/ Forrester Road in St Marys; and</p> <p>(c) Glossop Street / Great Western highway in St Marys. Identified improvements must be implemented prior to the commencement of operation.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>TTLG Meeting 7 Minutes (draft), dated 02/12/2021</p> <p>TTLG Meeting 8 Minutes (draft), dated 13/01/2022</p> <p>TTLG Meeting 9 Minutes (draft), dated 03/02/2022</p> <p>Site inspection, 10/02/2022</p> <p>Interview with auditees, 18/02/2022</p>	Not triggered as permanent works have not yet commenced.	NT
E119	<p>Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the relevant <b>Traffic and Transport Liaison Group</b> before the completion and use of the subject infrastructure and must be made available to the Planning Secretary upon request.</p>	Not Applicable	Not Applicable	Not Applicable	Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable	<p>TTLG Meeting 7 Minutes (draft), dated 02/12/2021</p> <p>TTLG Meeting 8 Minutes (draft), dated 13/01/2022</p> <p>TTLG Meeting 9 Minutes (draft), dated 03/02/2022</p> <p>Site inspection, 10/02/2022</p> <p>Interview with auditees, 18/02/2022</p>	Not triggered as permanent works have not yet commenced.	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
<b>Utilities Management</b>														
E120	The CSSI must be designed and constructed with the objective of minimising impacts to, and interference with utilities infrastructure, and that such infrastructure and property is protected during construction. Utilities, services and other infrastructure potentially affected by construction must be identified before works affecting the item, to determine requirements for access to, diversion protection, and / or support. The relevant owner(s) and / or provider(s) of services must be consulted to make suitable arrangements for access to diversion, protection, and / or support of the affected infrastructure as required. The Proponent must ensure that disruption to any service is minimised and be responsible for advising local residents and businesses affected before any planned disruption of service.	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Not Applicable	Applicable	Low Impact Works TBI – Utilities and Service Enabling Works, Rev 7, 20/10/2022 (approved 21/10/2022) Site inspection 10/02/2022	Limited works to date. Minor utility adjustment works at TBI along station street.	C
E121	The proponent must consult with WaterNSW regarding design, construction and operational management where the proposal interacts with the Warragamba to Prospect Water Supply Pipeline, and ensure that proposed construction and operational agreements are consistent with the “Guidelines for Development Adjacent to the Upper Canal and Warragamba Pipelines” and implement all practical measures to protect the Warragamba to Prospect Water Supply Pipelines infrastructure, or as otherwise agreed to by WaterNSW.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Site inspection 10/02/2022	No triggered at this stage.	NT
<b>Waste</b>														
E122	Waste generated during construction and operation must be dealt with in accordance with the following priorities: (a) waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced; (b) where avoiding or reducing waste is not possible, waste must be re-used, recycled, or recovered; and (c) where re-using, recycling or recovering waste is not possible, waste must be treated or disposed of.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	St Marys Temporary Bus Interchange CEMP, Ward Civil, Rev 1 dated 24/11/21 Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP) Sydney Metro Power Enabling Works CEMP, Quickway, Rev 0.0 dated 01/02/22 Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP) Waste and Recycling Management Plan, Quickway, Rev 0.0, 25/01/2022 Site inspection 10/02/2022	Waste management and mitigation measures have been incorporated into the CEMPs for AEW Power and AEW TBI. Waste generated to date is primarily building and demolition waste (including special waste). Refer E125/E125.	C
E123	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the conditions of the current EPL for the CSSI, or be done in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, as the case may be.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Site inspection 10/02/2022	Not triggered – no importation of waste materials to site under a RRE/RRO	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E124	Waste must only be exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any other place that can lawfully accept such waste.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>St Marys TBI Waste Register current to 22/02/22, Ward Civil</p> <p>Tip docket, High Quality Recycling Services (various)</p> <p>EPL 5857 (Hi Quality Waste Management Services EPL)</p> <p>Derwent Road Waste Register current to 21/02/22, Enviro Pacific</p> <p>Tip docket (various), Cleanaway Kemps Creek</p> <p>EPL 12889 (Cleanaway Kemps Creek EPL)</p> <p>Disposal docket (liquid), Brandster Services, 01/02/22</p> <p>EPL 5973 (Brandster Services EPL)</p> <p>Tip docket (various), Glenfield Waste Services</p> <p>EPL 4614 and EPL 20974 (Glenfield Waste Services EPLs)</p>	<p>Waste appears to have been suitable classified and directed to premises lawfully permitted to receive it. Records are being retained.</p> <p>The Auditor notes that this Independent Audit does not comprise an audit on the disposal of each and every load and, therefore, this Audit does not constitute affirmation that proper disposal has occurred in all instances</p>	C



Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E125	All waste must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>St Marys TBI Waste Classification Assessment Report, 1135-WCA-01-100122.v1f, Sydney Environmental Group, 10/01/22</p> <p>St Marys TBI Waste Classification Assessment Report, 1335-WCA-01-051021.v1f, Sydney Environmental Group, 05/10/21</p> <p>Waste Classification 40 Derwent St, Bringelly, Airsafe, 16/02/22</p> <p>St Marys TBI Waste Register current to 22/02/22, Ward Civil</p> <p>Tip dockets, High Quality Recycling Services (various)</p> <p>EPL 5857 (Hi Quality Waste Management Services EPL)</p> <p>Derwent Road Waste Register current to 21/02/22, Enviro Pacific</p> <p>Tip dockets (various), Cleanaway Kemps Creek</p> <p>EPL 12889 (Cleanaway Kemps Creek EPL)</p> <p>Disposal docket (liquid), Brandster Services, 01/02/22</p> <p>EPL 5973 (Brandster Services EPL)</p> <p>Tip dockets (various), Glenfield Waste Services</p> <p>EPL 4614 and EPL 20974 (Glenfield Waste Services EPLs)</p>	<p>The majority of waste is pre-classified under the Waste Classification Guidelines and is not required to undergo sampling. Excavated material has undergone sampling to verify its classification in accordance with the Guidelines.</p> <p>Waste appears to have been suitable classified and directed to premises lawfully permitted to receive it. Records are being retained.</p> <p>The Auditor notes that this Independent Audit does not comprise an audit on the disposal of each and every load and, therefore, this Audit does not constitute affirmation that proper disposal has occurred in all instances</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
<b>Water</b>														
E126	The CSSI must be designed and constructed so as to maintain the NSW Water Quality Objectives (NSW WQO) where they are being achieved as at the date of this approval, and contribute towards achievement of the NSW WQO over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the NSW WQO, in which case those requirements must be complied with.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>St Marys Temporary Bus Interchange CEMP, Ward Civil, Rev 1 dated 24/11/21</p> <p>Letter HBI to Sydney Metro, 24/11/21 (endorsement of St Marys Temporary Bus Interchange CEMP)</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, Rev 0.0 dated 01/02/22</p> <p>Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p> <p>Waste and Recycling Management Plan, Quickway, Rev 0.0, 25/01/2022</p> <p>Site inspection by ErSED for TBI site, 18/01/2022 (includes recommendations on ESCP)</p> <p>Low Impact Works Derwent Road upgrade – Site Access, Rev 4, dated 19/01/2022 (includes ECM that covers ERSD)</p> <p>Site inspection 10/02/2022</p>	<p>Soil and water management and mitigation measures have been incorporated into the CEMPs for AEW Power and AEW TBI.</p> <p>ESCP for TBI mirrors what was observed onsite. Controls are all passive (i.e.: there is no basin / pumping to environment). Derwent Road is grassed. Sediment fence was being installed at the time of the inspection.</p> <p>No discharges from site have occurred to date as the projects do not yet have a Pollution Impact Assessment in Place. Water being managed onsite, and excess water removed from site as liquid waste.</p>	C
E127	The Proponent must consider the Guidelines for controlled activities on waterfront land riparian corridors (Department of Industry 2018) when carrying out work within 40 metres of a watercourse, including its bed.	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Site inspection 10/02/2022	Not triggered at this stage.	NT
E128	Before undertaking any work and during maintenance or construction activities, erosion and sediment controls must be implemented and maintained to prevent water pollution consistent with Managing Urban Stormwater: Soils and Construction Vol 1 4th ed. by Landcom, 2004 (The Blue Book).	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>As per E126</p> <p>Letter HBI to DPE, 05/11/21 (ER Monthly Report for October 2021)</p> <p>Letter HBI to DPE, 07/12/21 (ER Monthly Report for November 2021)</p> <p>Letter HBI to DPE, 14/01/22 (ER Monthly Report for December 2021)</p> <p>Letter HBI to DPE, 07/02/22 (ER Monthly Report for January 2022)</p> <p>ER Inspection Report 09/02/22</p> <p>Site inspection 10/02/2022</p>	<p>As per E126</p> <p>ER inspection 23/12/21 – action raised regarding provision of PESCP prior to shutdown (closed out based on ErSed report)</p> <p>ER inspection 24/11/21 – action raised regarding protection of stormwater pits, not closed out until 25/01/22</p> <p>Sydney Metro reported no complaints or incidents related to dirty water leaving site</p>	C

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E129	<p>Unless an EPL is in force in respect to the CSSI and that licence specifies alternative criteria, discharges from construction wastewater treatment plants to surface waters must not exceed:</p> <p>(a) the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2018 (ANZG (2018)) default guideline values for toxicants at the 95 per cent species protection level;</p> <p>(b) for physical and chemical stressors, the guideline values set out in Tables 3.3.2 and 3.3.3 of the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000 (ANZECC/ARMCANZ); and</p> <p>(c) for bioaccumulative and persistent toxicants, the ANZG (2018) guideline values at a minimum of 99 per cent species protection level.</p> <p>Where the ANZG (2018) does not provide a default guideline value for a particular pollutant, the approaches set out in the ANZG (2018) for deriving guideline values, using interim guideline values and/or using other lines of evidence such as international scientific literature or water quality guidelines from other countries, must be used.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Site inspection 10/02/2022</p> <p>Interview with auditees, 18/02/2022</p>	No water treatment plants have been established at this stage.	NT
E130	<p>If construction stage stormwater discharges are proposed, a <b>Water Pollution Impact Assessment</b> will be required. Any such assessment must be prepared in consultation with the EPA and be consistent with the National Water Quality Guidelines, with a level of detail commensurate with the potential water pollution risk.</p> <p><b>Note:</b> If an EPL is required the Water Pollution Impact Assessment will be required to inform licensing consistent with section 45 of the POEO Act.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Site inspection 10/02/2022</p> <p>Interview with auditees, 18/02/2022</p>	No discharges from site have occurred to date as the projects do not yet have a Pollution Impact Assessment in Place. Water being managed onsite, and excess water removed from site as liquid waste.	NT
E131	<p>Drainage feature crossings (permanent and temporary watercourse crossings and stream diversions) and drainage swales and depressions must be carried out in accordance with relevant guidelines and designed by a suitably qualified and experienced person.</p>	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	<p>Site inspection 10/02/2022</p> <p>Interview with auditees, 18/02/2022</p>	Not triggered for works conducted during the audit period. No crossing works have occurred.	NT
E132	<p>Unless an EPL is in force in respect to the CSSI and that licence specifies alternative criteria, discharges from operational water treatment plants to surface waters must not exceed:</p> <p>(a) the ANZG 2018 default guideline values for toxicants at the 95 per cent species protection level;</p> <p>(b) for physical and chemical stressors, the guideline values set out in Tables 3.3.2 and 3.3.3 of the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC/ARMCANZ, 2000); and</p> <p>(c) for bioaccumulative and persistent toxicants, the ANZG 2018 guideline values at a minimum of 99 per cent species protection level.</p> <p>Where the ANZG 2018 does not provide a default guideline value for a particular pollutant, the approaches set out in the ANZG 2018 for deriving guideline values, using interim guideline values and/or using other lines of evidence such as international scientific literature or water quality guidelines from other countries, must be used.</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	<p>SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021</p>	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E133	<p>Make good provisions for groundwater users must be provided in the event of a material decline in water supply levels, quality or quantity from registered existing bores associated with groundwater changes from either construction and/or ongoing operational dewatering caused by the CSSI.</p>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	<p>SMWSA CSSI Staging Report, Sydney Metro, Rev 4.0 dated 20/07/2021</p>	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

Unique ID	Compliance requirement	AEW – Demolition	AEW – Gas	AEW – Power	AEW – Roadworks	AEW – St Marys Station Lift Relocation	AEW – St Marys Temporary Bus Interchange	AEW – Water	SBT	SCAW	SSTOM	Evidence collected	Independent Audit findings and recommendations	Compliance Status
E134	<p>The Proponent must submit a revised Groundwater Modelling Report to the Planning Secretary for information before bulk excavation at the relevant construction location. The Groundwater Modelling Report must include:</p> <p>(a) for each construction site where excavation will be undertaken, cumulative (additive) impacts from nearby developments, parallel transport projects and nearby excavation associated with the CSSI;</p> <p>(b) predicted incidental groundwater take (dewatering) including cumulative project effects;</p> <p>(c) potential impacts of the CSSI or detail and demonstrate why the CSSI will not have lasting impacts to the groundwater system, ongoing groundwater incidental take and groundwater level drawdown effects;</p> <p>(d) actions required to minimise the risk of inflows (including in the event the CSSI are delayed or do not progress) and a strategy for accounting for any water taken beyond the life of the operation of the CSSI;</p> <p>(e) saltwater intrusion modelling analysis, from saline groundwater in shale, into metro station sites; and</p> <p>(f) a schematic of the conceptual hydrogeological model.</p>	Not Applicable	Applicable	Applicable	Not Applicable	Applicable	Not Applicable	Applicable	Applicable	Not Applicable	Applicable	<p>Site inspection 10/02/2022</p> <p>Interview with auditees 18/02/2022</p>	<p>Not triggered for works conducted during the audit period. There has been no bulk excavation to date.</p>	NT

## **APPENDIX B – PLANNING SECRETARY AGREEMENT OF INDEPENDENT AUDITORS**



Ben Armstrong

Sydney Metro  
PO Box K659  
Haymarket NSW 1240

via Major Projects Portal

20 January 2022

Dear Ben

**Department of Planning and Environment**

Our ref: SSI-10051

Your ref: Sydney Metro Western Airport

File: SSI-10051-PA-19

**Sydney Metro Western Airport (SSI-10051)  
Independent Environmental Auditors Nomination**

Thank you for your letter dated 12 January 2022 requesting the Planning Secretary's approval of suitably qualified, experienced and independent persons as independent environmental auditors for the Sydney Metro Western Sydney Airport project (SSI-10051-PA-19).

The Department has reviewed the nominations and information you have provided against the *Independent Audit Post Approval Requirements (DPIE, 2020) (IA PAR)*. The Department is satisfied that Wolfpeak's Mr Fermio, Mr Low and Ms Azzopardi are certified with Exemplar Global as either principal or lead auditors in environmental management systems, are suitably experienced and qualified in state significant projects, and have supplied declarations of independence.

Consequently, I can advise that in accordance with Condition A38 of SSI-10051, the Planning Secretary has agreed to the following audit team for the initial audit:

- Mr Fermio, Wolfpeak, as auditor
- Mr Low, Wolfpeak, as auditor
- Ms Azzopardi, Wolfpeak, as audit support.

Please ensure this correspondence is appended to the Independent Audit Report.

The Independent Audit must be prepared, undertaken and finalised in accordance with the IA PAR. Failure to meet these requirements will require revision and resubmission.

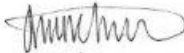
Please note that a further auditor nomination must be made and written agreement from the Planning Secretary provided prior to undertaking any subsequent independent audits. The Department also reserves the right to request an alternate auditor or audit team for future audits.

If you wish to discuss the matter further, please contact Alex McGuirk, Senior Compliance Officer, at [compliance@planning.nsw.gov.au](mailto:compliance@planning.nsw.gov.au).

Yours sincerely,



**Department of Planning and Environment**

A handwritten signature in black ink, appearing to read "Thomas Minchin".

**Thomas Minchin**

A/Team Leader Compliance – Government Projects

Planning & Assessment | Department of Planning and Environment

*As nominee of the Planning Secretary*

---

4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150 | Locked Bag 5022, Parramatta NSW 2124 | [dpie.nsw.gov.au](http://dpie.nsw.gov.au) | 2

## APPENDIX C – CONSULTATION RECORDS



**Ann Azzopardi**

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**From:** Alex McGuirk <Alex.McGuirk@dpi.nsw.gov.au >  
**Sent:** Tuesday, 1 February 2022 4:35 PM  
**To:** Derek Low  
**Subject:** RE: Sydney Metro Western Sydney Airport - SSI 10051 - Independent Audit No. 1  
\*\*updated\*\*

Hi Derek,

Thank you for consulting with the Department of Planning and Environment (Department) on the scope of the Sydney Metro Western Sydney Airport initial construction audit. The Department requests that you also consult with Penrith and Liverpool City Councils.

Please ensure the audit is conducted in accordance with Condition A36 of Infrastructure Approval SS-10051, which requires the audit to be carried out in accordance with the Independent Audit Post Approval Requirements (May, 2020). Consistent with section 3.3 of those requirements, please ensure:

- All conditions applicable to the current stages are audited, noting that the staged construction
- The environmental performance of the development is assessed, including but not limited to actual versus predicted impacts
- A high level assessment of the environmental management plans/sub-plans is included
- Matters considered relevant to this audit:
  - Provision of required information on the project website and whether that information is "easy to navigate" (refer condition B11)
  - Ongoing consultation with: registered Aboriginal parties (refer condition E29); affected community regarding specific noise mitigation measures, including respite periods (refer for example conditions E42, E47, E57) and notifications regarding approved out of hours works
  - Signage and access around the St Marys construction site (refer for example conditions E61, E115).

Please do not hesitate to contact me to discuss,

**Alex McGuirk**  
**Senior Compliance Officer**  
Planning & Assessment | Department of Planning & Environment  
Locked Bag 5022 | PARRAMATTA NSW 2124  
[www.dpie.nsw.gov.au](http://www.dpie.nsw.gov.au)



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**From:** Derek Low <dlow@wolfpeak.com.au>  
**Sent:** Monday, 24 January 2022 7:33 AM  
**To:** DPE PSVC Compliance Mailbox <compliance@planning.nsw.gov.au>; Alex McGuirk <Alex.McGuirk@dpi.nsw.gov.au>  
**Cc:** Steve Fermio <sfermio@wolfpeak.com.au>; Ann Azzopardi <aazzopardi@wolfpeak.com.au>; Jeremy Slattery

<Jeremy.Slattery@transport.nsw.gov.au>; Tim Solomon <Tim.Solomon@transport.nsw.gov.au>  
**Subject:** Sydney Metro Western Sydney Airport - SSI 10051 - Independent Audit No. 1 **\*\*updated\*\***

**\*\*updated\*\***

Hi there.

I am one of the Department of Planning and Environment (the Department) approved independent auditors on the Sydney Metro Western Sydney Airport – SSI 10051 (the Project).

I am currently preparing to undertake the first independent audit on the Project. The audit is required to be conducted in accordance with SSI 10051 condition A36 and the Department's 2020 *Independent Audits Post Approval Requirements* (or IAPAR).

The Approval is available at the following link: <https://www.planningportal.nsw.gov.au/major-projects/project/35016>  
The IAPAR is available at the following link: <https://www.planning.nsw.gov.au/-/media/Files/DPE/Other/Assess-and-regulate/About-Compliance/independent-audit-post-approval-requirements-2020-05-19.pdf>

The on-site component of the audit is scheduled to occur on 10 February 2022, with the report to be submitted to the Department two months afterwards. The audit pertains to post-approval requirements and compliance.

In accordance with Section 3.2 of the IAPAR, I am consulting with the Department on the scope of the audit and for confirmation as to whether other parties or agencies are to be consulted.

As you will see the required scope (outlined in Section 3.3 of the IAPAR) already covers an assessment of each relevant condition along with all post approval documents prepared to satisfy the conditions of Approval, including an assessment of the implementation of Environmental Management Plans and Sub-plans, complaints, incidents and so forth. These are included in the audit scope for this Project.

In providing input to the scope, I kindly request Department confirm:

- if it any key issues it would like examined, relating to post-approval requirements and compliance that are not already called up by the scope in Section 3.3 of the IAPAR; or
- if it recommends that other parties or agencies are to be consulted. If so I request that the Department identify those parties.

I also invite the Department to join WolfPeak (and the Project team and any other parties or agencies) to a meeting to discuss the audit scope. If this is something the Department is interested in, please let me know the preferred dates / times, and I can send out invitations.

Finally, I recognise the short timeframe between the issue of this request and the date of the inspection. To manage this matter, WolfPeak will endeavour to address any comments raised by the Department (or other stakeholder as required) throughout the undertaking and finalising of the independent audit, where it does not risk a non-compliance with the timing under condition A40.

Any questions please let me know. I look forward to hearing from you.

Regards,

**Derek Low** | Principal Environmental Consultant  
General Manager



E: [dlow@wolfpeak.com.au](mailto:dlow@wolfpeak.com.au)

P: 1800 979 716


M: 0402 403 716

A: Suite 2, Level 10, 82 Elizabeth St, Sydney NSW 2000

[www.wolfpeak.com.au](http://www.wolfpeak.com.au)



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**Ann Azzopardi**

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**From:** Lauren Vallejo <Lauren.Vallejo@penrith.city>  
**Sent:** Monday, 14 February 2022 10:42 AM  
**To:** Derek Low; Penrith City Council - RECORDS  
**Subject:** RE: Sydney Metro Western Sydney Airport - SSI 10051 - Independent Audit No. 1

Thank you. Council staff have no comment at this time.

For anything further, please feel welcome to contact me at any time.

Kind Regards  
Lauren

**Lauren Vallejo**  
Project Interface - Sydney Metro

E [Lauren.Vallejo@penrith.city](mailto:Lauren.Vallejo@penrith.city)  
T +61247327462 | F | M +61439608010  
PO Box 60, PENRITH NSW 2751  
[www.visitpenrith.com.au](http://www.visitpenrith.com.au)  
[www.penrithcity.nsw.gov.au](http://www.penrithcity.nsw.gov.au)

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CITY COUNCIL

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CHILDCARE IN 2022**

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**From:** Derek Low <dlow@wolfpeak.com.au>  
**Sent:** Monday, 7 February 2022 7:58 AM  
**To:** Lauren Vallejo <Lauren.Vallejo@penrith.city>; Penrith City Council - RECORDS <council@penrith.city>  
**Subject:** Sydney Metro Western Sydney Airport - SSI 10051 - Independent Audit No. 1

**EXTERNAL EMAIL: This email was received from outside the organisation. Use caution when clicking any links or opening attachments.**

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Hi there.

I am one of the Department of Planning and Environment (the Department) approved independent auditors on the Sydney Metro Western Sydney Airport – SSI 10051 (the Project).

I am currently preparing to undertake the first independent audit on the Project. The audit is required to be conducted in accordance with SSI 10051 condition A36 and the Department's 2020 *Independent Audits Post Approval Requirements* (or IAPAR).

The Approval is available at the following link: <https://www.planningportal.nsw.gov.au/major-projects/project/35016>

The IAPAR is available at the following link: <https://www.planning.nsw.gov.au/-/media/Files/DPE/Other/Assess-and-regulate/About-Compliance/independent-audit-post-approval-requirements-2020-05-19.pdf>

The on-site component of the audit is scheduled to occur on 10 February 2022, with the report to be submitted to the Department two months afterwards. The audit pertains to post-approval requirements and compliance.

In accordance with Section 3.2 of the IAPAR and the Department's instructions, I am consulting with Council on the scope of the audit.

As you will see the required scope (outlined in Section 3.3 of the IAPAR) already covers an assessment of each relevant condition along with all post approval documents prepared to satisfy the conditions of Approval, including an assessment of the implementation of Environmental Management Plans and Sub-plans, complaints, incidents and so forth. These are included in the audit scope for this Project.

In providing input to the scope, I kindly request Council confirm if it any key issues it would like examined, relating to post-approval requirements and compliance that are not already called up by the scope in Section 3.3 of the IAPAR.

I recognise the short timeframe between the issue of this request and the date of the inspection. To manage this matter, WolfPeak will endeavour to address any comments raised by Council throughout the undertaking of the independent audit, noting that the final report is due to the Department no later than 10 April 2022.

Any questions please let me know. I look forward to hearing from you.

Regards,

Derek Low | Principal Environmental Consultant  
General Manager



E: [dlow@wolfpeak.com.au](mailto:dlow@wolfpeak.com.au)

P: 1800 979 716


M: 0402 403 716

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**Ann Azzopardi**

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**From:** Charles Wiafe <WiafeC@liverpool.nsw.gov.au >  
**Sent:** Monday, 7 February 2022 9:09 AM  
**To:** Derek Low  
**Cc:** Stella Qu; Jeya Shanmuganathan  
**Subject:** Re: Sydney Metro Western Sydney Airport - SSI 10051 - Independent Audit No. 1

Hi Derek,

Thank you for your email.

We would compile any concerns, Council may have with relevant approval conditions that can have an impact on its assets.

We would not join your team for the site audit but would come back to you with our comments next week.

If you require a Council representative at the site inspection, please advise.

Regards

**Charles**

**Charles Wiafe**  
Service Manager Transport Management

**LIVERPOOL CITY COUNCIL** 02 8711 7452 | 0417 175 763 | [WiafeC@liverpool.nsw.gov.au](mailto:WiafeC@liverpool.nsw.gov.au)  
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On 7 Feb 2022, at 7:59 am, Derek Low <dlow@wolfpeak.com.au> wrote:

Hi there.

I am one of the Department of Planning and Environment (the Department) approved independent auditors on the Sydney Metro Western Sydney Airport – SSI 10051 (the Project).

I am currently preparing to undertake the first independent audit on the Project. The audit is required to be conducted in accordance with SSI 10051 condition A36 and the Department's 2020 *Independent Audits Post Approval Requirements* (or IAPAR).

1

The Approval is available at the following link: <https://www.planningportal.nsw.gov.au/major-projects/project/35016>

The IAPAR is available at the following link: <https://www.planning.nsw.gov.au/-/media/Files/DPE/Other/Assess-and-regulate/About-Compliance/independent-audit-post-approval-requirements-2020-05-19.pdf>

The on-site component of the audit is scheduled to occur on 10 February 2022, with the report to be submitted to the Department two months afterwards. The audit pertains to post-approval requirements and compliance.

In accordance with Section 3.2 of the IAPAR and the Department's instructions, I am consulting with Council on the scope of the audit.

As you will see the required scope (outlined in Section 3.3 of the IAPAR) already covers an assessment of each relevant condition along with all post approval documents prepared to satisfy the conditions of Approval, including an assessment of the implementation of Environmental Management Plans and Sub-plans, complaints, incidents and so forth. These are included in the audit scope for this Project.

In providing input to the scope, I kindly request Council confirm if it any key issues it would like examined, relating to post-approval requirements and compliance that are not already called up by the scope in Section 3.3 of the IAPAR.

I recognise the short timeframe between the issue of this request and the date of the inspection. To manage this matter, WolfPeak will endeavour to address any comments raised by Council throughout the undertaking of the independent audit, noting that the final report is due to the Department no later than 10 April 2022.

Any questions please let me know. I look forward to hearing from you.

Regards,

Derek Low | Principal Environmental Consultant  
General Manager



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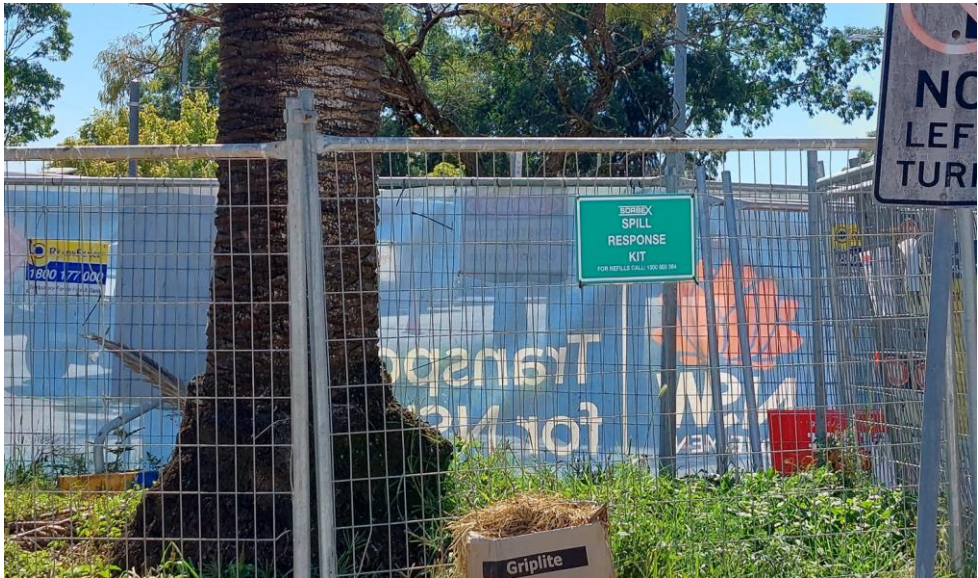


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## APPENDIX D – PHOTOS

No.	Comment	Photograph
1	Asphalt rolling at the St Marys TBI.	
2	Polypipe within a tree protection zone at St Marys TBI. Refer finding 10051_IA1_1. Note this was rectified prior to finalising the Audit Report.	
3	Watercart available at St Marys TBI.	

No.	Comment	Photograph
4	<p>Spill kit is not in the location of the sign. Refer finding 10051_IA1_8. Note this was rectified prior to finalising the Audit Report.</p>	
5	<p>Waste material in the St Marys spill kits. Refer finding 10051_IA1_8. Note this was rectified prior to finalising the Audit Report.</p>	
6	<p>St Marys site signage.</p>	

No.	Comment	Photograph
7	Stockpile bay.	
8	<p>Noise blankets requiring maintenance at St Marys TBI Minor Ancillary Facility. Refer finding 10051_IA1_10.</p> <p>The photo is also indicative of the need for housekeeping at this facility. Refer finding 10051_IA1_8.</p> <p>Note these were rectified prior to finalising the Audit Report.</p>	

No.	Comment	Photograph
9	Site signage at 40 Derwent Road.	
10	Asbestos removal underway internal to site at 40 Derwent Road.	

## APPENDIX E – DECLARATIONS

