
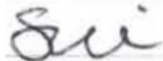


INDEPENDENT AUDIT NO. 2 – AUDIT REPORT

SYDNEY METRO WESTERN SYDNEY AIRPORT
SSI 10051

AUGUST 2022

Authorisation

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Project No.: 544

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EXECUTIVE SUMMARY

This Audit Report presents the findings from the second Independent Audit for delivery of the Sydney Metro Western Sydney Airport Project (the Project), covering the period from 18 February 2022 to 15 August 2022 ('audit period'). Sydney Metro is responsible for delivery of the Project, under the Minister's Conditions of Approval State Significant Infrastructure (SSI) 10051 granted on 23 July 2021. The site inspection was conducted on 4 August 2022 and review of records and interview with the key project personnel was conducted on 10-15 August 2022.

The scope of this audit covers the following construction stages only:

- Advanced Enabling Works (AEW); and
- Station Box and Tunnels (SBT) – preparatory works.

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.
- There were five (5) self-reported non-compliances raised by Sydney Metro during this audit period against A2, A47, E41 (NC-007 and NC-009) and E105. All these non-compliances were reported to the Department within the timeframe and were addressed /closed out accordingly. Refer to Table 5 and Appendix A for the details of these non-compliances.
- There were 13 observations raised during these audit period but most of them were raised during site inspection with regards to the conditions A40, A45, B11, C1, C10, E2, E41, E86, E105 and E128. Refer to Table 5, Appendix A and Appendix D the details of these observations.

Detailed findings are presented in Section 3, Table 5 and Appendix A, 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 contractors (CPBG and Quickway) for their high level of organisation, cooperation, and assistance during this 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.

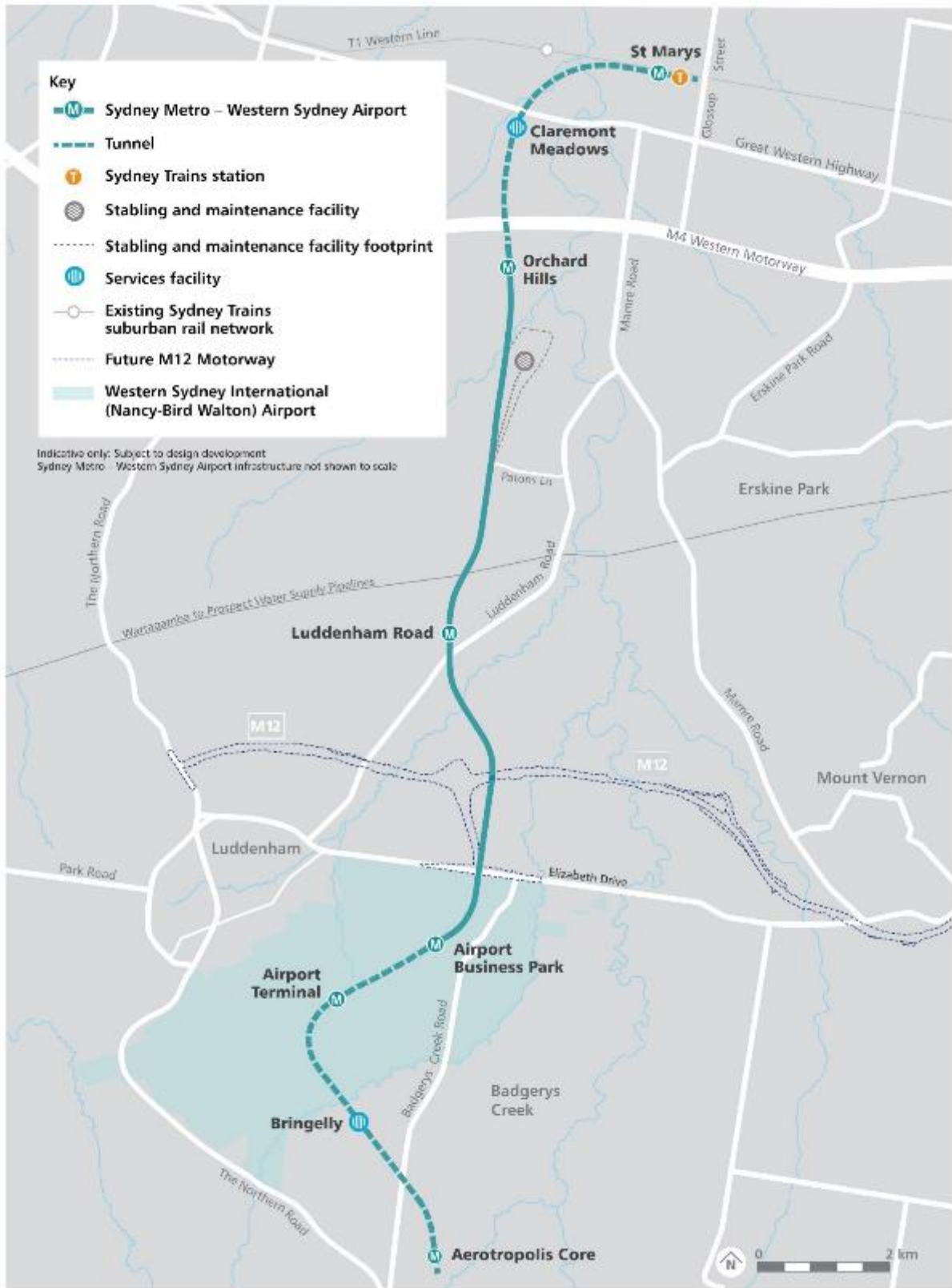


Figure 1: Project location and overview (source: Project EIS)

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.

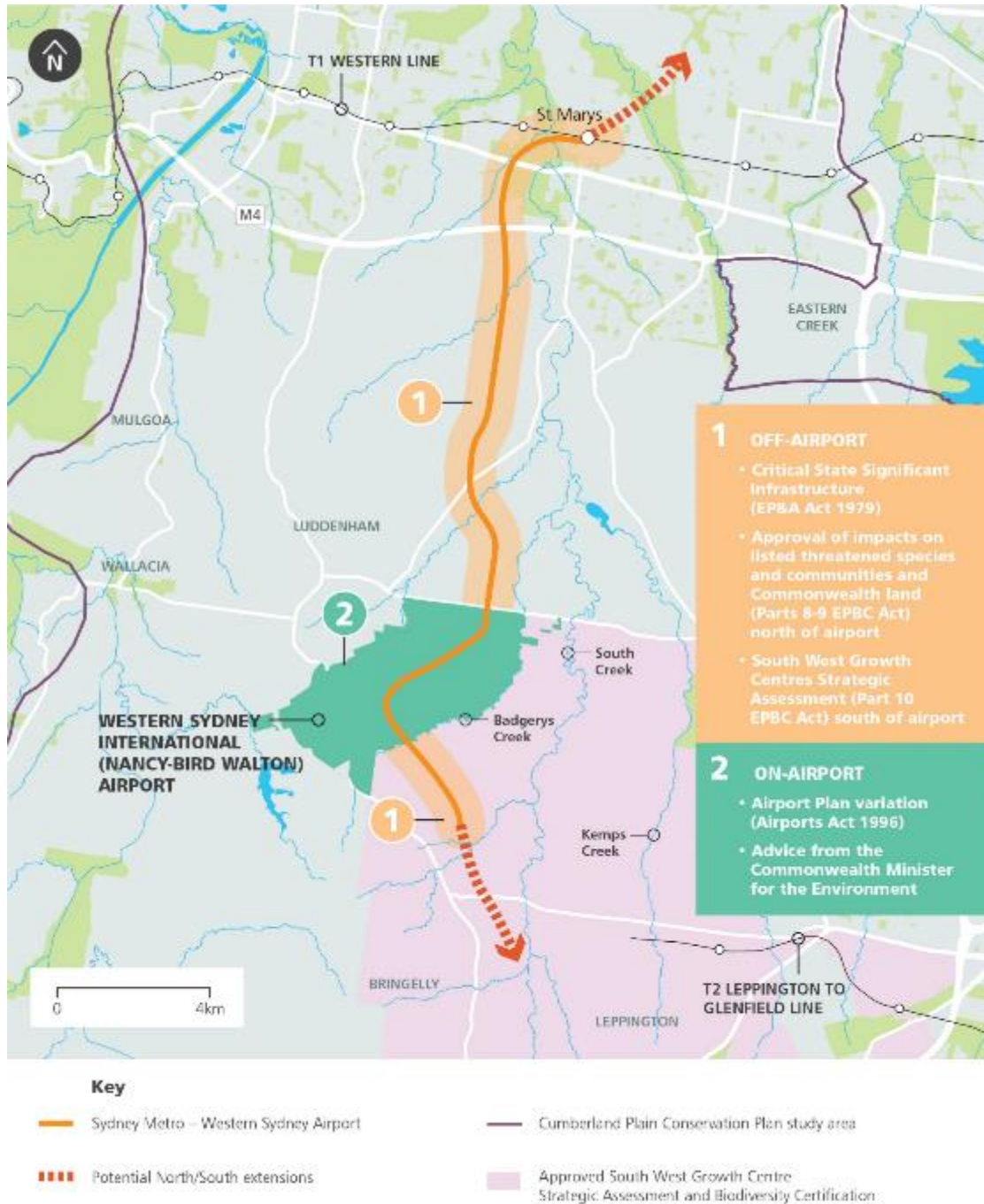


Figure 2: Sydney Metro Western Sydney Airport Planning Approval Strategy (source: Project EIS)

A Staging Report has been prepared for the Project in accordance with condition A10: *Sydney Metro Western Sydney Airport – CSSI Staging Report*, Revision 6.0, 20 July 2022. 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 (9) sub-stages, as follows:
 - AEW – Demolition
 - AEW – Footbridge St Marys
 - 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 commission; 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 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.

The following table indicates the construction commencement dates for each stage of work as per the Staging Report.

Table 1 Construction Commencement Date

Stage	CEMP	ER Endorsement Date	Construction Commencement Date
AEW	CEMP St Marys Station Lift and Stair Relocation	24 May 2022	26 May 2022

Stage	CEMP	ER Endorsement Date	Construction Commencement Date
AEW	CEMP Power Enabling Works	3 February 2022	4 February 2022
AEW	CEMP Enabling works at Badgerys Creek Road Area and Aerotropolis	17 May 2022	18 May 2022
SBT	CEMP for SBT – Preparatory Works	14 April 2022	19 April 2022
SBT	CEMP for SBT – bulk excavation and tunnelling Q3 2022	Not Triggered	Not Triggered
SCAW	CEMPs are being developed during this audit Q2 2022	Not Triggered	Not Triggered
SSTOM	Q4 2024	Not Triggered	Not Triggered

1.2 The audit team

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).

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.

Table 2 Audit Team

Name	Company	Participation during this audit	Certification
Annabelle Tungol	WolfPeak	Auditor (records review and interview)	Exemplar Global Certified Environmental Lead Auditor - Certificate No 119536
Derek Low	WolfPeak	Auditor (site inspection)	Exemplar Global Certified Lead Environmental Auditor (Certificate No 114283)
Steve Fermio	WolfPeak	Lead Auditor (Peer Review)	Exemplar Global Certified Lead Environmental Auditor (Certificate No 110498)

Revised Approval of the Audit Team was provided by the Department on 1 August 2022. The approval is presented in Appendix B.

1.3 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 second Independent Audit.

1.4 Audit scope

This Audit Report relates to the second Independent Audit on the Project covering the period from the granting of consent on 17 February 2022 to 30 August 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, considering relevant regulatory requirements and legislation, knowledge of the development's past performance and comparison to industry best practices.

The scope of this audit covers the following construction stages AEW and SBT.

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.

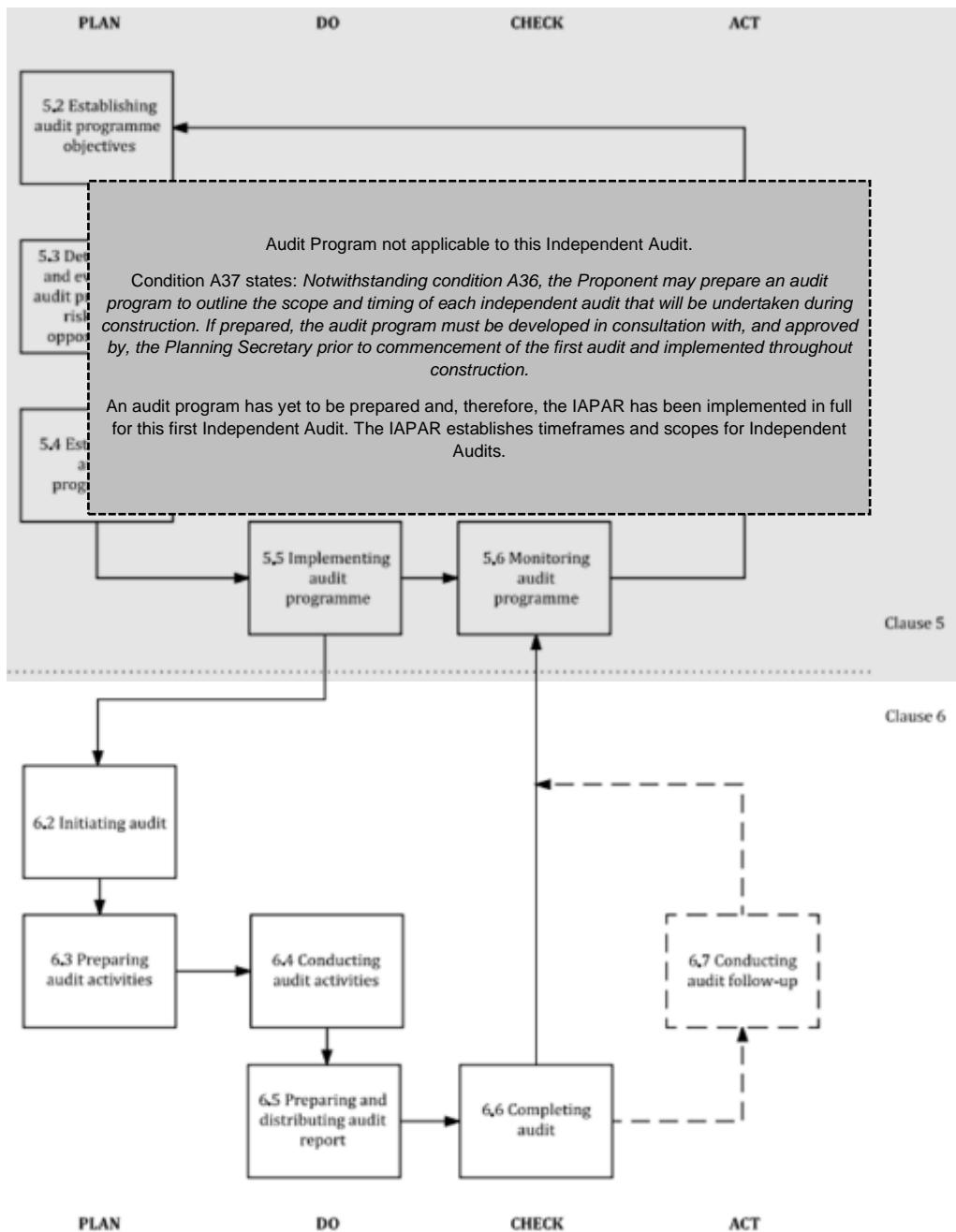


Figure 3: Audit activities overview (modified from AS/NZS ISO 19011). Subclause numbering refers to the relevant subclauses in the Standard.

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.

2.2.2 Preparing audit activities

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

2.2.3 Site personnel involvement

The Independent Audit was conducted both on-site and through a series of interview sessions. The on-site activities took place on 4 August 2022, with online document review and interviews conducted across three meetings 8,10 & 11 August 2022. The following table presents the project team involved during this audit.

Table 3 Key Personnel Interviewed

Name	Company	Position
Ella Somerset	Sydney Metro	Environment Coordinator
Luke Breva	Sydney Metro	Project Officer Environment
Kelly Thomas	Sydney Metro	Manager Environment
Tim Solomon	Sydney Metro	Manager Environment
Jeremy Slattery	Sydney Metro	Senior Manager Environment
Abdullah Khan	CPBG JV	Traffic Manager
Chantelle Garrett	CPBG JV	Communications Manager - SBT
Emma Kline	CPBG JV	Environmental & Sustainability Manager
Rui Henriques	Healthy Buildings International Inc	Environmental Representative
Alex Gale	Healthy Buildings International Inc	Environmental Representative
Tom St Vincent Welch	Quickway (AEW Power)	Environment Manager

Name	Company	Position
Daniel Mutkins	Quickway (AEW Power)	Environment Coordinator
Andy Williams	Sydney Metro	AEW Project Manager
Tahli Moore	LOR-TfT (AEW Lift & Stairs)	Senior Environment Advisor
Kanimozhi Ramalingam	LOR-TfT (AEW Lift & Stairs)	Environment and Sustainability Advisor
Berin Gordon	Sydney Metro	Project Delivery Traffic

2.2.4 Meetings

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

During the opening meeting, held on site offices, the objectives and scope of the Independent Audit, the resources required and methodology to be applied were discussed.

At the closing meeting, preliminary audit findings were presented, preliminary recommendations (as appropriate) were made, and any post-audit actions were confirmed.

The following meetings were held on each relevant stages of work and responsibilities under the SSI:

2.2.5 Site inspection

The on-site audit activities on 4 August 2022 included an inspection of the active site and work activities. Photos are presented in Appendix D.

The following sites were inspected:

- Station Box and Tunnels: Orchard Hills Construction site, 100 Kent Road.
- AEW Power: Claremont Meadows Services Facility
- Station Box and Tunnels: St Marys Station Construction site (Station Street, Station Plaza)
- AEW St Marys Lift: St Marys Station
- AEW St Marys Temporary Bus Interchange.
- AEW Power: Lawson Road Compound.
- AEW Power: Lawson Road, UAE drilling site.

2.2.6 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.

2.2.7 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.

2.2.8 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 4, below:

Table 4: Compliance descriptors from Table 2 of the IAPAR

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

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

2.2.9 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.

2.2.10 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.

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 6.0, 20 July 2022 (the Staging Report)*
- *Low Impact Works Aerotropolis Demolition, 25/2/22.*
- *Sydney Metro Western Sydney Airport Noise and Vibration Construction Rev 5 18 February 2022*
- *Environmental Management Plan Transport for Tomorrow Heavy Vehicle Local Road Report for Use of Local Roads, 15 July 2022*
- *Sydney Metro – Western Sydney Airport EPBC Biodiversity Offset Strategy for off-airport lands May 2022*
- *Sydney Metro – Western Sydney Airport Off-airport Biodiversity Staging Plan May 2022*
- *Sydney Metro – Western Sydney Airport EPBC Approval 2020/8687 – Off-airport Biodiversity Management Plan June 2022*
- *Sydney Metro – Western Sydney Airport Aboriginal Cultural Heritage Construction Environmental Management Plan Rev 05, 18 February 2022.*
- *Cumulative Impact Plan Rev J 13 April 2022*
- *Construction Rail Plan Rev 4 3 March 2022*
- *Rail Community Communications Strategy CCs Rev 2.2 3 February 2022*
- *Waste and Resources CEMP Rev 5 21 February 2022*
- *Sydney Metro Western Sydney Airport European and Other Heritage Construction Environmental Management Plan Rev 5 18 February 2022*
- *Sydney Metro Western Sydney Airport Soil and Water Construction Environmental Management Plan Rev 5 18 February 2022*

- *Sydney Metro Western Sydney Airport Traffic and Access Construction Environmental Management Plan Rev 5 18 February 2022*
- *Sydney Metro Western Sydney Airport Out-of-hours Work Protocol Rev 3 26 May 2022*
- *TfNSW T4291 SMWSA – Enabling Works at Badgerys Creek Road Area and Aerotropolis Contract Number: 21.0000139278.1275 Elizabeth Drive Detailed Noise and Vibration Impact Statement 13 May 2022 Revision No: 2.0*
- *Detailed Noise and Vibration Impact Statement Sydney Metro - Western Sydney Airport | St Marys Enabling Works Prepared for: Transport for Tomorrow Job Number: A301021.1902.01 v2.7f | Date: 25/05/2022*
- *Sydney Metro Western Sydney Airport, Construction Environmental Management Plan Advanced and Enabling Works, St Marys Station Lift, and Stair Relocation Rev E 16 August 2022*
- *Quickway Sydney Metro - Western Sydney Airport Power Enabling Works Detailed Noise and Vibration Impact Statement March 2022*

3.2 Non-compliance, Observations and Actions

This section, including Table 5 presents the findings from previous (IA1) and this second (IA2) Independent Audit. Auditee's 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.
- There were five (5) self-reported non-compliances raised by Sydney Metro during this audit period against A2, A47, E41 (NC-007 and NC-009) and E105. All these non-compliances were reported to the Department within the timeframe and were addressed /closed out accordingly. Refer to Table 5 and Appendix A for the details of these non-compliances.
- There was a total of 13 observations raised during these audit period but most of them were raised during site inspection with regards to the conditions A40, A45, B11, C1, C10, E2, E41, E86, E105 and E128. Refer to Table 5, Appendix A and D.
- On 11 July 2022, the ER submitted monthly report to DPE citing the clearing works as works undertaken under PCEMP resulting in a Non-Compliance against E92. Based on the auditor assessment on evidence provided i.e., Low Impact works approval, pre-clearing and vegetation clearing permit, ER inspection Report, and by definition of works under Low Impact Works, and the definition of clearing and grubbing is not construction works. Therefore, the DSI is not warranted prior to this works. It is also noted that all cleared vegetation and materials grubbed within this subject area were stockpiled and was not disposed offsite. The CPBG engaged Tetrattech and Ramboll for the development of the DSI and report are pending finalisation during this audit. As per the auditor conclusion there is no non-compliant raised against Condition E92. No construction works commenced that would result in the disturbance of moderate to high risk contaminated sites as identified in the documents identified in Condition A1.

Table 5: Findings from this second Independent Audit (August 2022)

Item	CoA	Type	Requirement	Finding/Recommendation	Applicant Response	Status
SSI 10051 Conditions of Approval						
10051_IA2_1 NC-006	A2	Non-Compliant	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.	<p>Self-reported non-Compliant:</p> <p>NC-006 CSSI: Sydney Metro – Western Sydney Airport CSSI 10051 Contractor: GHD Pty Ltd; Location: 31-39 Luddenham Road, Orchard Hills - Whilst AECOM and GHD provided Sydney Metro information with regards to access and sieving locations, via email, the Low Impact Work was not reviewed for consistency by GHD with these new locations and a revised LIW was not submitted to Sydney Metro Environment Team for approval prior to works.</p> <p>Date of awareness of non-compliance 22 February 2022.</p>	<p>Notification to the Department was conducted on 23 February 2022 (SSI-10051-PA-36)</p> <p>Non-compliant report was completed and closed on 2/03/2022.</p>	Closed
10051_IA2_2	A40	Observation	Independent Audit Reports 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.	<p>The IA1 audit report was submitted by WolfPeak to Sydney Metro on 6 April 2022 within 2 months from 10 February 2022 (site inspection date). There was no auditee response posted on the website.</p> <p>Observation:</p> <p>This audit report IA2 was submitted more than 2 months from site inspection (4 August 2022).</p>	<p>WolfPeak will endeavour to commit the future submission of the next audit report will be within 2 months from site inspection.</p> <p>However, evaluation of the realistic timeframe will be conducted and Audit Program to be amended.</p>	Open

Item	CoA	Type	Requirement	Finding/Recommendation	Applicant Response	Status
				<p>The approval of four weeks extension for the submission of this audit report was applied to Department. Report was initially due to the department on 4 October and with the extension approval the report must be submitted on 4 November 2022.</p> <p>Recommendation: To reassess the timeframe of the submission of the audit report to the Department based on the audit program prepared by Sydney Metro.</p>		
10051_IA2_3	A45	Observation	<p>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.</p> <p>Note: A non-compliance which has been notified as an incident does not need to also be notified as a noncompliance.</p>	<p>Observation: The Non-compliance Report do not include the action date to be notified/reported to DPE and action date to close the NC.</p> <p>Recommendation: Non-compliance Report to be updated to include triggers on notification to DPE and target date to close the issue or complete the Non-compliance Report.</p>	Sydney Metro have updated the Non-compliance Reporting template will review the non-compliance process and make necessary amendments to continually improve the process.	Closed
10051_IA2_4	A47	Non-Compliant	The CSSI name, application number, telephone number, postal address and email address required under	<p>Self-reported non-compliant. NC-008 - SM – WSA CSSI 10051 - Quickway Constructions against A47</p>	Quickway constructions had all signage installed on fencing at both	Closed

Item	CoA	Type	Requirement	Finding/Recommendation	Applicant Response	Status
			Condition B3 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 Condition B11.	date of incident 6/04/2022 reported to Department on 13/04/2022 As identified by DPE during the ER inspection, the ancillary facilities at both Gipps Street and Lawson Road did not display the required project identifiers and/or contact details for complaints or enquiries.	sites by Friday, 8th April 2022 at 5:30pm. Project branded shade cloth will be installed at the Lawson Rd Compound during the week commencing the 11th of April 2022.	
10051_IA2_5	B11	Observation	(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. 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. All information required in this condition is to be provided on the website or webpage, and easy to navigate.	Observation: The previous observation is left open until all the documents required including Detailed Site Investigations and latest ER and AA monthly reports are uploaded. The navigation to each package (contractor) is made easier but the link to the contractor site Laing O'Rourke and Sydney Roads goes back to Sydney Metro info. Recommendation: Sydney Metro to review the website and make necessary adjustment to ensure that all documents required to be posted are on the website and that it is easier to navigate.	Sydney Metro WSA team will work with the SM Program team to review and update the website links.	Open
10051_IA2_6	C1	Observation	Construction Environmental Management Plans (CEMPs) and CEMP Sub-plans must be prepared in accordance with the Construction	Observation: Objectives and Targets defined in the CEMP (all packages) are not all specific, measurable, achievable,	Sydney Metro will coordinate with the contractors and ensure that within the 6 monthly review of the CEMP, the Objectives and Targets	Open

Item	CoA	Type	Requirement	Finding/Recommendation	Applicant Response	Status
			Environmental Management Framework (CEMF) included in the documents listed in Condition A1 to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during construction.	<p>realistic and timebound, and they are not regularly reviewed to confirm if they were achieved.</p> <p>Recommendation: For continual improvement of environmental performance, ensure that Objectives and Targets defined in the CEMP (all packages) are specific, measurable, achievable, realistic, timebound, and that are regularly reviewed to confirm they are achieved.</p>	will be covered and updated as necessary.	
10051_IA2_7	C1	Observation	Construction Environmental Management Plans (CEMPs) and CEMP Sub-plans must be prepared in accordance with the Construction Environmental Management Framework (CEMF) included in the documents listed in Condition A1 to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during construction.	<p>Observation: Quickway had developed the Compliance Register but there is no specific process to review it regularly and the process is not defined in the CEMP.</p> <p>Recommendation: Quickway to ensure that Compliance Matrix (AEW) is reviewed at least quarterly and document the process in the CEMP. Completion of the register to be submitted to Metro upon final work completion to ensure that the package of works have been completed within the conditions of approval.</p>	<p>Quickway had acknowledged the opportunity for improving the CEMP.</p> <p>Compliance register to be submitted to Sydney Metro.</p>	Open

Item	CoA	Type	Requirement	Finding/Recommendation	Applicant Response	Status
10051_IA2_8	C1	Observation	Construction Environmental Management Plans (CEMPs) and CEMP Sub-plans must be prepared in accordance with the Construction Environmental Management Framework (CEMF) included in the documents listed in Condition A1 to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during construction.	<p>Observation:</p> <p>To ensure that contractor is meeting their objectives and targets defined in CEMP and reviewing performance against complaints (e.g. Quickway CEMP), however, Quickway works have been completed.</p> <p>Recommendation:</p> <p>An opportunity for Sydney Metro to also review the performance of each contractor based on the review of their specific CEMP objectives and targets and complaints raised.</p>	Sydney Metro will coordinate with the contractors and ensure that within the 6 monthly review of the CEMP, the performance of Objectives and Targets will be reviewed.	Open
10051_IA2_09	C10	Observation	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.	<p>Observation:</p> <p>Site Inspection 04/08/2022 at Station Box and Tunnels: St Marys Station Construction site (Station Street, Station Plaza)</p> <p>There is a substantial amount of litter present on the street surrounding the site (which is not necessarily dumped by Project personnel). CPBG indicated that housekeeping was ongoing.</p> <p>Recommendation:</p> <p>CPBG to provide evidence that housekeeping measures are communicated and implemented.</p>	Ongoing issues on general housekeeping are getting closed on ER inspections.	Closed

Item	CoA	Type	Requirement	Finding/Recommendation	Applicant Response	Status
10051_IA2_10	C10	Observation	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.	<p>Observation: AEW St Marys Lift: St Marys Station Fuel containers are stored in an unbunded area.</p> <p>Recommendation: Transport for Tomorrow to store fuel within suitably sized bund.</p>	Transport for Tomorrow had addressed. Issues were also closed in ER inspections	Closed
10051_IA2_11	E2	Observation	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	<p>Observation: Site Inspection 04/08/2022 Station Box and Tunnels: 100 Kent Road - Flagging was installed around vegetation that was being temporarily retained, but no signage was installed. CPBG to provide evidence that the CEMP does not require signage to be installed, or that concrete barriers have been installed to prevent access.</p> <p>Recommendation: For best practice, signage must be installed to ensure that worker is aware of the reason of flagging and ensure protection of the vegetation.</p>	Ongoing issues and are being closed on ER inspections.	Closed

Item	CoA	Type	Requirement	Finding/Recommendation	Applicant Response	Status
10051_IA2_12	E2	Observation	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	<p>Observation: Site Inspection 04/08/2022 AEW St Marys Lift: St Marys Station</p> <p>Whilst the trees on site are permitted to be removed, AEW St Marys Lift have elected to retain the trees. The Auditor observes that the tree protection zones are not in strict accordance with AS4970.</p> <p>Recommendation: Transport for Tomorrow to provide evidence that an arborist has reviewed / agreed to the measures in place.</p>	The trees were retained and being protected. These are also being inspected by the ER.	Closed
10051_IA2_13 NC-007	E41	Non-compliant	E41 c) By Approval, including: (i) where different construction hours are permitted or required under an EPL in force in respect of the CSSI; or (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 (iii) negotiated agreements with directly affected residents and sensitive land user(s); or	<p>Self-reported non-compliant.</p> <p>A Non-compliance Report (NC-007) was raised against E41. The out of hours pavement works have approval under the St Marys TBI Out of Hours Works Permit to work up to five nights per week, Sunday through Thursday, in order to offer noise respite to the surrounding community on Friday and Saturday nights. The contractor (WARD Civil) undertook out of hours road pavement works on Queen Street near Station Street on Friday night 11 March 2022, during the respite period committed to in the</p>	<p>TfNSW has lodged a Non-Conformance Report under the project contract around this breach. This will be reported against the contract works and recorded in TfNSW's contractor performance system for consideration in future tenders.</p> <p>WARD has undertaken an internal discussion/review of what lead to these works being approved to proceed without the necessary environmental approvals. In response:</p>	CLOSED

Item	CoA	Type	Requirement	Finding/Recommendation	Applicant Response	Status
				<p>approved St Marys TBI Out of Hours Works Permit.</p> <p>On Thursday 10 March, a pavement machine became available for works on Friday 11 March, and the contractor (WARD Civil) opted to take advantage of this opportunity to complete some road pavement works on Queen St, St Marys that were behind schedule due to recent rain events. WARD Civil knew that this work was against OOHW permit approvals and community notification information which stated that works would only be undertaken 5 nights per week between Sunday to Thursday.</p>	<ul style="list-style-type: none"> • The project team will undertake a training session to reinforce the requirements of the out of hours conditions of approval • Any future substantial changes to the works schedule will be confirmed with the project's Environmental Manager prior to works being undertaken. 	
10051_IA2_14 NC-009	E41	No-Compliant	<p>E41 c) By Approval, including:</p> <p>(i) where different construction hours are permitted or required under an EPL in force in respect of the CSSI; or</p> <p>(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</p> <p>(iii) negotiated agreements with directly affected residents and sensitive land user(s); or</p>	<p>Self-reported non-compliant.</p> <p>A Non-compliance Report (NC-009) was raised against E41. Works outside of normal working hours were approved through an OOHW application as part of an OOHW Protocol as permissible under MCoA E41(c(ii)). A component of the approved works (Pilot Shot) occurred on a date not specified for that particular activity, but occurred on a date 2 days earlier, which was approved within the same OOHW Application for a different activity (Survey Setout) at the same location.</p>	<p>Quickway reviewed the OOHW permit process and change process involving Sydney Metro and investigated why Sydney Metro and ER were only informed at 715pm and why they were not included in the conversation. Quickway Investigated the contingencies and considered whether the Comms team was notified to determine if any additional actions would be required as a result of the change of date of the works.</p>	CLOSED

Item	CoA	Type	Requirement	Finding/Recommendation	Applicant Response	Status
10051_IA2_15	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 Condition E84 unless another timeframe is agreed with the owner of the affected surface or sub-surface structure or recommended by the Independent Property Impact Assessment Panel (IPIAP).	<p>Observation:</p> <p>As per site inspection conducted on 4/08/2022 The access to site along 100 Kent Road requires trucks to use the kerb which is damaging the natures strip. This is shown on the Project side of Kent Road in this photo. The Auditor also noted damage to the nature strip occurring on the opposite side of the road (in front of neighbouring properties), although this is out of shot.</p> <p>Recommendation:</p> <p>CPBG to improve access to allow heavy vehicles to enter and exit the site without damaging the nature strip on the opposite side of the road (in front of neighbouring properties).</p> <p>To investigate and compare with the dilapidation reports and rectify damage as required.</p>	CPBG had provided hardstand access and toolbox talks.	Closed
10051_IA2_16 NC-005	E105	Non-compliant	Condition E105 requires: '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 Condition A1 must be approved by the Planning Secretary and be included in the CTMP'.	<p>Self-reported non-compliant.</p> <p>A Non-compliance Report (NC-005) was raised against E105 by AEW Power stage - Quickway Constructions Pty Ltd</p> <p>The mechanism for this approval is the provision of information required</p>	<p>On 23/02/2022 the Planning Secretary approved HVLR document. Sydney Metro provided approval letter to Quickway Environment Team and now being implemented.</p> <p>Non-compliance was now closed.</p>	CLOSED

Item	CoA	Type	Requirement	Finding/Recommendation	Applicant Response	Status
				<p>by Condition E106 (the HVLR Report) to the Planning Secretary for their assessment and approval or otherwise.</p> <p>The Lawson Road ancillary facility was accessed by Heavy Vehicles on local roads not identified in the documents listed in Condition A1 on 21/02/2022. Planning Secretary's approval was provided in writing on 23/02/2022.</p> <p>Use of the local road therefore was not approved and constitutes a Non-compliance with condition E105.</p> <p>With the ongoing developments of the HVLR document, the construction team were of the opinion without consultation to the environmental team that HV could access Lawson Rd.</p>		
10051_IA2_17	<i>Not used</i>					
10051_IA2_18	E128	Observation	<p>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).</p>	<p>Observation:</p> <p>Site Inspection 04/08/2022</p> <p>AEW Power: Claremont Meadows Services Facility, Quickway had completed works in this area, with two covered stockpiles of imported materials remaining.</p> <p>Recommendation:</p>	<p>Stockpile has been removed. Quickway has completed their work on WSA.</p>	Closed

Item	CoA	Type	Requirement	Finding/Recommendation	Applicant Response	Status
				Quickway to remove prior to handing site on to next contractor.		
10051_IA2_19	E128	Observation	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).	<p>Observation: Site Inspection 04/08/2022 AEW Power: Lawson Road, UAE drilling site. UAE had completed horizontal directional drilling at this location. It was advised that the area would be cleaned up and rehabilitated following removal of the drill rig and containers.</p> <p>Recommendation: Quickway to provide evidence that this has been done.</p>	Quickway had addressed this issue and they have completed their works on WSA.	Closed

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

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

The Construction Environmental Management Plans (CEMP) and sub-plans for each package of work were developed and approved by the Environmental Representatives and submitted to the Department for information. No work has commenced without the CEMP approvals. The CEMP and subplans are adequate for each package of works. However, to fully comply and maintain the environmental management system requirements defined in the CEMP, the opportunities for improvement presented in Table 5 must be considered i.e., ensuring objectives and targets per contractor are smart and reviewed.

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 Consultation and other matters considered relevant by the DPE or auditor

WolfPeak consulted with the Department on 14 July 2022 to obtain their input into the scope of the Independent Audit in accordance with Section 3.2 of the IAPAR. The Department responded on 19 July 2022. 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 6.

Table 6 Key issues and areas of focus raised during consultation

Stakeholder	Issue and Focus	Auditor Response
Department of Planning and Environment	<p>In relation to the first audit report (Wolfpeak revision 4.0, 06/04/22; submitted 10/04/22 our ref. PA-49), which covered the period July 2021 to 17 February 2022, the department considers that:</p> <ul style="list-style-type: none"> Commencement of construction – actual commencement dates should be provided (e.g., section 1.1) for stages that have commenced. To improve user-friendliness, the auditors could consider including the CEMP approval/endorsement date with the commencement date. Based on notifications from Sydney Metro (sighted by the auditors for condition A38), the department understands that two (not one) construction stages commenced during the audit period: 	Address in Section 1.1 of this report.

Stakeholder	Issue and Focus	Auditor Response
	<ul style="list-style-type: none"> o St Marys temporary bus interchange – 25 November 2021 (PA-10) o Power works – 31 January 2022 (PA-23) 	
<p>Department of Planning and Environment</p>	<p>Matters considered relevant by the department – the report states “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.” The department identified three matters for particular consideration. The department has reviewed section 3.2 and Appendix A and, with the exception of the project website matter, does not consider that the tables therein respond to the matters identified by the Department. Discussion of these matters should be provided (in section 3.5 or elsewhere). In relation to the consultation matter, the evidence cited appears insufficient to demonstrate compliance in relation to condition E29</p>	<p>Refer to the Appendix A. Consultation with RAP were conducted. Consultation with RAPs for EPBC ACHMP email dated 30/06/2022 sent by Dr Darran Jordan Principal Archaeologist Consultation with Gandangara on the ACHMP dated 30/06/2022</p>
	<ul style="list-style-type: none"> o Provision of required information on the project website and whether that information is “easy to navigate” (refer condition B11) 	<p>Refer to finding 10051_IA2_5 in Table 5. In our view the website needs work, but we observe that changes may have adverse impacts on people other than compliance professionals.</p>
	<ul style="list-style-type: none"> o 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 	<p>We consider that consultation under E29 was adequate given the duration between commencement of construction and the audit, and stage of works. Th Auditor notes that E42 only requires the development of the OOHW Protocol and does not relate to implementation of its commitments. The Protocol does have arrangements for notifications as required by E42(f). As shown in E47 of Appendix A (in the first audit), consultation was conducted with potentially affected stakeholders as identified in the St Marys TBI DNVIS. At the time of the first audit, no other sites were predicted to result in impacts above the applicable criteria at the nearest receivers. Evidence of consultation was provided as part of the OOHW application for St</p>

Stakeholder	Issue and Focus	Auditor Response
	<p>o Signage and access around the St Marys construction site (refer for example conditions E61, E115).</p>	<p>Marys TBI. As noted in Appendix A of the first audit (for E57), there was a non-compliance identified due to the outcome of the non-compliance not having been provided to the Department and EPA. The Auditor further found that the description of the noise characteristics may not be representative of the noise from the works (as is required by E57). At the time of the first audit, no other OOHW requiring notification had occurred.</p> <p>As noted for E61 and E115 in Appendix A of the first audit:</p> <p>There has been a minor adjustment to pedestrian access on Station Street at TBI. A wayfinding sign has been installed.</p> <p>Pedestrian access provided along Station Street at TBI site using jersey kerbs as per TGS (traffic control plan). 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> <p>At the time of the first audit, the only other active work site was remote from (and not interfacing with) public access.</p>
Department of Planning and Environment	Complaints – section 3.6 does not include any “review of environmental performance” regarding complaint management.	Refer to Section 3.6 and Table 5 10051_IA2_8
Department of Planning and Environment	The independent audit post approval requirements (2020, section 3.3) require an independent audit include the status of implementation of previous Independent Audit findings, recommendations and actions. The department expects that the approved auditors will address the issues identified above in the second audit report.	Refer to Section 3.10

There were no other matters considered relevant by DPE or 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.

3.6 Complaints

A complaints register is being maintained for the Project using the software, Consultation Manager. A total of 43 complaints were recorded from the last six months since 17 February 2022. The complaints were related predominantly to property damage, parking and access, noise during out of hours works, general housekeeping, and traffic.

Sydney Metro had investigated and considered each complaint and were addressed accordingly and some of these complaints were not relevant to the Project.

Sydney Metro communications team that are responsible for resolving each complaint are proactively engaging with the community through phone calls, door knocking, website updates and addressing each concern. Out of the 43 total complaints there were 5 that are still open which relates to addressing property damage complaints. Responses to all complaints were adequate and were conducted within two hours and/or within the allowable timeframe.

A consolidated Complaint Register was provided to the Department on weekly and monthly basis.

However, an opportunity for Sydney Metro to also review the performance of each contractor based on reviewing their specific CEMP objectives and targets and complaints register to continually improved the environmental management of the project. (Table 5, item 10051_IA2-8)

3.7 Incidents

The Project has not identified any incidents as defined by the consent that needs to be reported to the Department as required under A41-A42.

3.8 Actual versus predicted impacts

Overall, there were no significant changes or additional impacts noted on the actual construction works and predicted impacts as stated in the Environmental Impact Statement (EIS). The changes to project scope or methodology that are consistent with the approval were assessed and approved by Sydney Metro under Consistency Assessment and/or Environmental Review process prior to commencement of each work and in accordance with the CEMP and subplans.

3.9 Key strengths and environmental performance

The overall outcome of this audit indicated that compliance was proactively tracked by the key project personnel.

The following strengths were demonstrated by Sydney Metro, AEW and SBT in managing compliance against the SSD conditions:

- The compliance records were well organized and available at the time of the site inspection and interview with key Project personnel

- Environmental and sustainability initiatives were demonstrated on saving the trees and preservation of the heritage buildings
- Relevant environmental and compliance monitoring i.e., internal audit and regular site inspections records were presented to provide verification of compliance to statutory requirements and the broader Project environmental requirements
- Self-reporting of non-compliances within timeframe and addressing these accordingly
- Active participation with the community through website update, pop-up shop, letter drop, door knocking, direct calls, and responding and addressing community complaints within the reasonable timeframe.
- The following mitigation measures were being implemented and noted during the site inspection:
 - Site notice was installed at the site entry
 - Hoarding and boundary screening were installed around the site perimeter
 - Tree protection measures and concrete barriers installed around environmental no go zones
 - Street sweeper, fog cannons and water were in operation to manage dust and material tracking
 - Erosion and sediment controls in place
 - Heritage protection zone in place
 - Spill kits in place and stocked
 - Spray grassed boundary control in place
 - Noise and vibration monitoring conducted during out of hours works and high noise.

3.10 Previous audit findings

All the previous findings reported in IA1 were all addressed accordingly in this audit report IA2 including all the non-compliances.

Table 7 Previous Audit Findings (IA1)

Item	Ref.	Type	Previous Finding	Completed action	Status
10051_IA1_1	A2	Observation	<p>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> <p>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. These requirements were assessed as being addressed with the exception of the following:</p>		
			<p>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, contrary to the requirement of REMM LV2.</p>	The materials had been removed from the tree protection zone at the St Marys TBI prior to finalizing this Audit Report.	CLOSED
			<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 the same as that identified in finding 10051_IA1_two.</p>	Staging Report was updated to revision 6 dated 12/07/2022 that addressed this issue.	CLOSED

Item	Ref.	Type	Previous Finding	Completed action	Status
10051_IA1_2	A13	Observation	<p>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></p> <p>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.</p>	Staging Report was updated to revision 6 dated 12/07/2022 that addressed this issue.	CLOSED
10051_IA1_3	A22	Non-compliance	<p>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></p> <p><i>(a) are located within or adjacent to the Construction Boundary; and</i></p> <p><i>(b) have been assessed by the ER to have –</i></p> <p><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></p> <p><i>(ii) minimal environmental impact with respect to waste management and flooding, and</i></p> <p><i>(iii) no impacts on biodiversity, soil and water, and Heritage items beyond those already approved under other terms of this approval.</i></p> <p>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-</p>	<p>This non-compliance was reported to the Department on 09/11/21 in accordance with condition A44.</p> <p>The non-compliance was closed by receiving the ER approval in accordance with A22.</p>	CLOSED

Item	Ref.	Type	Previous Finding	Completed action	Status
			compliance was reported to the Department on 09/11/21 in accordance with condition A44.		
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>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.</p>	<p>This non-compliance was reported to the Department on 25/11/21 in accordance with condition A44.</p> <p>Notification of commencement of works were notified accordingly during this audit period.</p>	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>Observation: The Staging Report (both revisions 4 and 5) identifies this requirement as not being triggered for AEW Demolition, Gas, Power, Water. This is incorrect.</p>	Staging Report was updated to revision 6 dated 12/07/2022 that addressed this issue.	CLOSED
10051_IA1_6	B1	Observation	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>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 rev two was 25/07/2022 and submitted to the Department in accordance with condition B1 after it was updated.</p>	CLOSED

Item	Ref.	Type	Previous Finding	Completed action	Status
			<p>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.</p>		
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><i>(a) information on the current implementation status of the CSSI.</i></p> <p><i>(b) 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><i>(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.</i></p> <p><i>(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.</i></p> <p><i>(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</i></p>	<p>The Sydney Metro website has been updated. Under Sustainability added the planning word and tab for Western Sydney Airport Planning and Compliance. Which included all the contractor's link.</p>	<p>CLOSED but open in 10051_IA2_5</p>

Item	Ref.	Type	Previous Finding	Completed action	Status
			<p><i>of any work to which they relate or before their implementation, as the case may be and</i></p> <p><i>(f) a copy of the audit reports required under this approval.</i></p> <p><i>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.</i></p> <p><i>All information required in this condition is to be provided on the website or webpage, and easy to navigate.</i></p> <p>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&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.</p> <p>In response to the draft Audit Report Sydney Metro highlighted:</p> <ul style="list-style-type: none"> the search function on the website which allows for ease of navigation, and the purpose of the website (to inform people of the overall Sydney Metro program, not just WSA). <p>The Auditor maintains that finding a document will become increasingly challenging over time as the volume</p>		

Item	Ref.	Type	Previous Finding	Completed action	Status
			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.		
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>Observation: It was observed during the audit site inspection that, at the St Marys TBI site:</p> <ul style="list-style-type: none"> the spill kits had waste material within them signage for the spill kit was not in the same location as the spill kit, and housekeeping was required at the St Marys TBI Minor Ancillary Facility. 	Ward / Sydney Roads (Transport for NSW) confirmed that, prior to the finalization of the first Audit Report, waste had been removed from the spill kits, signage was rectified, and housekeeping was completed.	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. (b) 8:00am to 1:00pm Saturdays; and (c) at no time on Sundays or public holidays.</p> <p>Non-compliance: On 01/12/21 works at the St Marys TBI extended beyond 6pm without an Out of Hours Work</p>	Sydney Metro was made aware on 08/12/21 and reported the non-compliance on 13/12/21 in accordance with A44.	CLOSED

Item	Ref.	Type	Previous Finding	Completed action	Status
			(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.		
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>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.</p>	Ward / Sydney Roads (Transport for NSW) confirmed, prior to finalizing the first Audit Report, that noise blankets had been adjusted so they are correctly installed.	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 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>This non-compliance was notified to the Department on 15/02/22 in accordance with A44.</p> <p>Works at St Marys TBI is complete, therefore no further community updates are planned.</p>	CLOSED

Item	Ref.	Type	Previous Finding	Completed action	Status
			<p><i>(c) the noise characteristics and noise levels of the work; and</i></p> <p><i>(d) 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>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.</p> <p>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).</p>		

4. LIMITATIONS

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

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

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

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

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

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

negligent act or omission of WolfPeak or for any loss or damage suffered by any other party relying upon the matters dealt with or conclusions expressed in this Document). Other parties should not rely upon this Document or the accuracy or completeness of any conclusions and should make their own inquiries and obtain independent advice in relation to such matters.

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

APPENDIX A – SSI 10051 CONDITIONS OF APPROVAL

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
A1	<p>The Proponent must carry out the CSSI in accordance with the terms of this approval and generally in accordance with the:</p> <p>(a) Sydney Metro – Western Sydney Airport Environmental Impact Statement dated 21 October 2020; and</p> <p>(b) Sydney Metro – Western Sydney Airport Submissions Report submitted April 2021.</p>	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>AEW – enabling works and SPT.- Station Boxes and tunnelling award in December 2021- Started construction in mod April 2022 – St Marys Station</p> <p>Advance Enabling works – road works finished.</p> <p>Lift shaft and staircase at St Marys - power works continuing to be finish by the end of this month</p> <p>Water – happening in airport</p> <p>Gas – not yet happening</p> <p>Footbridge – not yet started – Heritage Item – St Marys Station</p>			<p>The evidence sighted in this Independent Audit indicates that, the Project is being carried out generally in accordance with the EIS and Submissions Report. 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
A2	<p>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.</p>	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>Evidence referred to elsewhere in this Audit Table</p>			<p>Self-reported NC-006 CSSI:</p> <p>Sydney Metro – Western Sydney Airport CSSI 10051 Contractor: GHD Pty Ltd; Location: 31-39 Luddenham Road, Orchard Hills - Whilst AECOM and GHD provided Sydney Metro information with regards to access and sieving locations, via email, the Low Impact Work was not reviewed for consistency by GHD with these new locations and a revised LIW was not submitted to Sydney Metro Environment Team for approval prior to works.; Date of awareness of non-compliance 25 February 2022.</p>	NC

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
A3	In the event of an inconsistency between: (a) the conditions of this approval and any document listed in Condition A1, the conditions of this approval will prevail to the extent of the inconsistency; and (b) any document listed in Condition A1, 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.	Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW) The following Environmental Reviews were applied during this audit period: -ER-WSA-002 Patons Lane: utility under grounding AEW. 15/02/2022 -ER-WSA-003- Claremont Meadows Temporary construction power works 21/02/2022 -ER-WSA-001 Aerotropolis Core: temporary construction power works 24/02/2022 -Team binder evidence			Consistency assessment through Environmental Review process was implemented during this audit period.	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.	Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW) No -modification on the Approval			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	Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW) Request for Additional Information Reference: SSI-10051-PA-89 dated 12/07/2022 on Sydney Metro - Western Sydney Airport Construction Environment Management Plan Elizabeth Drive Road Works Sydney Metro - Western Sydney Airport Response to Request for Information RFI-46194460 on 22/07/2022. RFI AEW CEMP Elizabeth Drive clarification surrounding B11 12/07/2022. Response to DPE – 22/07/2022 Amended version of CEMP 26/07/2022 approval from DPE Lift and stair relocation RFI- Consultation with Penrith Council 15/07/2022 DPE response approving the HVR Request from Traffic Manager – Advice on Heavy Vehicle 15/07/2022 DPE responded with satisfaction with the documents provided.			The auditees responded accordingly on the Request for Information from the Department.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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.	Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW) Construction Environmental Management Plan ST MARY'S - TEMPORARY BUS INTERCHANGE 725.MAN.04. CEMP Rev 2.2 AEW POWER CEMP Rev 0.0, 1/2/22 (Endorsement Attached) AEW TBI OOHW 01 - March 2022 submission AEW TBI CEMP RfMA Rev 2.2, 14/2/2022 (Endorsement Attached) LIW Aerotropolis Demolition, 25/2/22. SM WSA Staging Report Rev 5, 7/2/22 (Endorsement Attached)			All consultation records are included in each CEMP and subplans that were endorsed by the ER during this audit period.	C
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.	Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW) Letter Sydney Metro 24/11/21 DPIE post approval portal lodgement 24/11/21 Interview with auditees 8/8/2022, 10/08/2022, 11/08/2022			Commencement of construction was 25/11/21 for AEW works which was before the approval lapses.	C
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.	Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW) The CEMP and sub-plans referred to elsewhere in this Audit Table No environmental structure that has been certified to date that warrants Australian Standard other than the CEMP and subplans. IC – No structure needs to be certified			The CEMP and sub-plans refer to the relevant guidelines and policies.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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 Condition A41.	Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW) No late submission in the last 6 months			No late submission in the last 6 months that warrant agreement with the Planning Secretary.	NT
A10	The CSSI may be constructed and operated in stages. Where staged construction and/or operation is proposed, a Staging Report must be prepared. The Staging Report must be submitted to the Planning Secretary for information no later than one (1) month before the lodgement of any CEMP or CEMP sub plan 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.	Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW) SMWSA CSSI Staging Report, Sydney Metro, Rev 6.0 dated 12/07/2022 Approved by DPE on 22/07/2022 ER endorsement 14/06/2022			The CSSI was constructed in accordance with the Staging Report.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
A11	<p>The Staging Report must:</p> <p>(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;</p> <p>(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;</p> <p>(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;</p> <p>(d) set out mechanisms for managing any cumulative impacts arising from the proposed staging; and</p> <p>(e) for the purposes of informing Conditions C2, C7 and C17, 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</p> <p>Note:</p> <p>1. A Staging Report may reflect the staged construction and operation of the project through geographical activities, temporal activities or activity-based staging.</p> <p>2. The risk matrix must reflect the stages of construction identified in the Staging Report</p>	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>SMWSA CSSI Staging Report, Sydney Metro, Rev 6.0 dated 10/06/2022</p> <p>Staging Report Rev 6. 12/07/2022</p> <p>Approved by DPE on 22/07/2022</p> <p>ER endorsement 14/06/2022</p>			<p>The Staging Report addresses requirements a) – e) of this condition as endorsed and approved by DPE.</p>	C
A12	<p>The CSSI must be staged in accordance with the Staging Report, as submitted to the Planning Secretary for information.</p>	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>SMWSA CSSI Staging Report, Sydney Metro, Rev 6.0 dated 10/06/2022</p> <p>Staging Report Rev 6. 12/07/2022</p> <p>Approved by DPE on 22/07/2022</p> <p>ER endorsement 14/06/2022</p>			<p>The Project has been staged in accordance with the Staging Report.</p>	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>SMWSA CSSI Staging Report, Sydney Metro, Rev 6.0 dated 10/06/2022 Staging Report Rev 6. 12/07/2022 Approved by DPE on 22/07/2022 ER endorsement 14/06/2022</p> <p>-CEMP for SM WSA- Power Enabling Works was endorsed by ER on 3 Feb 2022. - 14/02/2022 Construction Environmental Management Plan ST MARY'S - TEMPORARY BUS INTERCHANGE 725.MAN.04. CEMP Rev 2.2, ER approval on 25/02/2022 - Endorsement of the Sydney Metro Western Sydney Airport, Construction Environmental Management Plan Enabling Works at Badgerys Creek Road Area on 17 May 2022. - Endorsement of the Sydney Metro Western Sydney Airport, Construction Environmental Management Plan Advanced and Enabling Works, St Marys Station Lift and Stair Relocation on 24/05/2022 - Approval of Minor Amendments to the Sydney Metro Western Sydney Airport, Advanced and Enabling Works, St Marys Station Lift Relocation Construction Environmental Management Plan, Rev E on 19 August 2022</p>			Works were carried out in accordance with the Staging Report and through the approval of CEMP by the ER. No works has commenced without the CEMP approval.	C
A14	Where changes are proposed to the staging of construction or operation, a revised Staging Report 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.	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>SMWSA CSSI Staging Report, Sydney Metro, Rev 6.0 dated 10/06/2022 Staging Report Rev 6. 12/07/2022 Approved by DPE on 22/07/2022 ER endorsement 14/06/2022</p>			The Staging Report was revised by Sydney Metro (SMWSA CSSI Staging Report, Sydney Metro, Rev 6.0 dated 12/07022	C
A15	Where changes are proposed to the risk assessment related to the staging of construction or operation, a revised Staging Report must be submitted to the Planning Secretary for information one (1) month before the lodgement of any CEMP or CEMP sub plan associated with the stage where change in risk assessment is proposed	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>SMWSA CSSI Staging Report, Sydney Metro, Rev 6.0 dated 10/06/2022 Staging Report Rev 6. 12/07/2022 Approved by DPE on 22/07/2022 ER endorsement 14/06/2022</p>			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 6 of the Staging Report.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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"> 1. 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 2. 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. 3. 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. 	<p>Evidence referred to elsewhere in this Audit Table</p> <p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p>			<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.</p>	NT
A17	<p>Ancillary facilities that are not identified by description and location in the documents listed in Condition A1 can only be established and used in each case if:</p> <ol style="list-style-type: none"> (a) they are located within or immediately adjacent to the Construction Boundary of the CSSI; and (b) 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 (c) 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 (d) 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. <p>Note: 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>	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22 Letter HBI to Sydney Metro, 03/02/22 (endorsement of Power Enabling Works CEMP)</p> <p>Elizabeth Drive CEMP 16 May 2022 Rev No: 3.2 included A17. ER endorsement 17 May 2022 CEMP</p>			<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.</p>	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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 Condition A22 and those considered in an approved CEMP), the Proponent must prepare a Site Establishment Management Plan which outlines the environmental management practices and procedures to be implemented for the establishment of the ancillary facilities. The Site Establishment Management Plan must be prepared in consultation with the Relevant Council(s) and relevant government agencies. The Site Establishment Management Plan 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 Site Establishment Management Plans for each ancillary facility.</p>	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>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)</p> <p>Previous evidence remain as is.</p>			<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.</p>	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
A19	With the exception of a Site Establishment Management Plan expressly nominated by the Planning Secretary to be endorsed by the ER, all Site Establishment Management Plans must be submitted to the Planning Secretary for approval one (1) month before the establishment of any ancillary facilities	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>CEMP for SM WSA- Power Enabling Works was endorsed by ER on 3 Feb 2022.</p> <ul style="list-style-type: none"> - 14/02/2022 Construction Environmental Management Plan ST MARY'S - TEMPORARY BUS INTERCHANGE 725.MAN.04. CEMP Rev 2.2, ER approval on 25/02/2022 - Endorsement of the Sydney Metro Western Sydney Airport, Construction Environmental Management Plan Enabling Works at Badgerys Creek Road Area on 17 May 2022. - Endorsement of the Sydney Metro Western Sydney Airport, Construction Environmental Management Plan Advanced and Enabling Works, St Marys Station Lift and Stair Relocation on 24/05/2022 - Approval of Minor Amendments to the Sydney Metro Western Sydney Airport, Advanced and Enabling Works, St Marys Station Lift Relocation Construction Environmental Management Plan, Rev E on 19 August 2022 			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	A Site Establishment Management Plan 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>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>CEMP for SM WSA- Power Enabling Works was endorsed by ER on 3 Feb 2022.</p> <ul style="list-style-type: none"> - 14/02/2022 Construction Environmental Management Plan ST MARY'S - TEMPORARY BUS INTERCHANGE 725.MAN.04. CEMP Rev 2.2, ER approval on 25/02/2022 - Endorsement of the Sydney Metro Western Sydney Airport, Construction Environmental Management Plan Enabling Works at Badgerys Creek Road Area on 17 May 2022. - Endorsement of the Sydney Metro Western Sydney Airport, Construction Environmental Management Plan Advanced and Enabling Works, St Marys Station Lift and Stair Relocation on 24/05/2022 - Approval of Minor Amendments to the Sydney Metro Western Sydney Airport, Advanced and Enabling Works, St Marys Station Lift Relocation Construction Environmental Management Plan, Rev E on 19 August 2022 <p>Elizabeth Drive CEMP 16 May 2022 Rev 3.2 included A17, ER endorsement 17 May 2022 CEMP Construction commences on 23 May 2022 – Tree Clearing</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 COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
A21	<p>The use of ancillary facility for construction must not commence until the CEMP required by Condition C1 relevant CEMP Sub-plans required by Condition C5 and relevant Construction Monitoring Programs required by Condition C13 have been approved by the Planning Secretary or endorsed by the ER (whichever is applicable).</p> <p>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.</p>	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>CEMP for SM WSA- Power Enabling Works was endorsed by ER on 3 Feb 2022.</p> <ul style="list-style-type: none"> - 14/02/2022 Construction Environmental Management Plan ST MARY'S - TEMPORARY BUS INTERCHANGE 725.MAN.04. CEMP Rev 2.2, ER approval on 25/02/2022 - Endorsement of the Sydney Metro Western Sydney Airport, Construction Environmental Management Plan Enabling Works at Badgerys Creek Road Area on 17 May 2022. - Endorsement of the Sydney Metro Western Sydney Airport, Construction Environmental Management Plan Advanced and Enabling Works, St Marys Station Lift and Stair Relocation on 24/05/2022 - Approval of Minor Amendments to the Sydney Metro Western Sydney Airport, Advanced and Enabling Works, St Marys Station Lift Relocation Construction Environmental Management Plan, Rev E on 19 August 2022 <p>Elizabeth Drive CEMP 16 May 2022 Rev No: 3.2 included A17. ER endorsement 17 May 2022 CEMP Construction commences on 23 May 2022 – Tree Clearing</p>			<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.</p>	C
A22	<p>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:</p> <p>(a) are located within or adjacent to the Construction Boundary; and</p> <p>(b) have been assessed by the ER to have –</p> <ul style="list-style-type: none"> (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. 	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>CEMP for SM WSA- Power Enabling Works was endorsed by ER on 3 Feb 2022.</p> <ul style="list-style-type: none"> - 14/02/2022 Construction Environmental Management Plan ST MARY'S - TEMPORARY BUS INTERCHANGE 725.MAN.04. CEMP Rev 2.2, ER approval on 25/02/2022 - Endorsement of the Sydney Metro Western Sydney Airport, Construction Environmental Management Plan Enabling Works at Badgerys Creek Road Area on 17 May 2022. - Endorsement of the Sydney Metro Western Sydney Airport, Construction Environmental Management Plan Advanced and Enabling Works, St Marys Station Lift and Stair Relocation on 24/05/2022 - Approval of Minor Amendments to the Sydney Metro Western Sydney Airport, Advanced and Enabling Works, St Marys Station Lift Relocation Construction Environmental Management Plan, Rev E on 19 August 2022 			<p>The minor ancillary facilities were assessed and approved through the development of CEMPs rather than using a SEMP. The CEMPs were endorsed by the ER.</p>	C
A23	<p>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.</p>	<p>Site inspection 4/08/2022</p> <p>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 ancillary facility site.</p>			<p>Boundary screening were erected around ancillary facilities.</p>	C
A24	<p>Boundary screening required under Condition A23 must minimise visual impacts on adjacent sensitive land use(s)</p>	<p>Site inspection 4/08/2022</p> <p>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.</p>			<p>Boundary screening required under Condition A23 minimised visual impacts.</p>	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
A25	All Independent Appointments 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	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) revised approval on 1 August 2022, Ref: SSI-10051-PA-104 Alex Gale – ER approval by DPE letter dated 22/03/2022			The Department approved both the ERs and Independent Auditors. Professional memberships form part of the evidence of being suitably qualified and experienced. No other Independent Appointments have been triggered as yet.	C
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.	Interview with Sydney Metro on 8/8/2022.			An audit has not been commissioned by the Department.	NT
A27	Upon completion of an audit under Conditions A26 above, the Planning Secretary may withdraw its approval of an Independent Appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval. Note: Conditions A26 and A27 apply to all Independent Appointments including the ER and Independent Auditor	Interview with Sydney Metro on 8/8/2022.			An audit has not been commissioned by the Department.	NT
A28	Work must not commence until an Environmental Representative (ER) has been nominated by the Proponent and approved by the Planning Secretary.	Letter DPIE to Sydney Metro, 17/08/21 (approval of (Healthy Buildings International) Project ER) Alex Gale – ER approval by DPE letter dated 22/03/2022			The Department approved the ERs. The ERs (Healthy Buildings International) are suitably qualified and experienced.	C
A29	The proposed ER must be a suitably qualified and experienced person(s) who was not involved in the preparation of the documents listed in Condition A1 and is independent from the design and construction personnel for the CSSI and those involved in the delivery of it.	Letter DPIE to Sydney Metro, 17/08/21 (approval of (Healthy Buildings International) Project ER) Alex Gale – ER approval by DPE letter dated 22/03/2022			The Department approved the ERs. The ERs (Healthy Buildings International) are suitably qualified and experienced.	C
A30	The Proponent may engage more than one ER 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.	Letter DPIE to Sydney Metro, 17/08/21 (approval of (Healthy Buildings International) Project ER) Alex Gale – ER approval by DPE letter dated 22/03/2022			The Department approved the ERs. The ERs (Healthy Buildings International) are suitably qualified and experienced.	C
A31	The ER must meet the requirements of the Department's Environmental Representative Protocol (DPE, 2018).	Letter DPIE to Sydney Metro, 17/08/21 (approval of (Healthy Buildings International) Project ER) Alex Gale – ER approval by DPE letter dated 22/03/2022 Service Management Plan was not required however, works were conducted under the guidelines.			The Department approved the ERs. The ERs (Healthy Buildings International) are suitably qualified and experienced.	C

<p>A32</p>	<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 Conditions A10, A18, A20, C1, C5 and C13 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 to have been endorsed.</p> <p>(e) for documents that are required to be submitted to the Planning Secretary / Department for information under (d)(ii) 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 Conditions A10, A18, A20, C1, C5 and C13 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 Condition A36;</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</p>	<p>The following ER Monthly Reports submitted to Department within timeframe (7th of the month):</p> <ul style="list-style-type: none"> - Sydney Metro - Sydney Metro Western Sydney Airport SSI 10051 – ER Monthly Report for March 2022, 7 April 2022 - Sydney Metro - Sydney Metro Western Sydney Airport SSI 10051 – ER Monthly Report for April 2022, 7 April 2022 - Sydney Metro - Sydney Metro Western Sydney Airport SSI 10051 – ER Monthly Report for May 2022, 7 June 2022 - Sydney Metro - Sydney Metro Western Sydney Airport SSI 10051 – ER Monthly Report for June 2022, 7 July 2022 - Sydney Metro - Sydney Metro Western Sydney Airport SSI 10051 – ER Monthly Report for July 2022, 7 August 2022 - Sydney Metro - Sydney Metro Western Sydney Airport SSI 10051 – ER Monthly Report for August 2022, 7 September 2022 - Sydney Metro - Sydney Metro Western Sydney Airport SSI 10051 – ER Monthly Report for September 2022, 7 October 2022 <p>RFI from DPE – re: SM WSA SSI10051 ER responded on 08/02/2022</p> <p>RFI dated 12/02/2022 and request respond on 14/02/2022. ER responded on time</p> <p>Monthly Reports (Monthly Reports 1st Monday of the Month) chaired by DPE discussing issues based on the Monthly Report dated 08/08/2022</p> <p>Weekly Inspection Report 9Inspceton 006 WSA-SBT)</p> <p>ER endorsement for minor amendments latter dated 25/04/2022 for SM Power Enabling Works – CEMP Rev 0</p> <p>ER endorsement letter example LIW SM WSA- 8 July 2022 Geotechnical Works for SCAW FWWS</p> <p>Environmental Representative ER Monthly Report: September 2022 dated 07/10/22 prepared by Healthy Buildings International</p>	<p>The ER demonstrated their role as per this requirement through the following:</p> <ul style="list-style-type: none"> • The ER Monthly Reports were sighted. The Monthly Reports address the requirements from this condition and the ER Protocol. • The ER has reviewed and endorsed the documents listed under evidence column. • The ER Monthly Reports demonstrate that the ER has been reviewing the implementation of the CEMPs. • Regular weekly site inspections were conducted by the ER to cover all active areas. 	<p>C</p>
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Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
	<p>with the terms of this approval and the Site Establishment Management Plan, CEMP, CEMP Sub-plans 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 Environmental Representative Monthly Report 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>					
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 Condition A32 (including preparation of the ER monthly report), as well as:</p> <p>(a) the Complaints Register (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>	<p>Interview with auditees 11/08/2022 (Sydney Metro and ER)</p> <p>ER Monthly Reports March to August 2022 included list of documents that were provided to ER.</p>			<p>Complaints and incidents were provided to ER and all other documents that needs to be reviewed.</p>	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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.	<p>Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)</p> <p>Notification to the Secretary of the Department of Planning and Environment of Sydney Metro's intention to commence Construction of the Advanced and Enabling Works – Roadworks stage of the Sydney Metro - Western Sydney Airport Project on 18 May 2022, letter dated 11 May 2022. SM-21-00226382, Sydney Metro - Western Sydney Airport - Post Approval Document Received - (SSI-10051-PA-64)</p> <p>SM notified Penrith City Council of Sydney Metro's intention to commence Construction of the Advanced and Enabling Works - Roadworks stage of the Sydney Metro - Western Sydney Airport Project, at the Elizabeth Drive roundabout on 18 May 2022 on 11 May 2022</p> <p>Notify Liverpool City Council of Sydney Metro's intention to commence Construction of the Advanced and Enabling Works - Roadworks stage of the Sydney Metro - Western Sydney Airport Project, at the Elizabeth Drive roundabout on 18 May 2022. On 11/05/2022</p>			The Department, and relevant Councils were notified in writing of the date of commencement of construction at least seven (7) days before the commencement of construction.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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.	<p>SM notified Penrith City Council of Sydney Metro's intention to commence Construction of the Advanced and Enabling Works - Roadworks stage of the Sydney Metro - Western Sydney Airport Project, at the Elizabeth Drive roundabout on 18 May 2022 on 11 May 2022</p> <p>Notify Liverpool City Council of Sydney Metro's intention to commence Construction of the Advanced and Enabling Works - Roadworks stage of the Sydney Metro - Western Sydney Airport Project, at the Elizabeth Drive roundabout on 18 May 2022. On 11/05/2022</p> <p>-Notification of Commencement dated 11/05/2022 for staged construction commence on 23/05/22</p> <p>Notification of Commencement for Advance and Enabling Works – Roadworks stage of the Sydney Metro – WSA on 18 May 2022 – Construction commenced on 23 May 2022.</p> <p>Email to Liverpool Council dated 11/05/2022 intention to commence construction</p>	<p>Notification to Commence for Station Boxes and Tunnelling dated 12 April 2022. To commenced 19 April 2022 – Demolition of St Marys</p> <p>Email to Penrith Council dated 11/05/2022 intention to commence construction</p>	<p>Sydney Metro sent the notification of commencement.</p>	<p>The Department, and relevant Councils were notified in writing of the date of commencement of construction at least seven (7) days before the commencement of construction.</p>	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
A36	Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020).	Independent Audit No. 1 – Audit Report, WolfPeak, 06/04/22 Email, DPE to WolfPeak, 19/07/22 (DPE feedback on Independent Audit No. 1) This Audit			The first Independent Audit was conducted in accordance with the Independent Audit Post Approval Requirements. The Department provided feedback on that report, requesting additional information be included in the second audit report. This audit captures that additional information and has also been prepared in accordance with the Independent Audit Post Approval Requirements.	C
A37	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	This Audit This Independent Audit has been carried out in accordance with the Department's 2020 document entitled Independent Audit Post Approval Requirements. An Audit Program was submitted and yet to be approved by the Department.			An audit program is not required for IAPAR 2020.	NT
A38	Proposed independent auditors must be approved by the Planning Secretary before the commencement of an Independent Audit	Letter DPIE to Sydney Metro, 20/01/22 (approval of WolfPeak as Independent Auditors) Letter DPE dated 1/08/2022 - Sydney Metro SSI-10051 – approval of independent auditors (change of audit team)			The Department approved the Independent Auditors prior to the commencement of the first Independent Audit.	C
A39	The Planning Secretary may require the initial and subsequent Independent Audits 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.	No audit has been requested by DPE.			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

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
A40	Independent Audit Reports 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.	<p>The IA1 audit report was submitted by WolfPeak to Sydney Metro on 6 April 2022 within 2 months from 10 February 2022 (site inspection date). There was no auditee response posted on the website.</p> <p>This audit report IA2 was submitted more than 2 months from site inspection (4 August 2022). The approval of two weeks extension for the submission of this audit report was applied to Department. Report was initially due to the department on 4 October and with the extension approval the report must be submitted on 4 November</p>			<p>Observation:</p> <ul style="list-style-type: none"> For IA2, site inspection was conducted on 4 August 2022 and a letter of extension for the submission of the Audit Report was submitted to DPE for approval. The Department granted the extension for the submission of the IA2 on 4 November 2022. <p>Response:</p> <p>WolfPeak will endeavour to commit the future submission of the next audit report will be within 2 months from site inspection.</p>	Compliant
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	Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)			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 that require reporting to DPE under A41-A42	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.	Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)			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 that require reporting to DPE under A41-A42	NT
A43	Subsequent notification must be given, and reports submitted in accordance with the requirements set out in Appendix A.	Interview with auditees 8/8/2022 (Sydney Metro), 10/08/2022 (SBT-CPBG), 11/08/2022 (Sydney Metro and AEW)			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 that require reporting to DPE under A41-A42	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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.	<p>The following non-compliance were reported to DPE during this audit period:</p> <p>NC-005 -CSSI: Sydney Metro – Western Sydney Airport CSSI 10051 Contractor: AEW Power stage - Quickway Constructions Pty Ltd Location: Lawson Road Facility, Badgerys Creek Conditions of Approval Project is non-compliant with: MCoA E105, Date of awareness of non-compliance 22/02/2022 – As per phone call with T.SV Welch, notified to Department on 23 February 2022</p> <p>NC-006 CSSI: Sydney Metro – Western Sydney Airport CSSI 10051 Contractor: GHD Pty Ltd; Location: 31-39 Luddenham Road, Orchard Hills Conditions of Approval Project is non-compliant with: A1; Date of awareness of non-compliance 25 February 2022</p> <p>NC-007 - CSSI: Sydney Metro – Western Sydney Airport CSSI 10051 Contractor: TfNSW Sydney Roads Location: St Marys Temporary Bus Interchange Conditions of Approval Project is non-compliant with: SSI 10051 MCoA E41 Date of awareness of non-compliance Monday 14 March 2022, notify Department on 21/03/2022</p> <p>NC-008 - SM – WSA CSSI 10051 - Quickway Constructions against A47 date of incident 6/04/2022 reported to Department on 13/04/2022</p> <p>NC-009 - SM – WSA CSSI 10051-AEW Power stage - Quickway Constructions Pty Ltd against E41 date 25/05/2022 reported to Department 31/05/2022. Non-Compliance notification 009 (A44) notification to the DPE email dated 31/05/2022</p>			There were 5 self-reported non-compliances by Sydney Metro notified the Department within 7 days of becoming aware of the non-compliances.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
A45	<p>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.</p> <p>Note: A non-compliance which has been notified as an incident does not need to also be notified as a noncompliance.</p>	<p>The following non-compliance were reported to DPE during this audit period:</p> <p>NC-005 -CSSI: Sydney Metro – Western Sydney Airport CSSI 10051 Contractor: AEW Power stage - Quickway Constructions Pty Ltd Location: Lawson Road Facility, Badgerys Creek Conditions of Approval Project is non-compliant with: MCoA E105, Date of awareness of non-compliance 22/02/2022 – As per phone call with T.SV Welch, notified to Department on 23 February 2022</p> <p>NC-006 CSSI: Sydney Metro – Western Sydney Airport CSSI 10051 Contractor: GHD Pty Ltd; Location: 31-39 Luddenham Road, Orchard Hills Conditions of Approval Project is non-compliant with: A1; Date of awareness of non-compliance 25 February 2022</p> <p>NC-007 - CSSI: Sydney Metro – Western Sydney Airport CSSI 10051 Contractor: TfNSW Sydney Roads Location: St Marys Temporary Bus Interchange Conditions of Approval Project is non-compliant with: SSI 10051 MCoA E41 Date of awareness of non-compliance Monday 14 March 2022, notify Department on 21/03/2022</p> <p>NC-008 - SM – WSA CSSI 10051 - Quickway Constructions against A47 date of incident 6/04/2022 reported to Department on 13/04/2022</p> <p>NC-009 - SM – WSA CSSI 10051-AEW Power stage - Quickway Constructions Pty Ltd against E41 date 25/05/2022 reported to Department 31/05/2022. Non-Compliance notification 009 (A44) notification to the DPE email dated 31/05/2022.</p> <p>Sydney Metro follow the implementation of the corrective actions through fortnightly meeting with contract to and requested investigation to close out the NCR. Records of Investigation were sighted:</p> <ul style="list-style-type: none"> - ER email dated 28/07/22 noting acceptance of closure - Investigation report 26/07/2022 by Quickway Transport & Utilities Infrastructure SM-NC-003. - Quickway report 3 NCR within the reporting period but not repeating the same NC. 			<p>Sydney Metro notified the Department within 7 days of becoming aware of the non-compliances and included the CSSI identification.</p> <p>Observation: The Non-compliance Report do not include the action date to be notified/reported to DPE and action date to close the NC.</p> <p>Recommendation: Action dates must be included in the Non-compliance Report to ensure notification to DPE and closing out of the non-compliance within the timeframe defined in the Non-compliance/Corrective and Preventive Action Sydney Metro or Contractor Procedure.</p>	C
A46	<p>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</p>	<p>Site inspection 4/08/2022 Photo sighted SMW SSI 10038 – AEW-Power 4/5/2022 Heavy vehicles were clearly marked on the side and rear per presented photos 4/5/22</p>			<p>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.</p> <p>Spoil haulage has yet to commence.</p>	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
A47	The CSSI name, application number, telephone number, postal address and email address required under Condition B3 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 Condition B11.	<p>Photo sighted SMW SSI 10038 – AEW-Power 4/5/2022</p> <p>Refer to Appendix D photos taken during the site inspection.</p> <p>Photo sighted SMW SSI 10038 – AEW-Power 4/5/2022</p>			<p>Self-reported non-compliant was raised NC-008 - SM – WSA CSSI 10051 - Quickway Constructions against A47 date of incident 6/04/2022 reported to Department on 13/04/2022</p>	NC

<p>B1</p>	<p>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.</p>	<p>Overarching Community Communications Strategy, Sydney Metro, 05/08/20 and 12/04/21 Interview with auditees 10/02/22 SMWSA SSI10051_Request for Information_Rev1.0_Consolidated SM Response Letter Sydney Metro to Stephen Lancken, 14/12/21 (engagement of complaints mediator) CICG Presentation, February 2022 Sydney Metro – Western Sydney Airport Communication Interface Coordination Group Meeting minutes, 24/02/22</p> <p>Updated OCCSSM WSA-rev 2 25/07/2022 submitted to DPE Management of website 24 hours -Property Condition Surveys at St Marys letter was sent to all residents - Consultation Manager No treatment yet done Survey have been completed at St Marys. All records will be included in the same Consultation Manager. Digital Comms, spatial for consultation. And SM Weekly Newsletter – 5 August 2022. Caddens Corner Shopping Centre Updated per website</p> <ul style="list-style-type: none"> • 25/7/22 email from the portal (post Approval application) • 24/7 call canter • Door knocking door procedure • Property condition survey – St Marys for the noise vibration. Letter to the affected people • Surveys completed (bulk on the St Mary’s area property) <p>Updated OCCSSM WSA-Rev 2 25/07/2022 submitted to DPE Management of website 24 hours -Property Condition Surveys at St Marys letter was sent to all residents - Consultation Manager No treatment yet done Survey have been completed at St Marys. All records will be included in the same Consultation Manager. Digital Comms, spatial for consultation and SM Weekly Newsletter – 5 August 2022. Caddens Corner Shopping Centre CPBG- Comms Plan – approved by Sydney Metro on 31/05/2022 CCS- St Marys –</p> <ul style="list-style-type: none"> - Notifications were sent prior to work at Sydney Metro Sites - OOHW – August Notification - OOHW Consultation Records 9 August 2022 / doorknock at Glossop Streets St Marys - WSA SBT Communications Tracker - Door knocks for business and traffic changes Station St on 4 August 2022. - Program of Pop-up at WSA - Comms meeting with SM Comms is conducted on weekly basis. 	<p>The Overarching Community Communications Strategy was prepared prior to the granting of approval. Steve Lancken Conflict Management, trading as Negocio Resolutions has been appointed to the role of Complaints Mediator. 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. Sydney Metro distributed the quarterly newsletters to all stakeholder within 500m of the alignment, emails, website copy, and briefings to:</p> <ul style="list-style-type: none"> • Penrith City Council • Liverpool City Council • St Marys Town Centre Board • Penrith Valley Chamber of Commerce <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. The CICG (Communications Interface Coordination Group) is held monthly with all interfacing projects, Agencies and contactors. 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</p>	<p>C</p>
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Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
		10 Community Benefits Plan approved by SM - Voucher within local business - Local charity and raise funds - Supporting local schools.			Environment, and Department of Infrastructure, Transport, Regional Development and Communications (DITRDC).	
B2	A Complaints Management System 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.	<ul style="list-style-type: none"> Construction Complaints Management System, Sydney Metro, 15/12/21 Detailed construction management system All inquiries capture (com team) investigated with the relevant contractor. Capture in the const manager with monthly reporting For the last 6 months (total no of complaints received)- Response in 2 hours all complaints closed out with 43 issued categorized No major complaint has been recorded since construction is not yet commenced. Alternative accommodation – in St Mary’s construction of list and stair Ant pop-up activities – community programs – proactive engagement. Load of digital com. Special engagement (face to face and digital) in shopping centre (Caddenes Corner Shopping Centre) CPBG – Complaints e.g., 28/06/2022 came from 1800 line – driveway access – offered a meeting with contractor and complaint was resolved. vibration complaint on 6/6/2022 and 23/06/2022 but works has not conducted yet and no works at the night. CPBG met with the complainant and resolved her issue. Complaint 3854 – complaint about survey nails- survey nails were type of changed. Property damage claim was conducted for broken tyre. Ministerial Note with regards to changing survey nails. Refer to email- 			The Complaints Management System document describes and governs the Complaints Management System.	C
B3	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: (a) a 24- hour telephone number for the registration of complaints and enquiries about the CSSI; (b) a postal address to which written complaints and enquires may be sent; (c) an email address to which electronic complaints and enquiries may be transmitted; and (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.	Construction Complaints Management System, Sydney Metro, 15/12/21 Site inspection 4/08/2022 1800 Phone call test 4/08/2022 https://www.sydneymetro.info/westernsydneyairportline https://www.sydneymetro.info/website-accessibility			The Complaints Management System document describes and governs the Complaints Management System. The phone number was tested. No issues. The address was sighted on the signage during the inspection. The email address was sighted on the signage during the inspection. The Complaints Management System includes details on escalation and mediation. The Project website demonstrates that accessibility and language considerations have been incorporated.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
B4	<p>A Complaints Register 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; (b) date and time of the complaint; (c) number of people (in the household) affected in relation to a complaint, if relevant; (d) method by which the complaint was made; (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; (f) issue of the complaint; (g) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and (h) if no action was taken, the reason(s) why no action was taken.</p>	<p>SM WSA Consolidated Complaints Register March to 11 August 2022</p> <p>Complaints Register</p> <p>1800 in the shade cloth</p> <p>Weekly and Monthly Complaints Reports</p> <p>Every Monday weekly Complaints were sent to DPE.</p> <p>Responded to within 2 hours and all complaints were addressed nothing really outstanding.</p> <p>43 issues all addressed mostly noise complaints and traffic/parking issues.</p> <p>No alternative accommodation yet given and managing respite.</p>			<p>The complaints register has been prepared and it addresses the information required by this condition.</p> <p>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; (b) by providing personal information, the complainant authorises the Proponent to provide that information to government agencies; (c) the supply of personal information by the complainant is voluntary; and (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 Collection Statement 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>	<p>Phone call test 8/08/2022</p> <p>https://www.sydneymetro.info/complaints-privacy-collection-notice</p>			<p>The complaints line was tested on 8/08/2022. 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. The website includes the Collection Notice (Collection Statement).</p>	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
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B6	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request. Note: Complainants must be advised that the Complaints Register may be forwarded to Government agencies to allow them to undertake their regulatory duties	March to July 2022 Monthly Complaints Register and Consolidated Complaints Register) Submission of Weekly Complaints Register CPBG- conducted toolbox talks to manage the complaints that can be avoided one example is leaving of traffic cones overnight and toolbox talk was conducted. Record sighted			The Complaints Register was provided to the Planning Secretary on weekly and monthly basis.	C
B7	A Community Complaints Mediator 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 Overarching Community Communication Strategy	Overarching Community Communications Strategy, Sydney Metro, 05/08/20 and 12/04/21 Interview with auditees 10/02/22 Letter Sydney Metro to Stephen Lancken, 14/12/21 (engagement of complaints mediator) No activities for mediation.			Steve Lancken Conflict Management, trading as Negocio Resolutions has been appointed to the role of Complaints Mediator. No complaints have been escalated to the point that referral to the Mediator is required.	C
B8	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.	Overarching Community Communications Strategy, Sydney Metro, 05/08/20 and 12/04/21 Interview with auditees 10/02/22 Letter Sydney Metro to Stephen Lancken, 14/12/21 (engagement of complaints mediator)			No complaints have been escalated to the point that referral to the Mediator is required.	NT
B9	The Community Complaints Mediator will: (a) review any unresolved disputes, referred by the ER in accordance with the Overarching Community Communication Strategy; (b) make recommendations to the Proponent to satisfactorily address complaints, resolve disputes or mitigate against the occurrence of future complaints or disputes; and (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.	Overarching Community Communications Strategy, Sydney Metro, 05/08/20 and 12/04/21 Interview with auditees 10/02/22 Letter Sydney Metro to Stephen Lancken, 14/12/21 (engagement of complaints mediator)			No complaints have been escalated to the point that referral to the Mediator is required.	NT
B10	Community Complaints Mediation will not be enacted before the Complaints Management System required by Condition B2 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.	Overarching Community Communications Strategy, Sydney Metro, 05/08/20 and 12/04/21 Interview with auditees 10/02/22 Letter Sydney Metro to Stephen Lancken, 14/12/21 (engagement of complaints mediator)			No complaints have been escalated to the point that referral to the Mediator is required.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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 Condition A1, 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>	<p>https://www.sydneymetro.info/westernsydneyairportline</p> <p>Website reviewed on 15/08/2022.</p> <p>a) https://www.sydneymetro.info/westernsydneyairportline</p> <p>b) https://www.sydneymetro.info/western-sydney-airport-line/environment-planning</p> <p>c) https://www.sydneymetro.info/western-sydney-airport-line/environment-planning</p> <p>d) https://www.cpbcon.com.au/en/our-projects/2022/sydney-metro-western-sydney-airport-station-boxes-and-tunnels https://www.quickway.com.au/projects/sydney-metro-western-sydney-airport-advanced-construction-power/</p> <p>e) A total of 60 documents were posted for WSA project including Consistency assessment, REF, CEMP, CTMP, Property Condition Surveys, Heavy Vehicle Local Road Report for Use of Local Roads, Staging Report, Biodiversity Offset Strategy, ER monthly Report (up to June only), Communication Strategy, OOHW Protocol, Complaints Management System, ER Approvals,</p> <p>The previous audit findings as observation: <i>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&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.</i></p> <p>Auditee Response: The website has been updated and included link to each contractor documents and management plans. However, when you click on Sydney Roads and Laing O'Rourke it goes back to https://www.sydneymetro.info/</p>			<p>Observation:</p> <p>The previous observation is left open until all the documents required including Detailed Site Investigations and latest ER and AA monthly reports are uploaded.</p> <p>The navigation to each package (contractor) is made easier but the link to the contractor site Laing O'Rourke and Sydney Roads goes back to Sydney Metro info.</p>	C

<p>C1</p>	<p>Construction Environmental Management Plans (CEMPs) and CEMP Sub-plans must be prepared in accordance with the Construction Environmental Management Framework (CEMF) included in the documents listed in Condition A1 to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during construction.</p>	<p>Sydney Metro Western Sydney Airport – Advanced and Enabling Works, St Marys Station Lift and Stair Relocation Construction Environmental Management Plan Revision E dated 16/08/2022 (CEMP Rev E). endorsed by ER on 19 August 2022 Environmental Inspection (Weekly inspection) dated 06/05/2022, 03/06/2022 Elizabeth Drive CEMP – 23/04/2022 commenced and completed on 27/07/2022 Sydney Metro Inspection 27/07/2022 handed to SCAW Internal Audit conducted on 28/04/2022 OFI raised on EWMS and were addressed. Compliance Register developed by Quickway reviewed on 24/01/2022 and 18/03/2022 Risk Assessment Register – updated and appropriately addressed Risk Assessment workshop 26/11/2021 Incident Reporting – one incident Paton Lanes Orchard Hills diesel spill 14/03/2022 Non-compliance and non-conformance procedure- identified e non-compliance e.g., 06/04/2022 putting signs up and corrected. OOHW – under boring at M4-MCoA E41 25/05/2022 - corrective actions were implemented and ER was involved in the investigation and ensuring that this is closed. MCoA E106 – NC 21/02/2022 action taken inn Progress Meeting 13/02/2022 Noise Monitoring Report dated 28/04/2022 re: OOHW noise monitoring ERSED SWMWSA Gipps Street Compound prepared by Tom Welch ERSED 4 days training under SEEC certificate presented. Unexpected asbestos finds – Validation Asbestos Clearance Certificate Waste Classification Report by Rapid Go 20/04/2022 Transport EPL Certificate – Consignment Report</p> <p>Construction Environment Management Plan Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works Preparatory Works Rev 2 13/04/2022 endorsed by ER on 14/04/2022.</p> <p>SBT Internal Audits of MCoA and REMMs – Compliance Matrix 2/8/2022 Weekly Inspections at St Marys -Inspection Report 10/8/22</p> <p>TfNSW T4291 SMWSA – Enabling Works at Badgerys Creek Road Area and Aerotropolis Elizabeth Drive CEMP dated 16 May 2022 by Abergeldie, Submitted to DPE 23 June 2022, ER Endorsement Letter 17/05/2022 by Alex Gale. Posted on the website on 20/05/2022</p> <p>Lift and Stair relocation CEMP by SM dated 28 May 2022. Revision D, ER endorsement 24 May 2022, Submitted to DPE on 23/06/2022.</p> <p>Power CEMP amendment Quickway – Rev 1.0 date 04/03/2022, ER endorsement 25/04/2022, Submitted to DPE 27 June 2022 SBT CEMP Rev 2 13/04/2022, ER endorsement 14/04/2022, Submitted to DPE</p>	<p>Observation: Objectives and Targets defined in the CEMP (all packages) are not all specific, measurable, achievable, realistic and timebound, and they are not regularly reviewed to confirm if they were achieved.</p> <p>Recommendation: For continual improvement of environmental performance, ensure that Objectives and Targets defined in the CEMP (all packages) are specific, measurable, achievable, realistic, timebound, and that are regularly reviewed to confirm they are achieved.</p> <p>Observation: Quickway had developed the Compliance Register but there is no specific process to review it regularly and the process is not defined in the CEMP.</p> <p>Recommendation: Quickway to ensure that Compliance Matrix (AEW) is reviewed at least quarterly and document the process in the CEMP. Completion of the register to be submitted to Metro upon final work completion to ensure that the package of works have been completed within the conditions of approval.</p> <p>Observation: To ensure that contractor is meeting their objectives and targets defined in CEMP and reviewing performance against complaints.</p> <p>Recommendation: An opportunity for Sydney Metro to also review the performance of each contractor based on the review of their specific CEMP objectives and targets and complaints raised.</p>	<p>C</p>
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Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
C2	<p>With the exception of any CEMPs expressly nominated by the Planning Secretary to be endorsed by the ER, all CEMPs must be submitted to the Planning Secretary for approval.</p> <p>Note: The Planning Secretary will consider the assessment of the predicted level of environmental risk and potential level of community concern required under Condition A11(e) when deciding whether any CEMP's may be endorsed by the ER.</p>	<p>TfNSW T4291 SMWSA – Enabling Works at Badgerys Creek Road Area and Aerotropolis Elizabeth Drive CEMP dated 16 May 2022 by Abergeldie. ER endorsement 17/05/2022 by Alex Gale Submitted to DPE 23/06/2022 Posted on the website on 20/05/2022</p> <p>Lift and Stair relocation CEMP by SM dated 28/05/2022. Revision D ER endorsement 24/05/2022 ER endorsement 24/05/2022 Submitted to DPE 23/06/22</p> <p>Power CEMP amendment Quickway – Rev 1 04/03/2022 ER endorsement 25/04/2022 Submitted to DPE 27/06/2022</p> <p>SBT CEMP Rev 2 13/04/2022 ER endorsement 14/04/2022 Submitted to DPE 14/04/2022</p> <p>ER Monthly Reports March to August 2022 included the list of all endorsed management plans and documents.</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
C3	<p>The CEMP(s) not requiring the Planning Secretary's approval must be submitted to the ER 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 CEMP 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</p>	<p>Lift and Stair relocation CEMP by SM dated 28 May 2022. Revision D ER endorsement 24 May 2022. Submitted to DPE on 23/06/2022.</p> <p>Power CEMP amendment Quickway – Rev 1.0 date 04/03/2022 ER endorsement 25/04/2022 Submitted to DPE 27 June 2022</p> <p>SBT CEMP Rev 2 13/04/2022 ER endorsement 14/04/2022 Submitted to DPE</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	<p>Any CEMP 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.</p>	<p>Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022</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 COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status															
		AEW	Station Box and Tunnels	Sydney Metro																	
C5	<p>Of the CEMP Sub-plans required under Condition C1, the following CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Subplan. Details of issues raised by a government agency during consultation (as required by Condition A6) must be provided with the relevant CEMP Sub-plan 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"> <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	<p>Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022</p> <p>Hydrology & flood assessment Design Report 22/07/22 by CPB/Ghella – not yet finalize</p>			<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.</p> <p>Ongoing development of SBT subplans at time of this audit.</p> <p>This audit covers the AEW and SBT preparatory works only.</p>	NT
	Required CEMP Sub-plan	Relevant government agencies to be consulted for each CEMP Sub-plan																			
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(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																			
C6	<p>The CEMP Sub-plans must state how:</p> <p>(a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved;</p> <p>(b) the mitigation measures identified in the documents listed in Condition A1 will be implemented;</p> <p>(c) the relevant terms of this approval will be complied with; and</p> <p>(d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles</p>	<p>Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022</p>			<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.</p> <p>Ongoing development of SBT subplans at time of this audit.</p> <p>This audit covers the AEW and SBT preparatory works only.</p>	NT															

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
C7	With the exception of any CEMP Sub-plans expressly nominated by the Planning Secretary to be endorsed by the ER, all CEMP Sub-plans must be submitted to the Planning Secretary for approval.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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. Ongoing development of SBT subplans at time of this audit. This audit covers the AEW and SBT preparatory works only.	NT
C8	The CEMP Sub-plans 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 Condition A1. Any of these CEMP Sub-plans must be submitted to the ER 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.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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. Ongoing development of SBT subplans at time of this audit. This audit covers the AEW and SBT preparatory works only.	NT
C9	Any of the CEMP Sub-plans to be approved by the Planning Secretary must be submitted to the Planning Secretary 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	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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. Ongoing development of SBT subplans at time of this audit. This audit covers the AEW and SBT preparatory works only.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
C10	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.	<p>Refer A34</p> <p>Observation 1: Station Box and Tunnels: St Marys Station Construction site (Station Street, Station Plaza) There is a substantial amount of litter present on the street surrounding the site (which is not necessarily dumped by Project personnel). CPBG indicated that housekeeping was ongoing.</p> <p>Recommendation 1: CPBG to provide evidence that housekeeping measures are communicated and implemented.</p> <p>Observation 2: AEW St Marys Lift: St Marys Station Fuel containers are stored in an unbunded area.</p> <p>Recommendation 2: Transport for Tomorrow to store fuel within suitably sized bund.</p>			<p>According to the Staging Report, approval from the Planning Secretary is not required for the AEW Power and St Marys TBI CEMPs.</p> <p>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.</p>	C
C11	In addition to the relevant requirements of the CEMF, the Flora and Fauna CEMP Sub-plan 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	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			<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.</p> <p>Ongoing development of SBT subplans at time of this audit.</p> <p>This audit covers the AEW and SBT preparatory works only.</p>	NT
C12	In addition to the relevant requirements of the CEMF, the Soil and Water CEMP Sub-Plan must include but not be limited to: (a) details how the requirements of Conditions E127, E128 and E129 will be met; and (b) the unexpected, contaminated finds protocol required by Condition E98.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			<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.</p> <p>Ongoing development of SBT subplans at time of this audit.</p> <p>This audit covers the AEW and SBT preparatory works only.</p>	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status													
		AEW	Station Box and Tunnels	Sydney Metro															
C13	<p>The following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies (as required by Condition A6) identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in Condition A1 or in the CEMP. 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"> <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	<p>Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022.</p> <p>The following July and August monitoring reports were completed by SBT under the EPL requirements:</p> <ul style="list-style-type: none"> - Meteorological Data - Noise Monitoring Results - Discharge to Water <p>The following Detailed Noise and Vibration Impacts Assessments (DNVIS):</p> <ul style="list-style-type: none"> - Detailed Noise and Vibration Impact Statement - Orchard Hills Tunnel Support Worksite Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works Project number WSA-200-SBT Document number SMWSASBT-CPG-OHE-SN150-EN-RPT-293013 Revision date July 2022 Revision A - SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - St Marys Station 16 September 2022 CPB Ghella TM008-02-01F01 SMWSA-SBT_DNVIS-STM(r2) - SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Claremont Meadows Ventilation Facility 3 August 2022 CPB Ghella TM008-02-02F01 SMWSA-SBT_DNVIS-CMF (r2) - SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Aerotropolis Core Station 23 September 2022 CPB Ghella TM008-05-01F01 SMWSA-SBT_DNVIS-AEC (r2) - SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Bringelly Services Facility 19 September 2022 CPB Ghella TM008-02-04F01 SMWSA-SBT_DNVIS-BSF(r2) 	<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.</p> <p>Ongoing development of SBT subplans at time of this audit.</p> <p>This audit covers the AEW and SBT preparatory works only.</p>	NT
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(c)	Groundwater	DPIE Water																	
(d)	Air Quality	Relevant Councils																	

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
C14	<p>Each Construction Monitoring Program must provide:</p> <ul style="list-style-type: none"> (a) details of baseline data available including the period of baseline monitoring; (b) details of baseline data to be obtained and when; (c) details of all monitoring of the project to be undertaken; (d) the parameters of the project to be monitored; (e) the frequency of monitoring to be undertaken; (f) the location of monitoring; (g) the reporting of monitoring results and analysis results against relevant criteria; (h) details of the methods that will be used to analyse the monitoring data; (i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicated unacceptable project impacts; (j) a consideration of SMART principles; (k) any consultation to be undertaken in relation to the monitoring programs; and (l) any specific requirements as required by Conditions C15 to C16. 	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			<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.</p> <p>Ongoing development of SBT subplans at time of this audit.</p> <p>This audit covers the AEW and SBT preparatory works only.</p>	NT
C15	<p>The Noise and Vibration Construction Monitoring Program must include:</p> <ul style="list-style-type: none"> (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; (b) monitoring undertaken during the day, evening and night-time periods throughout the construction period and cover the range of activities being undertaken; (c) method and frequency for reporting monitoring results; and (d) a process to undertake real time noise and vibration monitoring. <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>	<p>Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022</p> <p>The following Detailed Noise and Vibration Impacts Assessments (DNVIS):</p> <ul style="list-style-type: none"> - Detailed Noise and Vibration Impact Statement - Orchard Hills Tunnel Support Worksite Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works Project number WSA-200-SBT Document number SMWSASBT-CPG-OHE-SN150-EN-RPT-293013 Revision date July 2022 Revision A - SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - St Marys Station 16 September 2022 CPB Ghella TM008-02-01F01 SMWSA-SBT_DNVIS-STM(r2) - SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Claremont Meadows Ventilation Facility 3 August 2022 CPB Ghella TM008-02-02F01 SMWSA-SBT_DNVIS-CMF (r2) - SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Aerotropolis Core Station 23 September 2022 CPB Ghella TM008-05-01F01 SMWSA-SBT_DNVIS-AEC (r2) - SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Bringelly Services Facility 19 September 2022 CPB Ghella TM008-02-04F01 SMWSA-SBT_DNVIS-BSF(r2) 			<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.</p> <p>Ongoing development of SBT subplans at time of this audit.</p> <p>This audit covers the AEW and SBT preparatory works only.</p>	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
C16	<p>Groundwater Construction Monitoring Program must include:</p> <ul style="list-style-type: none"> (a) groundwater monitoring networks at each construction excavation site predicted to intercept groundwater in the documents listed in Condition A1; (b) detail of the location of all monitoring bores with nested sites to monitor both shallow and deep groundwater levels and quality; (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; (d) results from existing monitoring bores; (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; (f) trigger levels for groundwater quality, salinity and groundwater drawdown in monitoring bores and / or other groundwater users; (g) daily measurement of the amount of water discharged from the water treatment plants; (h) water quality testing of the water discharged from treatment plants; (i) management and mitigation measures and criteria, including measures to address impacts on groundwater dependent ecosystems; (j) groundwater inflow to the excavations to enable a full accounting of the groundwater take from the Sydney Basin Central Groundwater Source; (k) reporting of groundwater gauging at excavations, groundwater monitoring, groundwater trigger events and action responses; and (l) methods for providing the data collected to Sydney Water where discharges are directed to their assets. 	<p>Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022</p> <p>Water Reuse Strategy Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works Project number WSA-200-SBT Document number SMWSASBT-CPG-1NL-NL000- WA-RPT-000001 Revision date 29/07/2022 Revision 01</p>			<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.</p> <p>Ongoing development of SBT subplans at time of this audit.</p> <p>This audit covers the AEW and SBT preparatory works only.</p>	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
C17	With the exception of any Construction Monitoring Programs expressly nominated by the Planning Secretary to be endorsed by the ER, all Construction Monitoring Programs must be submitted to the Planning Secretary for approval.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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. Ongoing development of SBT subplans at time of this audit. This audit covers the AEW and SBT preparatory works only.	NT
C18	The Construction Monitoring Programs 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	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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. Ongoing development of SBT subplans at time of this audit. This audit covers the AEW and SBT preparatory works only.	NT
C19	The Construction Monitoring Programs 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	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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. Ongoing development of SBT subplans at time of this audit. This audit covers the AEW and SBT preparatory works only.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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 Construction Monitoring Programs and all relevant baseline data for the specific construction activity has been collected.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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. Ongoing development of SBT subplans at time of this audit. This audit covers the AEW and SBT preparatory works only.	NT
C21	The Construction Monitoring Programs, 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.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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. Ongoing development of SBT subplans at time of this audit. This audit covers the AEW and SBT preparatory works only.	NT
C22	The results of the Construction Monitoring Programs must be submitted to the Planning Secretary, ER and relevant regulatory agencies, for information in the form of a Construction Monitoring Report 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.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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. Ongoing development of SBT subplans at time of this audit. This audit covers the AEW and SBT preparatory works only.	NT
D1	An Operational Environmental Management Plan (OEMP) 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 Condition A1 will be implemented and achieved during operation. This condition (Condition D1) does not apply if Condition D2 of this approval applies.				The Project is in construction stage	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status												
		AEW	Station Box and Tunnels	Sydney Metro														
D2	<p>An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Planning Secretary, and demonstrates, to the satisfaction of the Planning Secretary, that through the EMS or equivalent:</p> <p>(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;</p> <p>(b) issues identified through ongoing risk analysis can be managed; and</p> <p>(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.</p>				The Project is in construction stage	NT												
D3	<p>Where an OEMP is required, the Proponent must include the following OEMP Sub-plans in the OEMP:</p> <table border="1" data-bbox="290 989 967 1457"> <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				The Project is in construction stage	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.				The Project is in construction stage	NT												
D5	The OEMP Sub-plans must be developed in consultation with relevant government agencies as identified in Condition D3 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 OEMP Sub-plan as a result of consultation, including copies of all correspondence from those agencies, must be provided with the relevant OEMP Sub-Plan.				The Project is in construction stage	NT												
D6	The OEMP Sub-plans must be submitted to the Planning Secretary as part of the OEMP				The Project is in construction stage	NT												

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
D7	The OEMP or EMS 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.				The Project is in construction stage	NT
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.				The Project is in construction stage	NT
E1	All reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during construction	No air quality or dust issues were sighted during the site inspection conducted on 04/08/22	<p>CPBG – No dust compliant. No monitoring /dust gauge requirements.</p> <p>PCEMP and SEP were developed for each Station Box e.g., sighted – WSA OHE01 -SEP- 28/7/2022</p> <p>SEP for ST Marys 27/6/2022</p> <p>Site Inspection 04/08/2022 Station Box and Tunnels: St Marys Station Construction site (Station Street, Station Plaza) Plaza demolition well underway. Fog cannons were in use. Shade cloth installed. No dust or material tracking observed.</p>		<p>Water cart, fog cannons and street sweeper are used onsite to mitigate dust generation.</p> <p>No air quality or dust issues were sighted during the site inspection conducted on 04/08/22</p>	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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		<p>CPBG- Pre-clearing Reports WSA SBT Date June 2022 by AMBS for OH North.</p> <p>Permit to Clear Land or Vegetation – if not PCT Tree Survey will be done. Permit #009 signed by Environmental Manager and SM</p> <p>Pre-Clearing Checklist –OHE – 1/8/2022 conducted by Environment Team.</p> <p>Tree Clearing Survey – Register for OHE by Arborist (Tarique James Consult)</p> <p>Permit to Clear OHE- 5/5/2022</p>		<p>Pre-clearing assessment were conducted prior to any vegetation clearing.</p> <p>No threatened ecological communities or threatened species habitat were identified</p> <p>Observation: Site Inspection 04/08/2022 Station Box and Tunnels: 100 Kent Road - Flagging was installed around vegetation that was being temporarily retained, but no signage was installed. CPBG to provide evidence that signage is not required by the CEMP to be installed, or that concrete barriers have been installed to prevent access.</p>	C
E3	Impacts to plant community types must not exceed those identified in the documents listed in Condition A1, 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 Condition E4 below, if required, must be provided.	<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>Preclearance survey for St Mary's Temporary Bus Interchange, Bosis, 30/09/21</p>	<p>CPBG- Pre-clearing Reports WSA SBT Date June 2022 by AMBS for OH North.</p> <p>Permit to Clear Land or Vegetation – if not PCT Tree Survey will be done. Permit #009 signed by Environmental Manager and SM</p> <p>Pre-Clearing Checklist –OHE – 1/8/2022 conducted by Environment Team.</p> <p>Tree Clearing Survey – Register for OHE by Arborist (Tarique James Consult)</p> <p>Permit to Clear OHE- 5/5/2022</p>		<p>Sydney Metro advised that there have been no impacts to plant community types exceeding those identified in the documents listed in Condition A1.</p>	C

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" data-bbox="296 462 964 1144"> <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 river flats of Cumberland Plain and Hunter Valley</td> <td>181</td> </tr> <tr> <td>Total</td> <td>848</td> </tr> </tbody> </table> <p>Table 4: Species credits required</p> <table border="1" data-bbox="296 1186 964 1869"> <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> </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 river flats of Cumberland Plain and Hunter Valley	181	Total	848	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	<p>Date 04 May 2022 Subject: SM WSA Conditions E4, E5 and E7: evidence of the retirement of credits or payment to secure offsets to the DPE For Roadworks at Elizabeth Drive PCT 835. Biodiversity Certificate dated 23 Dec 2021 BCF295. (1 credit for AEW under PCT835)</p>	<p>Credits have been calculated using the Biodiversity Assessment Method and retirement of 1 credit was completed.</p>	C
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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.	Date 04 May 2022 Subject: SM WSA Conditions E4, E5 and E7: evidence of the retirement of credits or payment to secure offsets to the DPE For Roadworks at Elizabeth Drive PCT 835. Biodiversity Certificate dated 23 Dec 2021 BCF295. (1 credit for AEW under PCT835			Credits have been calculated using the Biodiversity Assessment Method and retirement of 1 credit was completed.	C														
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)	Date 04 May 2022 Subject: SM WSA Conditions E4, E5 and E7: evidence of the retirement of credits or payment to secure offsets to the DPE For Roadworks at Elizabeth Drive PCT 835. Biodiversity Certificate dated 23 Dec 2021 BCF295. (1 credit for AEW under PCT835			Credits have been calculated using the Biodiversity Assessment Method and retirement of 1 credit was completed.	C														
E7	Evidence of the retirement of credits in satisfaction of Condition E4 or payment to the Biodiversity Conservation Fund in satisfaction of Condition E5 must be provided to the Planning Secretary prior to impacts on the biodiversity values	Date 04 May 2022 Subject: SM WSA Conditions E4, E5 and E7: evidence of the retirement of credits or payment to secure offsets to the DPE For Roadworks at Elizabeth Drive PCT 835. Biodiversity Certificate dated 23 Dec 2021 BCF295. (1 credit for AEW under PCT835			Credits have been calculated using the Biodiversity Assessment Method and retirement of 1 credit was completed.	C														
E8	The Proponent must minimise impacts to Key Fish Habitat (KFH) as defined in Policy and Guidelines for Fish Habitat Conservation and Management (DPI, 2013 update). Residual impacts to KFH, 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			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 Condition E8, payment of the habitat offset requirement must be made to the DPI Fish Conservation Trust Fund prior to the commencement of Work that impacts KFH.	Not Applicable			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT														

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		AEW	Station Box and Tunnels	Sydney Metro		
E10	Where offsets are required in accordance with Condition E8, 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			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
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.	Sydney Metro advised that, to date, there has been no removal of existing tree hollows or release of any captured hollow dependent fauna.	Nest Box Installation at the SBT Tunnelling report by AMBS ecology and heritage date 12/07/2022 – 12 nest boxes were installed and inspected on 13 May 2022		Nest box installation was conducted at SBT	C
E12	<p>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:</p> <p>(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</p> <p>(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.</p>	<p>Interview with auditees 11/08/22</p> <p>Included in Pre-Clearing Inspection for native vegetation removal from SM WSA Contractor Abergeldie PCT 835:1 credit Application date 16/05/2022; 24/05/2022-R2; 27/05/2022- R3- Elizabeth Drive Roundabout.</p>	<p>Included in Pre-Clearing Inspection for native vegetation removal from SM WSA Contractor Abergeldie PCT 835:1 credit Application date 16/05/2022; 24/05/2022-R2; 27/05/2022- R3- Elizabeth Drive Roundabout.</p> <p>CPBG- Orchard Hills Vegetation Reuse – Onsite discussion with Peter Ridge from LLS.nsw.gov – E12 – reuse of 2m logs. LLS responded on 21 June 2022 from Peter Ridge</p> <p>E12- DPE Fisheries date 17 June 2022 consultation conducted via email.</p> <ul style="list-style-type: none"> o DPE Water – 17 June 2022 o Liverpool Council o Penrith Council o NPWS <p>Wester Sydney Park Trust</p>		Resue of logs were demonstrated on Orchard Hills Vegetation Reuse.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E13	<p>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 Condition E4. The Tree Survey must be submitted to the Planning Secretary for information with the Place, Urban Design and Corridor Landscape Plan required under Condition E79.</p> <p>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 Condition E4. Replacement trees must have a minimum lot 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).</p> <p>Note: 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</p>	<p>Tree Surveys are kept under one folder E79 to ensure that all data will be captured when the Place, Urban Design and Corridor Landscape Plan required under Condition E7 will be developed.</p> <p>SM WSA Tree Register last updated 20/04/2022 - ongoing to include the latest tree removal at Elizabeth Drive</p> <p>Tree Survey for Lift and Strair Projects – by Tree Survey Arboriculture dated 17/02/2022</p> <p>SM WSA Tree Register last updated 20 April 2022. – Ongoing to include the latest tree removal at Elizabeth Drive</p> <p>Tree Survey for Lift and Stair Projects – By Tree Survey Arboriculture dated 17 February 2022</p> <p>Note: Tree Surveys are kept under one folder E79 to ensure that all data will be captured when the Place, Urban Design and Corridor Landscape Plan required under Condition E7 will be developed.</p>			<p>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.</p>	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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>Note: These design objectives must form part of the Place, Urban Design and Corridor Landscape Plan required under Condition E79.</p>	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			This audit covers the AEW and SBT preparatory works only. Not triggered as per Staging Report	NT

E15	<p>The CSSI must be designed and constructed with the objective of not exceeding the flood impacts presented in the documents listed in Condition A1 or the flood impact criteria in Table 5, 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></td> <td>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>	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	<p>Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022</p> <p>DR SCASD2450 Flood Protection Report – Western Sydney Airport – Source and Civil Alignment Works Rev A 15/07/2022 -under review by SM by Aurecon Hatch Joint Venture Included Appendix of Compliance</p> <p>Hydrology & Flood Assessment Design Report Revision B by CPBG under review process 22 July 2022 covering permanent works and site establishment works.</p>	<p>This audit covers the AEW and SBT preparatory works only. Not triggered as per Staging Report</p>	<p>NT</p>
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		AEW	Station Box and Tunnels	Sydney Metro		
	Measures identified in the documents listed in Condition A1 to limit flooding impacts or measures that achieve the same outcome must be incorporated into the detailed design of the CSSI.					
E16	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 post development 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	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			This audit covers the AEW and SBT preparatory works only. Not triggered as per Staging Report	NT
E17	Where flooding characteristics exceed the levels identified in Condition E15 above the Proponent must undertake the following: (a) consult with affected landowners for properties adversely flood affected as a result of the CSSI regarding appropriate mitigations; and (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. In the event that the Proponent and the affected landowner cannot agree on the measures to mitigate the impact as described in Condition E15, the Proponent must engage a suitably qualified and experienced independent person to advise and assist in determining the impact and relevant mitigation measures	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			This audit covers the AEW and SBT preparatory works only. Not triggered as per Staging Report	NT

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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>	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			This audit covers the AEW and SBT preparatory works only. Not triggered as per Staging Report	NT

E19	<p>The Proponent must not destroy, modify or otherwise physically affect any Heritage item not identified in documents referred to in Condition A1. Unexpected heritage finds identified by the CSSI must be managed in accordance with the Unexpected Heritage Finds and Human Remains Procedure outlined in Conditions E34 to E36. Consideration of avoidance and redesign to protect unexpected finds of state heritage significance must be addressed where this condition applies.</p>	<p>Unexpected Heritage Finds Procedure, Sydney Metro, May 2021 Exhumation Management Procedure, Sydney Metro, May 2021 (Human Remains Procedure) Letter DPE to Sydney Metro, 30/09/21 (approval of Unexpected Heritage Finds and Human Remains Procedure) Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22 St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21 Signed and approved LIW form 10 mod 7 (LIW application for TBI, including Ward Unexpected Finds Procedure) GHD Geotechnical Investigations and Heritage Works Low Impact Works CEMP, GHD, 30/09/21 LIW #009 40 Derwent Rd Bringelly Rev4 EL_ER_HC Signed (Bringelly Road demolition LIW approval) Interview with auditees 11/02/22 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) Email RPS to Sydney Metro, 12/10/21 (unexpected historic heritage find in aerotropolis) Unexpected Heritage Item Recording Form, RPS Aerotropolis, 26/11/21 (unexpected historic heritage find in aerotropolis).</p>	<p>Unexpected Finds - 27 July 2022 Reported by Artefact at St Marys Service Pits No incidents on heritage</p>		<p>Unexpected heritage finds identified by the CSSI were managed in accordance with the Unexpected Heritage Finds. No incident or damages on heritage items as per interview with Sydney Metro.</p>	C
E20	<p>The dismantling and reassembly of the jib crane at St Marys Station, if required, must only be undertaken under the</p>	<p>Records review and site inspection 4/08/2022</p>	<p>Works have not required the removal of the Jib Crane as yet.</p>	NT		

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
	supervision of a consultant experienced in the conservation of heritage machinery.					
E21	The St Marys Goods Shed must not be destroyed, modified or otherwise adversely affected, except as identified in the documents listed in Condition A1.	Records review and site inspection 4/08/2022 CPBG- not yet started any vibration works			Works have not required the removal of the St Marys Good Shed. No vibration intensive works have been conducted with the potential to adversely affect the item.	C
E22	The Archaeological Research Design included in the documents listed in Condition A1 must be implemented during construction.	Archaeological Research Design, Artefact, April 2021 SMWSA CSSI Staging Report, Sydney Metro, Rev 6.0 dated 12/07/22 CPBG- AMBS Archaeological Statement 22 July 2022 confirming monitoring of concrete slab at St Marys SBT. SM WSA SBT St Marys Site Archaeological Report by AMBS June 2022			Archaeological Research Design for SBT was implemented during construction.	C
E23	Before commencement of archaeological excavation, the Proponent must, in consultation with Heritage NSW, nominate a suitably qualified Excavation Director, 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 Archaeological Research Design and Excavation Methodology(s) identified in the documents listed in Condition A1. More than one Excavation Director may be engaged for CSSI to exercise the functions required under the conditions of this approval.	Excavation Director was nominated – James Cole, AMBS letter of approval from Heritage NSW dated 6 July 2022			The excavation director was approved by NSW heritage.	C
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 Archival Recording Report. 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).	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

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E25	The Archival Recording Report 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 Condition A1 in relation to heritage items. Copies of the Archival Recording Report must also be provided to relevant local historical societies.	Archival Recording Report is yet to be completed.			Not yet triggered at this audit.	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.	Aboriginal Archaeological Excavation Report is yet to be completed.			The Reports have not yet been submitted.	NT
E27	The non-Aboriginal Archaeological Excavation Report 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 Condition A1 in relation to heritage items. Copies of the Report must also be provided to relevant local historical societies and local libraries.	Aboriginal Archaeological Excavation Report is yet to be completed.			The Reports have not yet been submitted.	NT
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.	Clearance Certificate – St Mary’s UUVA1 and UVA2- SMWSA Figure 5-D Archaeological Clearance Certificate BWB – Report 01/07/2022 -AECOM Archaeological Clearance UVA2/AS2 dated 11/07/2022 report by AECOM Clearance Cert dated 1/06/22 Standing Offer Deed Issued by Icon Clearance certificates – St Marys UVA1 and UVA2 – SMWSA Figure 5-D <ul style="list-style-type: none"> ○ Archaeological Clearance Certificate BWB – Report 01/07/2022 – AECOM ○ Archaeological Clearance UVA2/As2 dated 11 July 2022 report by AECOM Procedure as part of e PCEMP- no excavation had commenced during this audit.			All reasonable steps were taken so as not to harm, modify or otherwise impact Aboriginal objects or places of cultural significance except as authorised by this approval.	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.	Aboriginal Cultural Heritage Management Plan, Sydney Metro, 19/08/21 (ACHMP) Letter DPE to Sydney Metro, 24/09/21 Consultation with RAPs for EPBC ACHMP email dated 30/06/2022 sent by Dr Darran Jordan Principal Archaeologist Consultation with Gandangara on the ACHMP dated 30/06/2022 email Email dated 3/5/22 Jordan Darren on-going communication – Aboriginal Community Consultation with the Gandaranga on the ACHMP Consultation with RAPs for EPBC ACHMP email dated 30/06/2022 sent by Dr Darran Jordan Principal Archaeologist Consultation with Gandangara on the ACHMP dated 30/06/2022 email			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. The evidence sighted demonstrates that consultation with the RAPs has continued during construction.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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>Note: Salvage excavations in the areas identified for salvage in documents in Condition A1, may occur prior to additional test excavations occurring.</p>	<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>Evidence indicates that test excavations commenced on 27/01/22 (i.e.: after submission of the ACHMP to the Department)</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>	C
E31	<p>The updated Aboriginal Cultural Heritage Management Plan must be implemented for the duration of salvage activities and construction.</p>	<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>SBT is still under preparatory works and is not triggered as per Staging Report. Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022</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

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E32	<p>At the completion of Aboriginal cultural heritage test and salvage excavations, an Aboriginal Cultural Heritage Excavation Report(s) must be prepared by a suitably qualified person. The Aboriginal Cultural Heritage Excavation Report(s) 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 RAPs 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, Gandangara 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>	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			This audit covers the AEW and SBT preparatory works only. Not triggered as per Staging Report	NT
E33	<p>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 Unexpected Heritage Finds and Human Remains Procedure required by Condition E34 and include registration in the Aboriginal Heritage Information Management System (AHIMS), where required.</p>	No Unexpected finds			No Aboriginal finds have occurred to date.	NT
E34	<p>An Unexpected Heritage Finds and Human Remains Procedure 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.</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</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

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E35	The Unexpected Heritage Finds and Human Remains Procedure 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.	Unexpected Heritage Finds Procedure, Sydney Metro, May 2021 Exhumation Management Procedure, Sydney Metro, May 2021 (Human Remains Procedure) Letter DPE to Sydney Metro, 30/09/21			The Unexpected Finds Procedures have been developed in accordance with E34 and E36. The procedures were approved by the Department in September 2021. Evidence remains as is.	C
E36	The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction. 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. Note: 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.	Unexpected Heritage Finds Procedure, Sydney Metro, May 2021 Exhumation Management Procedure, Sydney Metro, May 2021 (Human Remains Procedure) Letter DPE to Sydney Metro, 30/09/21 (approval of Unexpected Heritage Finds and Human Remains Procedure) Sydney Metro Power Enabling Works CEMP, Quickway, 01/02/22 St Marys Temporary Bus Interchange CEMP, Ward Civil, 24/11/21 Signed and approved LIW form 10 mod 7 (LIW application for TBI, including Ward Unexpected Finds Procedure) GHD Geotechnical Investigations and Heritage Works Low Impact Works CEMP, GHD, 30/09/21 LIW #009 40 Derwent Rd Bringelly Rev4 EL_ER_HC Signed (Bringelly Road demolition LIW approval) Interview with auditees 11/02/22 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) Email RPS to Sydney Metro, 12/10/21 (unexpected historic heritage find in aerotropolis) Unexpected Heritage Item Recording Form, RPS Aerotropolis, 26/11/21 (unexpected historic heritage find in aerotropolis).			The Unexpected Finds Procedures have been developed and implemented. No aboriginal finds and no human remain find.	C

E37	<p>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 Detailed Noise and Vibration Impact Statements required under Condition E47.</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) 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 AEW Power Construction Noise and Vibration Management Plan, Quickway, 31/01/22 Letter HBI to Sydney Metro (ER endorsement of preliminary AEW Power CNVMP)</p>	<p>The following Detailed Noise and Vibration Impacts Assessments (DNVIS):</p> <ul style="list-style-type: none"> Detailed Noise and Vibration Impact Statement - Orchard Hills Tunnel Support Worksite Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works Project number WSA-200-SBT Document number SMWSASBT-CPG-OHE-SN150-EN-RPT-293013 Revision date July 2022 Revision A SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - St Marys Station 16 September 2022 CPB Ghella TM008-02-01F01 SMWSA-SBT_DNVIS-STM(r2) SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Claremont Meadows Ventilation Facility 3 August 2022 CPB Ghella TM008-02-02F01 SMWSA-SBT_DNVIS-CMF (r2) SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION 		<p>The land use surveys and DNVIS were developed for AEW and SBT.</p>	C
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Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
			<p>BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Aerotropolis Core Station 23 September 2022 CPB Ghella TM008-05-01F01 SMWSA-SBT_DNVIS-AEC (r2)</p> <ul style="list-style-type: none"> • SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Bringelly Services Facility 19 September 2022 CPB Ghella TM008-02-04F01 SMWSA-SBT_DNVIS-BSF(r2) 			
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.	Refer to CEMP, DNVIS and OOHW Protocol, Complaints register			All works are undertaken within standard hours as defined in CEMP, except for the OOHW that are as per the OOHW Protocol and SBT EPL requirements.	C
E39	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: (a) between the hours of 8:00 am to 6:00 pm Monday to Friday; (b) between the hours of 8:00 am to 1:00 pm Saturday; and (c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one (1) hour. 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.	OOHW Register e.g. - OOHW- 01- AEW – ST Marys Lifts and Stairs approved by ER 11/07/2022 with ECM - OOHW-Noise Monitoring -demolition of stair 23/07/2022- Noise Consultant ADE	OOHW Register e.g., OOHW 20/July 2022- Installation of the new stairs and demolition of old stairs at St Marys signed by Sydney Metro Comms and Approved by ER. OOHW-Rev 8- Philip and Lethbridge 31/May 2022 signed by Comms 1 June 2022 approved by ER CPBG – OOHW induction and Toolbox EPA-OOHW-0006 St Marys – Endeavor Energy		Work hours including high noise work hours are incorporated into Project documents. The high noise works to date involve saw cut and small breaking out of pavement. These involve short periods work. No issues observed by the ER or the auditees.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E40	This approval does not permit blasting.	No blasting is permitted.			No blasting is required.	Not Triggered

<p>E41</p>	<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> <p>(i) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or</p> <p>(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</p> <p>(b) Low impact, including:</p> <p>(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</p> <p>(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</p> <p>(c) By Approval, including:</p> <p>(i) where different construction hours are permitted or required under an EPL in force in respect of the CSSI; or</p> <p>(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</p> <p>(iii) negotiated agreements with directly affected residents and sensitive land user(s); or</p> <p>(d) By Prescribed Activity, including:</p> <p>(i) tunnelling and ancillary support activities (excluding cut and cover tunnelling and surface works not directly supporting tunnelling) are permitted 24 hours a day, seven days a week; or</p> <p>(ii) grout batching at the Orchard Hills construction site is permitted 24 hours per day, seven days per week; or</p> <p>(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</p> <p>(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</p> <p>(v) works within an acoustic enclosure are permitted 24 hours a day, seven days a week where there is no</p>	<p>NCR 09- MCoA E41 dated 25/05/2022 – AEW Power Stage – Quickway Construction OOHW Notification to DPE dated 31 May 2022]</p> <p>NCR07 – MCoA E41 dated 14 March 2022 St Marys Temporary Bus Interchange [21/03/2022] Low impact works – Repair of traffic delineators in new TBI dated 14/06/2022 email to ER work within 5dbA.</p> <p>One -OOHW- 01- AEW – ST Marys Lifts and Stairs approved by ER 11/07/2022 with ECM</p> <p>OOHW-Noise Monitoring -demolition of stair 23/07/2022- Noise Consultant ADE Low impact - Below 5db in an area of (outsourced) required the low impact</p> <p>NCR 09- MCoA E41 dated 25/05/2022 – AEW Power Stage – Quickway Construction OOHW Notification to DPE dated 31 May 2022]</p> <p>NCR07 – MCoA E41 dated 14 March 2022 St Marys Temporary Bus Interchange [21/03/2022] Low impact works – Repair of traffic delineators in new TBI dated 14/06/2022 email to ER work within 5dbA.</p> <p>CPBG- works are under EPL.</p> <p>Monthly Noise & Vibration Report for City & Southwest Acoustics Advisor for September 2022 period dated 07/10/2022 prepared by Daniel Weston from EMM</p> <p>Monthly Noise & Vibration Report for City & Southwest Acoustics Advisor for August 2022 period dated 07/09/2022 prepared by Daniel Weston from EMM</p> <p>NC-007 - CSSI: Sydney Metro – Western Sydney Airport CSSI 10051 Contractor: TfNSW Sydney Roads Location: St Marys Temporary Bus Interchange Conditions of Approval Project is non-compliant with: SSI 10051 MCoA E41 Date of awareness of non-compliance Monday 14 March 2022, notify Department on 21/03/2022</p> <p>NC-009 - SM – WSA CSSI 10051-AEW Power stage - Quickway Constructions Pty Ltd against E41 date 25/05/2022 reported to Department 31/05/2022.</p>	<p>There were two self-reported non-compliances under this condition:</p> <p>NC-007 - CSSI: Sydney Metro – Western Sydney Airport CSSI 10051 Contractor: TfNSW Sydney Roads Location: St Marys Temporary Bus Interchange Conditions of Approval Project is non-compliant with: SSI 10051 MCoA E41 Date of awareness of non-compliance Monday 14 March 2022, notify Department on 21/03/2022</p> <p>NC-009 - SM – WSA CSSI 10051-AEW Power stage - Quickway Constructions Pty Ltd against E41 date 25/05/2022 reported to Department 31/05/2022.</p>	<p>NC</p>
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		AEW	Station Box and Tunnels	Sydney Metro		
	<p>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</p> <p>(vi) tunnel and underground station box fit out works are permitted 24 hours per day, seven days per week.</p> <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>Notes: 1. Tunnelling does not include station box excavation. 2. Tunnelling ancillary support activities includes logistics support and material handling and delivery</p>					

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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> <p>(i) the ER reviews all proposed out-of-hours activities and confirms their risk levels;</p> <p>(ii) low risk activities that can be approved by the ER; and</p> <p>(iii) high risk activities that are approved by the Planning Secretary;</p> <p>(c) a process for the consideration of out-of-hours works 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 consider 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 noises 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 Condition E41 are met.</p> <p>Note: Out-of-hours work is any work that occurs outside the construction hours identified in Condition E38 and E39.</p>	<p>OOHW Register e.g.</p> <ul style="list-style-type: none"> - OOHW- 01- AEW – ST Marys Lifts and Stairs approved by ER 11/07/2022 with ECM - OOHW-Noise Monitoring -demolition of stair 23/07/2022- Noise Consultant ADE 	<p>OOHW Register e.g., OOHW 20/July 2022- Installation of the new stairs and demolition of old stairs at St Marys signed by Sydney Metro Comms and Approved by ER.</p> <p>OOHW-Rev 8- Philip and Lethbridge 31/May 2022 signed by Comms 1 June 2022 approved by ER</p> <p>CPBG-OOHW under EPL- Monthly Noise & Vibration Report for City & Southwest Acoustics Advisor for September 2022 period dated 07/10/2022 prepared by Daniel Weston from EMM</p> <p>Monthly Noise & Vibration Report for City & Southwest Acoustics Advisor for August 2022 period dated 07/09/2022 prepared by Daniel Weston from EMM</p>		<p>The OOHW Protocol has been prepared for AEW and works outside the EPL premise 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> <p>SBT has an EPL and all OOHW will be covered under the EPL requirements.</p>	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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>Note: 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>	<p>CPBG- Training Noise Monitoring Competence Training Toolbox Talk Record 15/7/2022 attended by Site Foreman</p> <p>Training on 19/7/2022 - Joshua Cosier</p> <p>Noise and vibration monitoring records were included in the July and August EPL monitoring report for SBT.</p> <p>SM WSA Consolidated Complaints Register March to August 2022</p>			<p>Although most of the complaints were with regards to noise, mitigation measures were implemented, and noise and vibration monitoring were conducted.</p> <p>Non-compliance was raised in E41.</p> <p>The auditor can still conclude the general compliance to this condition is met.</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>	<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>SBT- ground borne noise works yet, however the DNVIS were now developed and under ER review.</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>	<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 following Detailed Noise and Vibration Impacts Assessments (DNVIS):</p> <ul style="list-style-type: none"> • Detailed Noise and Vibration Impact Statement - Orchard Hills Tunnel Support Worksite Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works Project number WSA-200-SBT Document number SMWSASBT-CPG-OHE-SN150-EN-RPT-293013 Revision date July 2022 Revision A • SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - St Marys Station 16 September 2022 CPB Ghella TM008-02-01F01 SMWSA-SBT_DNVIS-STM(r2) • SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Claremont Meadows Ventilation Facility 3 August 2022 CPB Ghella TM008-02-02F01 SMWSA-SBT_DNVIS-CMF (r2) • SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION 	<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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Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
			BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Aerotropolis Core Station 23 September 2022 CPB Ghella TM008-05-01F01 SMWSA-SBT_DNVIS-AEC (r2) <ul style="list-style-type: none"> • SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Bringelly Services Facility 19 September 2022 CPB Ghella TM008-02-04F01 SMWSA-SBT_DNVIS-BSF(r2) 			
E46	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: <ul style="list-style-type: none"> (a) use of regularly serviced low sound power equipment; (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; (c) use of non-tonal reversing alarms; and (d) use of alternative construction and demolition techniques. 	St Mary's TBI Induction Presentation, Ward Civil, W-HS-FM-40 v2.0, dated 20/09/21 Mobile Plant Pre-Commencement Checklist, excavator 03311 25/11/21, Mobile Plant Pre-Commencement Checklist excavator DAC145k6nls62712 25/11/21	CPBG- WSA Plant Onboarding with Check Rite and use of quackers Plant and Asset Safety Inspection Matrix included – smart reverse alarm. CPBG-Noise Monitoring Works at St Marys 17/07/2022 at sensitive receivers from Philip St Mary during saw cutting works.	Noise curtains were used when practicable and non-tonal reversing alarms.	C	

E47	<p>Detailed Noise and Vibration Impact Statements (DNVIS) must be prepared for any work that may exceed the NMLs, vibration criteria and / or ground-borne noise levels specified in Conditions E43 and E44 at any residence outside construction hours identified in Condition E38, 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 Condition E87. 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>	<p>DNVIS – Rev 5 St Marys Temporary Bus Interchange early works DNVIS dated 07/04/2022 for Ward Civil by Acoustics Consultant Report 11.000323R-05 ER endorsement 26 April 2022</p> <p>Latest: Acoustic Consult Aus St Marys Temporary Bus Interchange Early works detailed noise and Vibration impact statement dated 7/4/22 by Ward Civil Engr. P/L ER endorsement 21/5/22</p>	<p>The following Detailed Noise and Vibration Impacts Assessments (DNVIS):</p> <ul style="list-style-type: none"> Detailed Noise and Vibration Impact Statement - Orchard Hills Tunnel Support Worksite Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works Project number WSA-200-SBT Document number SMWSASBT-CPG-OHE-SN150-EN-RPT-293013 Revision date July 2022 Revision A SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - St Marys Station 16 September 2022 CPB Ghella TM008-02-01F01 SMWSA-SBT_DNVIS-STM(r2) SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Claremont Meadows Ventilation Facility 3 August 2022 CPB Ghella TM008-02-02F01 SMWSA-SBT_DNVIS-CMF (r2) SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION 	<p>Detailed Noise and Vibration Impact Statements (DNVIS) were prepared for SBT, but they are all under ER review and during the audit.</p>	C
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Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
			<p>BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Aerotropolis Core Station 23 September 2022 CPB Ghella TM008-05-01F01 SMWSA-SBT_DNVIS-AEC (r2)</p> <ul style="list-style-type: none"> • SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Bringelly Services Facility 19 September 2022 CPB Ghella TM008-02-04F01 SMWSA-SBT_DNVIS-BSF(r2) 			

E48	<p>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.</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) St Marys Dilapidation Investigation Register, TfNSW, dated 05/12/2021 (and accompanying dilapidation reports)</p>	<p>The following Detailed Noise and Vibration Impacts Assessments (DNVIS):</p> <ul style="list-style-type: none"> Detailed Noise and Vibration Impact Statement - Orchard Hills Tunnel Support Worksite Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works Project number WSA-200-SBT Document number SMWSASBT-CPG-OHE-SN150-EN-RPT-293013 Revision date July 2022 Revision A SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - St Marys Station 16 September 2022 CPB Ghella TM008-02-01F01 SMWSA-SBT_DNVIS-STM(r2) SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Claremont Meadows Ventilation Facility 3 August 2022 CPB Ghella TM008-02-02F01 SMWSA-SBT_DNVIS-CMF (r2) SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION 		<p>Properties affected are defined in the DNVIS.</p>	C
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Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
			<p>BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Aerotropolis Core Station 23 September 2022 CPB Ghella TM008-05-01F01 SMWSA-SBT_DNVIS-AEC (r2)</p> <p>SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Bringelly Services Facility 19 September 2022 CPB Ghella TM008-02-04F01 SMWSA-SBT_DNVIS-BSF(r2)</p>			

<p>E49</p>	<p>Where sensitive land use(s) are identified in Appendix 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 land use(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.</p> <p>Note: 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.</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>St Marys Dilapidation Investigation Register, TfNSW, dated 05/12/2021 (and accompanying dilapidation reports)</p>	<p>The following Detailed Noise and Vibration Impacts Assessments (DNVIS):</p> <ul style="list-style-type: none"> Detailed Noise and Vibration Impact Statement - Orchard Hills Tunnel Support Worksite Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works Project number WSA-200-SBT Document number SMWSASBT-CPG-OHE-SN150-EN-RPT-293013 Revision date July 2022 Revision A SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - St Marys Station 16 September 2022 CPB Ghella TM008-02-01F01 SMWSA-SBT_DNVIS-STM(r2) SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Claremont Meadows Ventilation Facility 3 August 2022 CPB Ghella TM008-02-02F01 SMWSA-SBT_DNVIS-CMF (r2) SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION 		<p>The DNVIS were developed and will be implemented once SBT excavation works commenced.</p>	<p>C</p>
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Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
			<p>BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Aerotropolis Core Station 23 September 2022 CPB Ghella TM008-05-01F01 SMWSA-SBT_DNVIS-AEC (r2)</p> <p>SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS Detailed Noise and Vibration Impact Statement - Bringelly Services Facility 19 September 2022 CPB Ghella TM008-02-04F01 SMWSA-SBT_DNVIS-BSF(r2)</p>			
E50	<p>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:</p> <p>(a) all significant noise producing equipment that would be used during the night-time would be inside the sheds, where feasible and reasonable;</p> <p>(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</p> <p>(c) the doors of acoustic sheds would be kept closed during the night-time period. Where night-time vehicle access is required at sites with nearby residences, the shed entrances would be designed and constructed to minimise noise breakout.</p>	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	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. Note: If an offer has been made but is not accepted, this does not preclude the commencement of construction under Condition E49.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	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.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	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.	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) No vibration generation works to date for CPBG.			It was noted that no vibration generating works has been conducted as of this audit period near heritage item.	NT
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.	No works vibration generation during this audit period for AEW	No works vibration generation during this audit period for SBT		No works generating vibration near heritage item during this audit period.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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>	<p>OOHW Register e.g.</p> <ul style="list-style-type: none"> - OOHW- 01- AEW – ST Marys Lifts and Stairs approved by ER 11/07/2022 with ECM - OOHW-Noise Monitoring -demolition of stair 23/07/2022- Noise Consultant ADE 	<p>SBT works are applying respites. OOHW-001 and OOHW-002 permits</p>		<p>Additional Mitigation Measures are offered as per the assessment of the OOHW permits.</p> <p>M = Monitoring SN = Specific Notification RO = Project Specific Respite Offer AA = Alternate Accommodation</p>	C
E57	<p>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:</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>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.</p>	<p>OOHW Register e.g.</p> <ul style="list-style-type: none"> - OOHW- 01- AEW – ST Marys Lifts and Stairs approved by ER 11/07/2022 with ECM - OOHW-Noise Monitoring -demolition of stair 23/07/2022- Noise Consultant ADE 	<p>SBT OOHW-001 and OOHW-002 permits were covered under EPL requirements and approval protocol.</p>		<p>Additional Mitigation Measures are offered as per the assessment of the OOHW permits.</p> <p>LB = Letter box drops M = Monitoring SN = Specific Notification RO = Project Specific Respite Offer IB = Individual Briefing PC = Phone Calls and Emails AA = Alternate Accommodation</p>	C

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> <ul style="list-style-type: none"> (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); (b) confirm the operational noise and vibration predictions based on the expected final design. Confirmation must be based on an appropriately calibrated noise model; (c) identify sensitive land uses that are predicted to exceed: <ul style="list-style-type: none"> (i) noise criteria set out in the Rail Infrastructure Noise Guideline (EPA, 2013), Noise Policy for Industry (EPA, 2017); and (ii) vibration goals for human exposure for existing sensitive land use(s), as presented in Assessing Vibration: A Technical Guideline (DECC, 2006); (d) identify all noise and vibration mitigation measures including location, type and timing of mitigation measures, with a focus on: <ul style="list-style-type: none"> (i) source control and design; (ii) at the receiver (if relevant); and (iii) 'best practice' achievable noise and vibration outcome for each activity; (e) describe how the final suite of mitigation measures will achieve: <ul style="list-style-type: none"> (i) the noise criteria outlined in the Rail Infrastructure Noise Guideline (EPA, 2013) and Noise Policy for Industry (EPA, 2017); and (ii) vibration goals for human exposure for existing sensitive land use(s), as presented in Assessing Vibration: A Technical Guideline (DECC, 2006); (f) include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures being offered; (g) include procedures for operational noise and vibration complaints management, including investigation and monitoring (subject to complainant agreement). <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>	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
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		AEW	Station Box and Tunnels	Sydney Metro		
	Note: 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.					
E59	<p>Operational noise mitigation measures as identified in Condition E58 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 is 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>Note: Not having finalised detailed design is not sufficient justification for not implementing the proposed mitigation measures.</p>	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

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>Note: Refer to Condition B5 about how personal information will be handled.</p>	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
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Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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	Site inspection 4/08/2022 Appendix D Photos	Site inspection 4/08/2022 Appendix D Photos		The wayfinding sign has been installed on all site inspected.	C
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.	Site inspection 4/08/2022 Appendix D Photos	Site inspection 4/08/2022 Appendix D Photos		No graffiti. Hoardings and shade cloth were installed around the project site perimeter	C
E63	<p>The CSSI must be designed with consideration of:</p> <ul style="list-style-type: none"> the design objectives, principles and guidelines identified in documents listed in Condition A1; the principles and objectives of the draft Connecting with Country Framework; relevant land use changes, masterplans and initiatives, where this information is known and/or available; existing and proposed future local context and character; and transport and land use integration and system functionality in the context of precincts, to the extent it is known and/or defined. <p>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).</p> <p>Note: In accordance with Condition A10 and Condition A16, the requirements of this condition can be staged.</p>	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E64	<p>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:</p> <p>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; NASF Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports; and NASF Guideline C: Managing the risk of wildlife strikes in the vicinity of airports.</p> <p>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.</p>	<p>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.</p>	<p>Interview with auditees 10/08/202 Not yet triggered for CPBG</p>		<p>The CSSI was constructed and with the objective of minimising light spill to surrounding properties. No light spill complaint.</p>	C
E65	<p>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)</p>	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			<p>The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.</p>	NT
E66	<p>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.</p>	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			<p>The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.</p>	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E67	<p>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.</p> <p>Note: 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.</p>	<p>Interview with auditees 11/08/202</p> <p>Site inspection 4/08/2022</p> <p>DRP was established 07/03/2022</p> <p>Record of Advice meeting on 07/03/2022 included the introductory meeting and setting up the agenda 09/03/2022</p> <p>Meeting 1-14 April 2022 – minutes dated 21/04/2022</p> <p>Members: Ingrid Mader (acting chair)</p> <p>Distribution List DRP Member: Laura Harding, Mathew Pullinger, and Lucy Creagh (GANSW Design Adviser)</p> <p>Interview with auditees 15/08/202</p> <p>Site inspection 4/08/2022</p> <p>DPE was established 7/03/2022</p> <p>With a letter request for extension</p> <p>14/04/22 Ingrid Mader Gov Architect NSW -approved by</p> <p>Members: Laura Harding</p> <p>Interview with auditees 8/08/202</p> <p>Site inspection 4/08/2022</p> <p>Letter DPE to Sydney Metro, 13/01/22 (approval of extension to timeframe to establish Design Review Panel under E36) up to 23 March 2022.</p> <p>DRP was established 7 March 2022 –</p> <p>Record of Advice meeting on 7 March 2022, included the introductory meeting and setting up the agenda. Dated 9 March 2022.</p> <p>Meeting 1 – 14 April 2022 – minutes dated 21 April 2022</p> <p>Members:</p> <p>Ingrid Mather (acting Chair)</p> <p>Distribution List DRP Member: Laura Harding, Matthew Pullinger and Lucy Creagh (GANSW Design Adviser)</p>			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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 non-Aboriginal heritage. The Panel must also seek appropriate expertise to ensure Aboriginal cultural heritage and cultural values inform its advice.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022 Government Architects New South Wales Terms of Reference for the SM Design Review Pane; for WSA and West Line 9 March 2022 Submitted to DPE 15 March 2022 and DPE letter approval on 24 March 2022.			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E72	The DRP must be operated and managed in accordance with the Design Review Panel Terms of Reference.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022 Lucy Creagh (GANSW Design Adviser) 21 April 2022 meeting held on 14 April 2022			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	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E77	<p>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:</p> <p>(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);</p> <p>(b) reviewed by an independent and suitably qualified and experienced person nominated by the DRP;</p> <p>(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</p> <p>(d) implemented during construction and operation of the CSSI.</p> <p>Note: 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.</p>	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E78	<p>The PUDCLP must document how the following matters have been considered in the design and landscaping of the project:</p> <p>(a) the requirements of Conditions E63 to E65, and</p> <p>(b) advice and recommendations from the DRP.</p>	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

E79	<p>The PUDCLP must include descriptions and visualisations (as appropriate) of:</p> <ul style="list-style-type: none"> (a) design of the permanent built elements of the CSSI, including stabling and maintenance and ancillary facilities, service facilities and tunnel portals; (b) plans for station precincts including but not limited to <ul style="list-style-type: none"> (i) justification of the spatial scope of each station precinct plan; (ii) provision for public art and heritage interpretation installations; (iii) placemaking opportunities, having regard to placemaking initiatives in Western Sydney Aerotropolis planning documents; (iv) interchange access plans developed in consultation with the Traffic and Transport Liaison Group; (v) active transport connections and end of trip facilities, design of pedestrian and cycle access, facilities and fixtures; (vi) design of commuter car parking elements, where relevant; landscaping and building design opportunities to mitigate visual impacts and minimise light spill on the nearby residences; (d) the design of watercourse crossings and east-west corridor movements to give to effect of Condition E14; (e) landscaping: <ul style="list-style-type: none"> (i) landscape plan, hard and soft elements, for the corridor and the station precincts; (ii) use of native species from the relevant native vegetation community (or communities), where identified as appropriate; (iii) water sensitive urban design initiatives (vii) management and routine maintenance standards and regimes for design elements and landscaping work (including weed management) to ensure the success of the design; (viii) measures to prevent wildlife strike risk in proximity to Western Sydney International Airport; (f) details of strategies to rehabilitate, regenerate or revegetate disturbed areas, where relevant; (g) management and routine maintenance standards and regimes for design elements and landscaping work (including weed management) to ensure the success of the design; (h) operational maintenance standards; and (i) the timing and responsibilities for implementation of elements included within the PUDCLP. 	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E80	The ongoing maintenance and operation costs of urban design, open space, landscaping and recreational items and	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022	The Staging Report identifies this condition as not triggered for the	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
	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 Condition E79. The Planning Secretary must be advised prior to the transfer of the asset(s) to the relevant authority				works undertaken during the audit period.	
E81	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	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
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.	St Marys Dilapidation Investigation Register, TfNSW, dated 05/12/2021 (and accompanying dilapidation reports)	CPBG- Dilapidation Reports Inductions making people aware.		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.	Asset Works Agreement Letter of Offer, Jemena to TfNSW, 04/06/20 (agreement to adjust gas to facilitate the Project). SMWSA SSI10051_Request for Information_Rev1.0_Consolidated SM Response SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22 Endeavour Energy Plans, SERs and design certifications, Glossop Street Asset Reticulation, Asset Relocation – Early Works for Extension of Archbold Rd Sydney Water, Letter of conditions for building over/adjacent to a Sydney Water asset, 29/07/21			Evidence demonstrates that consultation has been completed with potentially affected services / utilities. The Auditor is not aware of any services disruptions. As is from the previous audit	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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 Condition A1 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 Pre-construction Condition Survey Report for each item surveyed. Copies of Pre-construction Condition Survey Reports 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.	<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 & Consultancy, inspection conducted 18/10/2021</p> <p>Preconstruction Dilapidation Report for Liverpool City Council, 20/12/21 (Dilaps for power supply and local roads in the Liverpool City Council)</p> <p>Preconstruction Dilapidation Report for Penrith City Council, 20/12/21 (Dilaps for power supply and local roads in the Liverpool City Council)</p> <p>Dilapidation Report Glossop Street Saint Marys, Effective Building & Consultancy, inspection date 28/09/2021.</p> <p>Emails (Various) TfNSW to property owner subject to dilapidation surveys</p> <p>SMWSA SSI10051_Request for Information_Rev1.0_Consolidated SM Response</p> <p>SBT Dilapidation Reports</p>			All condition surveys were conducted by qualified professionals.	C
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 Condition E84. The results of the surveys must be documented in a Post-construction Condition Survey Report for each item surveyed. Copies of Post-construction Condition Survey Reports 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.	<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 & Consultancy, inspection conducted 18/10/2021</p> <p>Preconstruction Dilapidation Report for Liverpool City Council, 20/12/21 (Dilaps for power supply and local roads in the Liverpool City Council)</p> <p>Preconstruction Dilapidation Report for Penrith City Council, 20/12/21 (Dilaps for power supply and local roads in the Liverpool City Council)</p> <p>Dilapidation Report Glossop Street Saint Marys, Effective Building & 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

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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 Condition E84 unless another timeframe is agreed with the owner of the affected surface or sub-surface structure or recommended by the Independent Property Impact Assessment Panel (IPIAP).	Previous audit reported: 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.	No property damage reported to date of this audit.		<p>Observation: As per site inspection conducted on 4/08/2022 The access to site along 100 Kent Road requires trucks to use the kerb which is damaging the nature strip. This is shown on the Project side of Kent Road in this photo. The Auditor also noted damage to the nature strip occurring on the opposite side of the road (in front of neighbouring properties), although this is out of shot. CPBG to improve access to allow heavy vehicles to enter and exit the site without damaging the nature strip on the opposite side of the road (in front of neighbouring properties).</p> <p>Recommendation: SBT to investigate and compare with the dilapidation reports and rectify damage as required.</p>	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 Condition E84 and / or geotechnical analysis as required. If monitoring during construction indicates exceedance of the vibration criteria identified in the DNVIS prepared under Condition E47, 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.	Monitoring will be as per the requirement of the DNVIS.			Note yet triggered until the boring machine and excavation commence.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E88	An IPIAP 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 Conditions E84 and E85, the resolution of property damage disputes and the establishment of ongoing settlement monitoring requirements.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			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.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E90	Settlement must be monitored for any period beyond the minimum timeframe requirements of Condition E87 if directed so by the IPIAP following its review of the monitoring data from the period not less than six (6) months after settlement has stabilised, consistent with Condition E87. The results of the monitoring must be made available to the Planning Secretary upon request.	Sydney Metro Western Sydney Airport – CSSI Staging Report Revision 6 12/07/2022			The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E91	Small Business Owners Engagement Plan(s) must be prepared for St Marys and implemented in accordance with the Overarching Community Communication Strategy 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	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)	Small Business Owners Engagement Plan (St Marys) Sydney Metro – Western Sydney Airport Station Boxes and Tunnelling Works Project number WSA-200-SBT Document number SMWSASBT-CPG-1NL-NL000-CG-PLN-000001 Revision date 16/05/2022 Revision 0	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	The Small Business Owners Engagement Program was prepared in accordance with the OCCS.	C

E92	<p>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 Condition A1, Detailed Site Investigations (for contamination) must be conducted to determine the full nature and extent of the contamination. The Detailed Site Investigation Report(s) 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>.</p> <p>Note: Nothing in this condition prevents the Proponent from preparing individual Detailed Site Investigation Reports (for contamination) for separate sites.</p>	<p>Sydney Metro GIS (viewed online 11/02/22) 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. 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.</p>	<p>Entry contamination Report 215 Badgerys Creek Road Bringelly by GHD dated 8/4/22 for Aerotropolis Station Box Compound</p> <p>WSA Aerotropolis Station Box Compound Entry Contamination Report 215 Badgerys's Creek Road 8 April 2022. By GHD Draft – Final Report 9 June 2022. CPBG- DSI – the investigations were conducted by Tetrattech and Ramboll is the Auditor (Tom Onus). Reports are yet to be finalised.</p> <p>Note 1: Station Box and Tunnels: St Marys Station Construction site (Station Street, Station Plaza) Detailed Site Investigation (DSI) works were required within this area (former bus bays), which is also an area with heritage potential. CPBG to provide evidence that the DSI was conducted under supervision of the Heritage Excavation Director.</p> <p>Note 2: Station Box and Tunnels: St Marys Station Construction site (Station Street) It is understood that earthworks under this eastern portion of the site have proceeded under a low-risk technical memo (a memo revising the contamination risk down from that identified in the EIS). It is understood that endorsement from the Contaminated Sites Auditor is being provided by email only. CPBG (and its Contaminated Sites Auditor) to establish and implement a formal process that demonstrates in more detail that the Contaminated Site Auditor has reviewed and agrees with the technical memo (including both the methodology and findings / recommendations).</p>	DPE NCR CPBG SBT 050822	<p>On 11 July 2022, the ER submitted monthly report to DPE citing this clearing works as works undertaken under PCEMP resulting in a Non-Compliance against E92. Based on the auditor assessment on evidence provided i.e., Low Impact works approval, pre-clearing and vegetation clearing permit, ER inspection Report, and by definition of works under Low Impact Works, and clearing and grubbing is not construction works. Therefore, the DSI is not warranted prior to this works. It is also noted that all cleared vegetation and materials grubbed within this subject area were stockpiled and was not disposed offsite. The CPBG engaged Tetrattech and Ramboll for the development of the DSI and report are pending finalisation during this audit. As per the auditor conclusion there is no non-compliant raised against this condition. No construction works commenced that would result in the disturbance of moderate to high risk contaminated sites as identified in the documents identified in Condition A1.</p>	C
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Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E93	<p>Should remediation be required to make land suitable for the final intended land use, a Remedial Action Plan 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 Remedial Action Plan 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.</p> <p>Note: Nothing in this condition prevents the Proponent from preparing individual Remedial Action Plans for separate sites.</p>	<p>The CPBG engaged Tetrtech and Ramboll for the development of the DSI and report are pending finalisation during this audit. As per the auditor conclusion there is no non-compliant raised against this condition.</p> <p>No construction works commenced that would result in the disturbance of moderate to high risk contaminated sites as identified in the documents identified in Condition A1.</p>			The need for remediation has yet to be determined.	NT
E94	<p>Before commencing remediation, a Section B Site Audit Statement(s) must be prepared by an NSW EPA-accredited Site Auditor that certifies that the Remedial Action Plan(s) 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.</p> <p>Note: 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.</p>	<p>Interview with auditees 11/08/202 Tom Onus as Site Auditor – Ramboll was engaged.</p>			NSW EPA-accredited Site Auditor was engaged.	C
E95	<p>Validation Report(s) 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>Note: Nothing in this condition prevents the Proponent from preparing individual Validation Reports for separate sites.</p>	<p>The CPBG engaged Tetrtech and Ramboll for the development of the DSI and report are pending finalisation during this audit. As per the auditor conclusion there is no non-compliant raised against this condition.</p> <p>No construction works commenced that would result in the disturbance of moderate to high risk contaminated sites as identified in the documents identified in Condition A1.</p>			Not yet triggered at this time of audit.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E96	A Section A1 or Section A2 Site Audit Statement (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. Note: Nothing in this condition prevents the Proponent from obtaining Section A Site Audit Statements for individual parcels of remediated land.	The CPBG engaged Tetrtech and Ramboll for the development of the DSI and report are pending finalisation during this audit. As per the auditor conclusion there is no non-compliant raised against this condition. No construction works commenced that would result in the disturbance of moderate to high risk contaminated sites as identified in the documents identified in Condition A1.				NT
E97	A copy of Detailed Site Investigation Report(s), Remedial Action Plan(s), Validation Report(s), Site Audit Report(s) and Site Audit Statement(s) must be submitted to the Planning Secretary and the Relevant Council(s) for information	The CPBG engaged Tetrtech and Ramboll for the development of the DSI and report are pending finalisation during this audit. As per the auditor conclusion there is no non-compliant raised against this condition. No construction works commenced that would result in the disturbance of moderate to high risk contaminated sites as identified in the documents identified in Condition A1.			Not yet triggered at this time of audit.	NT
E98	An Unexpected Contaminated Land and Asbestos Finds Procedure 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	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 15/08/202 Site inspection 4/08/2022	Interview with auditees 8/08/202 Site inspection 4/08/2022	Unexpected Contaminated Land and Asbestos Finds Procedure are present in both the AEW Power and AEW TBI CEMPs. The auditees are not aware of any unexpected finds to date.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E99	The Unexpected Contaminated Land and Asbestos Finds Procedure must be implemented throughout construction.	<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>	Annexure B of CEMP		The auditees are not aware of any unexpected finds to date.	NT
E100	A Sustainability Plan 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).	<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>Sustainability Management Plan Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works</p> <p>Project number WSA-200-SBT</p> <p>Document number SMWSASBT-CPG-1NL-NL000-EV-PLN-000001</p> <p>Revision date 12/07/2022</p> <p>Revision 00</p>	Sustainability Plan October 2022, SM	Sustainability Plans were in accordance with this condition.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E101	<p>The Sustainability Plan 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>Note: Nothing in this condition prevents the Proponent from preparing separate Sustainability Strategies for the construction and operational stages of the CSSI.</p>		<p>Sustainability Management Plan Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works</p> <p>Project number WSA-200-SBT Document number SMWSASBT-CPG-1NL-NL000-EV-PLN-000001 Revision date 12/07/2022 Revision 00 Under review and will be submitted to DPE once final.</p>	<p>Sustainability Plan, Sydney Metro, January 2022 Letter Sydney Metro to DPE, 21/01/22 DPE post approval portal lodgement record 24/01/22 Letter DPE to Sydney Metro, 25/03/22 (acceptance of sustainability plan)</p>	<p>The Sydney Metro Sustainability Plan was prepared and submitted in line with this condition and accepted by the Department on 25/03/22.</p>	C
E102	<p>A Water Reuse Strategy 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> <ul style="list-style-type: none"> (a) evaluation of reuse options; (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; (c) measures to avoid misuse of recycled water as potable water; (d) consideration of the public health risks from water recycling; and (e) time frame for the implementation of the preferred reuse option(s). <p>The Water Reuse Strategy must be prepared based on best practice and advice sought from relevant agencies, as required. The Strategy must be applied during construction. 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>Note: Nothing in this condition prevents the Proponent from preparing separate Water Reuse Strategies for the construction and operational stages of the CSSI.</p>	<p>Water Reuse Strategy Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works Project number WSA-200-SBT Document number SMWSASBT-CPG-1NL-NL000-WA-RPT-000001 Revision date 29/07/2022 Revision 01</p>		<p>SBT had developed the Water Reuse strategy and it was posted on the contractor website which has a link from the Sydney Metro WSA website.</p>	C	

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E103	Construction Traffic Management Plans (CTMPs) 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.	<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>CPBG CTMP Rev 00 16 June 2022, Approved by Customer Journey Planning TfNSW on 9 June 2022.</p> <p>Cimic.com.au/en/project/cpb/2011/2022/sydney-metro-wesretr-sydney-airport</p> <p>SMWSASBT-ROL-CPG-000022 – LC 188174 – dates 8-22 August 2022 Approved by Transport Management Centre and Council Approval on 4/08/2022 (email sighted).</p> <p>No changes onsite to be made unless CTMPs are approved, Accreditation of Traffic Manager – Ref TCT1001219 – Traffic Control Training Card. 17/08/2020 no expiry.</p> <p>Management of Risk Assessment – Traffic Control</p> <p>Road Safety Audits – 16 May 2022 RSA then CTMP-Geotechnical Works Northern Sites 9 June 2022.</p> <p>Enablon App – Site Audit- St Marys- 9/08/2022 – no findings on traffic controls implemented.</p> <p>St Marys Site Establishment – CTMP – issued on 28 July 2022 establishment works commencing 12 August 2022. Road Safety Audit will be conducted once the setup is completed.</p>		<p>Construction Traffic Management Plans (CTMPs) were prepared in accordance with this condition.</p> <p>Observation: 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</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	<p>Interview with auditees 11/08/202</p> <p>Site inspection 4/08/2022</p>	<p>CPBG have not started the haulage yet however, the program is now set up in place ready to be used. – Virtual Superintendent (VS) spoil truck tracking and SCAMS (spoil control management systems).</p>	<p>Interview with auditees 8/08/202</p> <p>Site inspection 4/08/2022</p>	<p>The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.</p>	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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 Condition A1 must be approved by the Planning Secretary and be included in the CTMP.	<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>St Marys Heavy Vehicle Local Road report Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works Project number WSA-200-SBT</p> <p>Document number SMWSASBT-CPG-STM-SN100-TF-RPT-000001</p> <p>Revision date 29 July 2022</p> <p>Revision 00</p> <p>Approved by DPE under SSI-10051-PA-98</p>		<p>Self-Report Non-Compliant: NC-005 -CSSI: Sydney Metro – Western Sydney Airport CSSI 10051 Contractor: AEW Power stage - Quickway Constructions Pty Ltd Location: Lawson Road Facility, Badgerys Creek Conditions of Approval Project is non-compliant with: MCoA E105, Date of awareness of non-compliance 22/02/2022 – As per phone call with T.SV Welch, notified to Department on 23 February 2022</p>	NC
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 childcare 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>	<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>St Marys Heavy Vehicle Local Road report Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works Project number WSA-200-SBT</p> <p>Document number SMWSASBT-CPG-STM-SN100-TF-RPT-000001</p> <p>Revision date 29 July 2022</p> <p>Revision 00</p> <p>Approved by DPE under SSI-10051-PA-98</p>		<p>All requests to the Planning Secretary for approval to use local roads under Condition E105 above include the requirements from a toe.</p>	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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 Road Dilapidation Report 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.	<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 & 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>Interview with auditees 8/08/202</p> <p>Site inspection 4/08/2022</p> <p>St Marys Heavy Vehicle Local Road Report Rev 00 Dates 29 July 2022, Approved by DPE on 28 July 2022.</p> <p>Western Sydney Airport Road dilapidation Surveys 8 July 2022 by Pavement Management Services provided Penrith City Council on 11 July 2022 and PCC accepted it on 9 August 2022.</p>		The Road Dilapidation Reports were prepared for the local road to be used and were provided to the Council.	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>	Dilapidation Reports as reported above.			The auditees have not been alerted to damage. No damage was sighted during the inspection.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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 queueing 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.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 10/08/202 Site inspection 4/08/2022		No idling was observed. No marshalling off site observed. Access was maintained. Soil haulage was yet to commence. A Construction Worker Transport Strategy has been prepared for St Marys TfNSW people are to park on their compound set up for non-project works (Glossip Street). 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).	C
E110	Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 10/08/202 Site inspection 4/08/2022	Interview with auditees 8/08/202 Site inspection 4/08/2022	Access to all utilities and properties were maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier.	C
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.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 10/08/202 Site inspection 4/08/2022	Interview with auditees 8/08/202 Site inspection 4/08/2022	The Proponent maintained 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.	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.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 10/08/202 Site inspection 4/08/2022	Interview with auditees 8/08/202 Site inspection 4/08/2022	The auditees are not aware of any interruptions to access as yet. No complaints have been received regarding this requirement.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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.	Interview with auditees 11/08/2022 Site inspection 4/08/2022	Interview with auditees 10/08/2022 Site inspection 4/08/2022	Interview with auditees 8/08/2022 Site inspection 4/08/2022	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.	Interview with auditees 11/08/2022 Site inspection 4/08/2022	Interview with auditees 10/08/2022 Site inspection 4/08/2022	Interview with auditees 8/08/2022 Site inspection 4/08/2022	During construction, all reasonably practicable measures were implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of, businesses and affected properties.	C
E115	Safe pedestrian and cyclist access must be maintained around the St Marys construction site during construction. In circumstances where pedestrian and cyclist access are 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.	Interview with auditees 11/08/2022 Site inspection 4/08/2022	Interview with auditees 10/08/2022 Site inspection 4/08/2022	Interview with auditees 8/08/2022 Site inspection 4/08/2022	Safe pedestrian and cyclist access was maintained around the St Marys construction site during construction. In circumstances where pedestrian and cyclist access are 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.	C
E116	A Traffic and Transport Liaison Group(s) must be established in accordance with the Construction Traffic Management Framework to inform the development of CTMP.	Interview with auditees 11/08/2022 Site inspection 4/08/2022 TTLG Terms of Reference SM-WSA-04/02/2022 Meeting 14 (as required in the TOP) once a month happen every 1st Thursday on the month 7/7/22 CPBG - TTLG Meeting #14 – 7 July 2022 – agenda Station Box and Tunnels			A Traffic and Transport Liaison Group(s) was established in accordance with the Construction Traffic Management Framework to inform the development of CTMP.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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>	<p>Once a month meeting – first Thursday of each month CPBG - TTLG Meeting #14 – 7 July 2022 – agenda Station Box and Tunnels</p>			<p>Requirement for supplementary analysis and modelling has not yet been triggered.</p>	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>	<p>Interview with auditees 11/08/202 Site inspection 4/08/2022</p>	<p>Interview with auditees 10/08/202 Site inspection 4/08/2022</p>	<p>Interview with auditees 8/08/202 Site inspection 4/08/2022</p>	<p>Not triggered as permanent works have not yet commenced.</p>	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E119	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 Traffic and Transport Liaison Group before the completion and use of the subject infrastructure and must be made available to the Planning Secretary upon request.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 10/08/202 Site inspection 4/08/2022	Interview with auditees 8/08/202 Site inspection 4/08/2022 Consistency Assessment: Chatswood Station rail possession TfNSW55 October 2022 version 3.0 prepared by Sydney Metro dated 23/09/2022 Consistency Assessment: Temporary Transport Plan – Sydenham to Bankstown TfNSW63 October 2022 Version Final prepared by Sydney Metro dated 23/09/2022	Not triggered as permanent works have not yet commenced.	NT
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.	Asset Works Agreement Letter of Offer, Jemena to TfNSW, 04/06/20 (agreement to adjust gas to facilitate the Project). SMWSA SSI10051_Request for Information_Rev1.0_Consolidated SM Response SM WSA Consolidated Complaints Register 21/07/21 – 28/02/22 Endeavour Energy Plans, SERs and design certifications, Glossop Street Asset Reticulation, Asset Relocation – Early Works for Extension of Archbold Rd Sydney Water, Letter of conditions for building over/adjacent to a Sydney Water asset, 29/07/21			Consultation with utilities and service providers were conducted.	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.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 10/08/202 Site inspection 4/08/2022	Interview with auditees 8/08/202 Site inspection 4/08/2022	No triggered at this stage.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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.	Interview with auditees 11/08/202 Site inspection 4/08/2022 Waste and material Register were presented.	Interview with auditees 10/08/202 Site inspection 4/08/2022 Waste and material Register were presented.		Waste management and mitigation measures have been incorporated into the CEMPs.	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.	Interview with auditees 11/08/202 Site inspection 4/08/2022 Sydney Metro Western Sydney Airport Power Enabling Works Construction Environmental Management Plan (CEMP), 01/02/22	Interview with auditees 10/08/202 Site inspection 4/08/2022	Interview with auditees 8/08/202 Site inspection 4/08/2022	No material has been imported from off the Project.	C
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.	Waste Register current to July 2022 included locations of waste facility and EPL license of the facility except for the double handling of materials from the trenching excavation to Lawson Road prior to disposal to offsite license facility.	Waste Register current to July 2022 included locations of waste facility and EPL license of the facility	Waste Register current to July 2022 included locations of waste facility and EPL license of the facility.	Waste was disposed to licensed facility in accordance to this requirement.	C

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 10/08/202 Site inspection 4/08/2022	Interview with auditees 8/08/202 Site inspection 4/08/2022	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. Waste appears to have been suitable classified and directed to premises lawfully permitted to receive it. Records are being retained. 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	C
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.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 15/08/202 Site inspection 4/08/2022 Discharge Impact Assessment is being developed		Soil and water management and mitigation measures have been incorporated into the CEMPs. 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.	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.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 10/08/202 Site inspection 4/08/2022	Interview with auditees 8/08/202 Site inspection 4/08/2022	Not triggered at this stage.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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).	Interview with auditees 11/08/202 Site inspection 4/08/2022 Refer to Appendix D Photos	Interview with auditees 10/08/202 Site inspection 4/08/2022 Refer to Appendix D Photos		Erosion and sedimentation control plans were developed as part of the CEMP and ER inspections covers the review and implementation of the control in accordance with the blue book. Observation: AEW Power: Claremont Meadows Services Facility, Quickway had completed works in this area, with two covered stockpiles of imported materials remaining. Recommendation: Quickway to remove prior to handing site on to next contractor.	C
E129	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: (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; (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 (c) for bio accumulative and persistent toxicants, the ANZG (2018) guidelines values at a minimum of 99 per cent species protection level. 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.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 15/08/202 Site inspection 4/08/2022 EPL is enforced on SBT. Discharge impact assessment under development.		No water treatment plants have been established at this stage.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
E130	If construction stage stormwater discharges are proposed, a Water Pollution Impact Assessment 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. Note: If an EPL is required the Water Pollution Impact Assessment will be required to inform licensing consistent with section 45 of the POEO Act.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 10/08/202 Site inspection 4/08/2022 Discharge Impact assessment being developed. July and August 2022 Monitoring Reports no discharge reported to date.		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	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.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 15/08/202 Site inspection 4/08/2022	Interview with auditees 8/08/202 Site inspection 4/08/2022	Not triggered for works conducted during the audit period. No crossing works have occurred.	NT
E132	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: (a) the ANZG 2018 default guideline values for toxicants at the 95 per cent species protection level; (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 (c) for bio accumulative and persistent toxicants, the ANZG 2018 guideline values at a minimum of 99 per cent species protection level. 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.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 15/08/202 Site inspection 4/08/2022	Interview with auditees 8/08/202 Site inspection 4/08/2022	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT
E133	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.	Interview with auditees 11/08/202 Site inspection 4/08/2022	Interview with auditees 15/08/202 Site inspection 4/08/2022	Interview with auditees 8/08/202 Site inspection 4/08/2022	The Staging Report identifies this condition as not triggered for the works undertaken during the audit period.	NT

Unique ID COA	Compliance requirement	Evidence collected			Independent Audit findings and recommendations	Compliance Status
		AEW	Station Box and Tunnels	Sydney Metro		
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> <ul style="list-style-type: none"> (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; (b) predicted incidental groundwater take (dewatering) including cumulative project effects; (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; (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; (e) saltwater intrusion modelling analysis, from saline groundwater in shale, into metro station sites; and (f) a schematic of the conceptual hydrogeological model. 	<p>Interview with auditees 11/08/202 Site inspection 4/08/2022</p>	<p>Interview with auditees 15/08/202 Site inspection 4/08/2022</p>	<p>Interview with auditees 8/08/202 Site inspection 4/08/2022</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

Department of Planning and Environment

Our ref: SSI-10051-PA-104

Your ref: SM-22-00353485

via Major Projects Portal

1 August 2022

Attention: Mr Ben Armstrong, Sydney Metro Associate Director Environment

Subject: Sydney Metro SSI-10051 – approval of independent auditors

Dear Ben,

I refer to your letter dated 21 July 2022 (PA-104) requesting the Planning Secretary's approval of suitably qualified, experienced, and independent persons as independent environmental auditors of the Sydney Metro - Western Sydney Airport project (SSI-10051, as modified).

The department has reviewed the information you have provided against the *Independent Audit Post Approval Requirements*. The department is satisfied that the nominees are certified with Exemplar Global as either principal or lead auditors in environmental management systems, are suitably experienced in state significant projects, and have supplied declarations of independence.

Consequently, I can advise that under Condition A38 of SSI-10051, the Planning Secretary has approved the following audit team for the second construction phase independent audit:

- Mr Steve Fermio, Wolfpeak, as lead auditor
- Ms Annabelle Tungol, Wolfpeak, as auditor
- Mr Ibrahim Awad, Wolfpeak, as auditor
- Mr Derek Low, Wolfpeak, as auditor.

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

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

Please note that a further auditor nomination must be made and written approval 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.

Should you wish to discuss the matter further, please contact Alex McGuirk, Senior Compliance Officer.

Yours sincerely,



Rob Sherry

Team Leader Compliance – Government Projects
Planning

As nominee of the Planning Secretary

APPENDIX C – CONSULTATION RECORDS

From: Derek Low
Sent: Thursday, 14 July 2022 12:17 PM
To: compliance@planning.nsw.gov.au; Alex McGuirk; Rob Sherry
Cc: Andrew.Smith5@transport.nsw.gov.au; Jeremy Slattery; Steve Fermio; Annabelle Tungol
Subject: Sydney Metro Western Sydney Airport - SSI 10051 - Independent Audit No. 2

Hi there.

Sydney Metro Western Sydney Airport – SSI 10051 (the Project) is required to undertake Independent Audits 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 second audit on the Project is scheduled to commence in August 2022, with the Report to be submitted to the Department two months after the audit site inspection. The audit pertains to post-approval requirements and compliance.

WolfPeak has yet to be approved by the Department to undertake the second independent audit on the Project (and will not commence the audit until such approval is granted). Nevertheless, to provide the Department with adequate time to consider the scope of the audit, we provide this email on behalf of Sydney Metro inviting the Department to:

- identify any matters it wishes considered / focussed on in 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.

Regards,

Derek Low | Principal
General Manager



From: Alex McGuirk <Alex.McGuirk@dpie.nsw.gov.au>
Sent: Tuesday, 19 July 2022 2:38 PM
To: Derek Low
Cc: Steve Fermio; Rob Sherry
Subject: RE: Sydney Metro Western Sydney Airport - SSI 10051 - Independent Audit No. 2

Hi Derek,

As discussed, the department will consider your email below after the auditors for the second construction phase Sydney Metro Western Sydney Airport SSI-10051 independent audit have been approved.

In relation to the first audit report (Wolfpeak revision 4.0, 06/04/22; submitted 10/04/22 our ref. PA-49), which covered the period July 2021 to 17 February 2022, the department considers that:

- Commencement of construction – actual commencement dates should be provided (eg section 1.1) for stages that have commenced. To improve user-friendliness, the auditors could consider including the CEMP approval/endorsement date with the commencement date. Based on notifications from Sydney Metro (sighted by the auditors for condition A38), the department understands that two (not one) construction stages commenced during the audit period:
 - St Marys temporary bus interchange – 25 November 2021 (PA-10)
 - Power works – 31 January 2022 (PA-23)
- Matters considered relevant by the department – the report states “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.” The department identified three matters for particular consideration. The department has reviewed section 3.2 and Appendix A and, with the exception of the project website matter, does not consider that the tables therein respond to the matters identified by the Department. Discussion of these matters should be provided (in section 3.5 or elsewhere). In relation to the consultation matter, the evidence cited appears insufficient to demonstrate compliance in relation to condition E29
- Complaints – section 3.6 does not include any “review of environmental performance” regarding complaint management.

The independent audit post approval requirements (2020, section 3.3) require an independent audit include the status of implementation of previous Independent Audit findings, recommendations and actions. The department expects that the approved auditors will address the issues identified above in the second audit report.

Please don't hesitate to contact me (from 1 August) should you wish to discuss,

Alex McGuirk

Senior Compliance Officer

Planning & Assessment | Department of Planning & Environment

Locked Bag 5022 | PARRAMATTA NSW 2124

www.dpie.nsw.gov.au



APPENDIX D – PHOTOS



The Sydney Metro WSA Independent Audit No. 2 site inspection was conducted on 04/08/22. By Derek Low.

The following attendees were:





- Jeremy Slattery – Environment and Planning Manager, Sydney Metro
- Andrew Smith – Environment and Planning Manager, Sydney Metro
- Kelly Thomas – Environment Manager, Sydney Metro
- Ella Somerset – Environment Coordinator, Sydney Metro
- Luke Breva – Environment Coordinator, Sydney Metro
- Emma Kline – Environment & Sustainability Manager, CPBG JV
- Rui Henriques – Environmental Representative, HBI
- Kanimozhi Ramalingam – (not sure of title), Transport for Tomorrow
- Tahli Moore – (not sure of title), Transport for Tomorrow
- Tom St Vincent Welch – (not sure of title), Quickway
- Adam Falanga – (not sure of title), Quickway




Photos and observations from the inspection are presented in the Table below.




No.	Comment	Photograph
1	<p>Station Box and Tunnels: 100 Kent Road.</p> <p>Observation: Flagging was installed around vegetation that was being temporarily retained, but no signage was installed. CPBG to provide evidence that signage is not required by the CEMP to be installed, or that concrete barriers have been installed to prevent access.</p>	


<p>2</p>	<p>Station Box and Tunnels: 100 Kent Road.</p> <p>Concrete barriers installed around environmental no go zones.</p>	
<p>3</p>	<p>Station Box and Tunnels: 100 Kent Road</p> <p>Project signage in place.</p>	



<p>4</p>	<p>Station Box and Tunnels: 100 Kent Road</p> <p>Street sweeper in operation to manage material tracking.</p> <p>Observation: The access to site along 100 Kent Road requires trucks to use the kerb which is damaging the natures strip. This is shown on the Project side of Kent Road in this photo. The Auditor also noted damage to the nature strip occurring on the opposite side of the road (in front of neighbouring properties), although this is out of shot. CPBG to improve access to allow heavy vehicles to enter and exit the site without damaging the nature strip on the opposite side of the road (in front of neighbouring properties).</p>	
<p>5</p>	<p>Station Box and Tunnels: 100 Kent Road</p> <p>Tree protection measures and waterway erosion sediment controls in place.</p>	
<p>6</p>	<p>Station Box and Tunnels: 100 Kent Road</p> <p>Demolition and groundwater well installation underway.</p>	

<p>7</p>	<p>Station Box and Tunnels: 100 Kent Road</p> <p>Waste collection underway. The truck was fitted with a roll-on/roll-off cover.</p>	
<p>8</p>	<p>AEW Power: Claremont Meadows Services Facility</p> <p>Observation: Quickway had completed works in this area, with two covered stockpiles of imported materials remaining. Quickway to remove prior to handing site on to next contractor.</p>	
<p>9</p>	<p>Station Box and Tunnels: Claremont Meadows Services Facility</p> <p>Main access was stabilized. No truck movements or material tracking observed. Spill kits were available and stocked.</p>	
<p>10</p>	<p>Station Box and Tunnels: St Marys Station Construction site (Station Street, Station Plaza)</p> <p>Plaza demolition well underway. Fog cannons were in use. Shade cloth installed. No dust or material tracking observed.</p>	

<p>11</p>	<p>Station Box and Tunnels: St Marys Station Construction site (Station Street, Station Plaza)</p> <p>Plaza demolition well underway. Fog cannons were in use. Shade cloth installed. No dust or material tracking observed.</p>	
<p>12</p>	<p>Station Box and Tunnels: St Marys Station Construction site (Station Street, Station Plaza)</p> <p>Plaza demolition well underway. Fog cannons were in use. Shade cloth installed. No dust or material tracking observed.</p>	
<p>13</p>	<p>Station Box and Tunnels: St Marys Station Construction site (Station Street, Station Plaza)</p> <p>Observation: Detailed Site Investigation (DSI) works were required within this area (former bus bays), which is also an area with heritage potential. CPBG to provide evidence that the DSI was conducted under supervision of the Heritage Excavation Director.</p>	

<p>14</p>	<p>Station Box and Tunnels: St Marys Station Construction site (Station Street, Station Plaza)</p> <p>Observation: There is a substantial amount of litter present on the street surrounding the site (which is not necessarily dumped by Project personnel). CPBG indicated that housekeeping was ongoing. CPBG to provide evidence that housekeeping measures are communicated and implemented.</p>	
<p>15</p>	<p>Station Box and Tunnels: St Marys Station Construction site (Station Street)</p> <p>Noise walls being erected as per the DNVIS.</p>	
<p>16</p>	<p>Station Box and Tunnels: St Marys Station Construction site (Station Street)</p> <p>Erosion and sediment controls in place to manage potential runoff onto the Sydney Train corridor.</p>	

<p>17</p>	<p>Station Box and Tunnels: St Marys Station Construction site (Station Street)</p> <p>Erosion and sediment controls in place to manage potential runoff onto the Sydney Train corridor.</p>	
<p>18</p>	<p>Station Box and Tunnels: St Marys Station Construction site (Station Street)</p> <p>Observation: It is understood that earthworks under this eastern portion of the site have proceeded under a low-risk technical memo (a memo revising the contamination risk down from that identified in the EIS). It is understood that endorsement from the Contaminated Sites Auditor is being provided by email only. CPBG (and its Contaminated Sites Auditor) to establish and implement a formal process that demonstrates in more detail that the Contaminated Site Auditor has reviewed and agrees with the technical memo (including both the methodology and findings / recommendations).</p>	

<p>19</p>	<p>AEW St Marys Lift: St Marys Station</p> <p>Observation: Fuel containers are stored in an unbunded area. Transport for Tomorrow to store fuel within suitably sized bund.</p>	
<p>20</p>	<p>AEW St Marys Lift: St Marys Station</p> <p>Observation: Whilst the trees on site are permitted to be removed, AEW St Marys Lift have elected to retain the trees. The Auditor observes that the tree protection zones are not in strict accordance with AS4970. Transport for Tomorrow to provide evidence that an arborist has reviewed / agreed to the measures in place.</p>	

<p>21</p>	<p>AEW St Marys Lift: St Marys Station Vibration logging in operation.</p>	
<p>22</p>	<p>AEW St Marys Lift: St Marys Station Heritage protection zone in place.</p>	
<p>23</p>	<p>AEW St Marys Lift: St Marys Station Spill kits in place and stocked.</p>	

<p>24</p>	<p>AEW St Marys Temporary Bus Interchange. The temporary works are complete and are in operation.</p>	
<p>25</p>	<p>AEW Power: Lawson Road Compound. Environmental control maps placed at site sheds.</p>	
<p>26</p>	<p>AEW Power: Lawson Road Compound. Spray grassed boundary control in place.</p>	

<p>27</p>	<p>AEW Power: Lawson Road Compound. Chemicals appropriately stored.</p>	
<p>28</p>	<p>AEW Power: Lawson Road Compound as approved in the AEW Power CEMP.</p>	
<p>29</p>	<p>AEW Power: Lawson Road Compound. Waste segregation and collection.</p>	

<p>30</p>	<p>AEW Power: Lawson Road Compound. Wheel wash in place.</p>	
<p>31</p>	<p>AEW Power: Lawson Road, UAE drilling site. Observation: UAE had completed horizontal directional drilling at this location. It was advised that the area would be cleaned up and rehabilitated following removal of the drill rig and containers. Quickway to provide evidence that this has been done.</p>	

APPENDIX E – DECLARATIONS

Declaration of Independence - Auditor



Project Name:	Sydney Metro Western Sydney Airport
Consent Number:	SSI 10051
Description of Project:	<p>Development of the Sydney Metro Western Sydney Airport project comprising:</p> <ul style="list-style-type: none"> • construction and operation of approximately 23 kilometres of railway track between the T1 Western Line rail line and the proposed Western Sydney Aerotropolis in Bringelly, • construction and operation of new stations and associated ancillary infrastructure at St Marys, Orchard Hills, Luddenham and the Aerotropolis Core precinct, • interchange links with the existing T1 Western Line rail line, • construction and operation of a train stabling and maintenance facility, including an operational control centre, • construction and operation of associated rail infrastructure facilities, • construction of tunnels, bridges, viaducts and associated works, • site preparation and enabling earthworks, including land remediation, • associated ancillary infrastructure and works.
Project Address:	Sydney metropolitan area
Proponent:	Transport for NSW – Sydney Metro
Date:	5 July 2022


I declare that:

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

WolfPeak has involvements in this Project. Details are declared on page 2 of this document.

Notes:

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

Name of Proposed Auditor:	Annabelle Tungol
Signature:	
Qualification:	Lead Environmental Auditor (Exemplar Global -Certificate #119536); Quality Auditor (Exemplar Global -Certificate #119536); Chemical Engineer (Philippines Professional Regulation Commission May 2000 – Certificate #22566); Bachelor of Science in Chemical Engineering – Saint Louis University Baguio City Philippines March 1998
Company:	WolfPeak Pty Ltd

Declaration of Independence - Auditor



Annabelle Tungol has no personal conflicts.

WolfPeak would like to declare the following involvement in the Project:

Sydney Metro Western Sydney Airport SSI 10051 – Station Box and Tunnels

WolfPeak are currently working with the contractor delivering the Sydney Metro Western Sydney Airport – Station Box and Tunnels.

Two (2) staff members are providing environmental support to the contractor. This support is expected to continue to Q3 2022. The staff members do not form part of the audit team.

One (1) additional team member is acting as the ISC Independent Sustainability Professional on the package. This support is expected to continue for the life of the package. This person does not form part of the audit team.

Sydney Metro Western Sydney Airport SSI 10051 – Surface and Civil Alignment Works

WolfPeak are working with the contractor delivering the Sydney Metro Western Sydney Airport – Surface and Civil Alignment Works.

One (1) staff member is providing environmental support to the contractor. This support is expected to continue to Q3 2022. The staff member does not form part of the audit team.

Further, two (2) staff members are about to commence providing sustainability support to the contractor. This support is expected to continue until the end of Q4 2022. The staff members do not form part of the audit team.

Controls in place to manage potential conflict

The following controls are in place to manage potential conflicts during the Independent Audit.

- WolfPeak will not audit its own work.
- None of the nominated WolfPeak audit team have provided or will provide any other services to the Project.
- None of the WolfPeak employees who are working for the contractor/s are on the WolfPeak audit team.
- The WolfPeak audit team has signed non-disclosure agreements with Sydney Metro.
- The WolfPeak employees who are working for the contractor/s have signed non-disclosures with the contractor/s.
- The following controls are in place to manage the potential for unintended sharing of information:
 - The WolfPeak employees who are working for the contractor/s are working in the contractor systems and drives. They do not undertake work on the Project within WolfPeak systems and drives. The only records retained on the WolfPeak drives are the engagement contract / agreement and information required for invoicing (timesheets). To note, the WolfPeak ISC Independent Sustainability Professional is an independent role and therefore continues to work on WolfPeak systems.
 - The WolfPeak audit team does not have access to the contractor/s systems and drives unless this is arranged by the contractor during an Independent Audit in their role as an auditee and as a method of sharing files for the purposes of being subject to audit.
 - The WolfPeak Project (i.e.: Sydney Metro Independent Audit services) files / folders have been locked so only the WolfPeak audit team has access.
- WolfPeak team who are working for the contractor/s are not the owners of any of the documents being produced. WolfPeak assists with drafting and preparation for the contractor managers / advisors to finalise and implement.

One exception to the above is that a WolfPeak employee who is not part of the audit team signed off on a pre-clearing permit on the Station Box and Tunnels package (file: St Marys Station Site

Declaration of Independence - Auditor



Permit number #5, executed on 17 June 2022 and expiring on 17 July 2022). If this document is subject to audit WolfPeak will include a declaration of this within the Audit Report.

- WolfPeak team who are working on site for the contractor/s are not responsible for site works on which inspections are occurring. WolfPeak provides feedback to the contractor managers / advisors to consider.

Declaration of Independence - Auditor



Project Name:	Sydney Metro Western Sydney Airport
Consent Number:	SSI 10051
Description of Project:	<p>Development of the Sydney Metro Western Sydney Airport project comprising:</p> <ul style="list-style-type: none"> • construction and operation of approximately 23 kilometres of railway track between the T1 Western Line rail line and the proposed Western Sydney Aerotropolis in Bringelly, • construction and operation of new stations and associated ancillary infrastructure at St Marys, Orchard Hills, Luddenham and the Aerotropolis Core precinct, • interchange links with the existing T1 Western Line rail line, • construction and operation of a train stabling and maintenance facility, including an operational control centre, • construction and operation of associated rail infrastructure facilities, • construction of tunnels, bridges, viaducts and associated works, • site preparation and enabling earthworks, including land remediation, • associated ancillary infrastructure and works.
Project Address:	Sydney metropolitan area
Proponent:	Transport for NSW – Sydney Metro
Date:	5 July 2022

I declare that:

- i. I am not related to any proponent, owner, operator or other entity involved in the delivery of the project. Such a relationship includes that of employer/employee, a business partnership, sharing a common employer, a contractual arrangement outside an Independent Audit, or that of a spouse, partner, sibling, parent, or child;

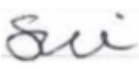
I do not have any pecuniary interest in the project, proponent or related entities. Such an interest includes where there is a reasonable likelihood or expectation of financial gain (other than being reimbursed for performing the audit) or loss to the auditor, or their spouse, partner, sibling, parent, or child;

- ii. I have not provided services (not including independent reviews or auditing) to the project with the result that the audit work performed by themselves or their company was subject to audit, except as otherwise declared to the Department prior to the audit;
- iii. I am not an Environmental Representative for the project; and
- iv. I will not accept any inducement, commission, gift or any other benefit from auditee organisations, their employees or any interested party, or knowingly allow colleagues to do so.

WolfPeak has involvements in this Project. Details are declared on page 2 of this document.

Notes:

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

Name of Proposed Auditor:	Steve Fermio
Signature:	
Qualification:	Bachelor of Science (Honours) Exemplar Global Auditor Number 110498
Company:	WolfPeak Pty Ltd

Declaration of Independence - Auditor



Steve Fermio has no personal conflicts.

WolfPeak would like to declare the following involvement in the Project:

Sydney Metro Western Sydney Airport SSI 10051 – Station Box and Tunnels

WolfPeak are currently working with the contractor delivering the Sydney Metro Western Sydney Airport – Station Box and Tunnels.

Two (2) staff members are providing environmental support to the contractor. This support is expected to continue to Q3 2022. The staff members do not form part of the audit team.

One (1) additional team member is acting as the ISC Independent Sustainability Professional on the package. This support is expected to continue for the life of the package. This person does not form part of the audit team.

Sydney Metro Western Sydney Airport SSI 10051 – Surface and Civil Alignment Works

WolfPeak are working with the contractor delivering the Sydney Metro Western Sydney Airport – Surface and Civil Alignment Works.

One (1) staff member is providing environmental support to the contractor. This support is expected to continue to Q3 2022. The staff member does not form part of the audit team.

Further, two (2) staff members are about to commence providing sustainability support to the contractor. This support is expected to continue until the end of Q4 2022. The staff members do not form part of the audit team.

Controls in place to manage potential conflict

The following controls are in place to manage potential conflicts during the Independent Audit.

- WolfPeak will not audit its own work.
- None of the nominated WolfPeak audit team have provided or will provide any other services to the Project.
- None of the WolfPeak employees who are working for the contractor/s are on the WolfPeak audit team.
- The WolfPeak audit team has signed non-disclosure agreements with Sydney Metro.
- The WolfPeak employees who are working for the contractor/s have signed non-disclosures with the contractor/s.
- The following controls are in place to manage the potential for unintended sharing of information:
 - The WolfPeak employees who are working for the contractor/s are working in the contractor systems and drives. They do not undertake work on the Project within WolfPeak systems and drives. The only records retained on the WolfPeak drives are the engagement contract / agreement and information required for invoicing (timesheets). To note, the WolfPeak ISC Independent Sustainability Professional is an independent role and therefore continues to work on WolfPeak systems.
 - The WolfPeak audit team does not have access to the contractor/s systems and drives unless this is arranged by the contractor during an Independent Audit in their role as an auditee and as a method of sharing files for the purposes of being subject to audit.
 - The WolfPeak Project (i.e.: Sydney Metro Independent Audit services) files / folders have been locked so only the WolfPeak audit team has access.
- WolfPeak team who are working for the contractor/s are not the owners of any of the documents being produced. WolfPeak assists with drafting and preparation for the contractor managers / advisors to finalise and implement.

One exception to the above is that a WolfPeak employee who is not part of the audit team signed off on a pre-clearing permit on the Station Box and Tunnels package (file: St Marys Station Site

Declaration of Independence - Auditor



Permit number #5, executed on 17 June 2022 and expiring on 17 July 2022). If this document is subject to audit WolfPeak will include a declaration of this within the Audit Report.

- WolfPeak team who are working on site for the contractor/s are not responsible for site works on which inspections are occurring. WolfPeak provides feedback to the contractor managers / advisors to consider.