Sydney Metro – Western Sydney Airport

Annual Report

Airport Plan – Condition 47
2022 - 2023

NSW GOVERNMENT

sydney METRO

Document Control

Document Number		Document Name	Revision
SM-23-00911594		SM-WSA Annual Report Airport Plan – Condition 47 2022 - 2023	1

Revision History

Revision	Date	Description	Author	Reviewer
0.1	30 November 2023	First Draft	J Blake N Hanson C Fuller A Reece	C Berg L Pritchard P Gresser H Chapman
1	20 December 2023	Approved	J Blake	H Chapman

Report Authorization

Position	Name	Signature	Date
Director Project Environment, Sustainability & Planning (SM-WSA)	H. Chapman		20 December 2023

Glossary, abbreviations and definitions

Terms	Definitions
AEPR	Airports (Environment Protection) Regulations 1997
AEO	Airport Environment Officer - Means a person appointed under AEPR 2.01
AEW	Advanced and Enabling Works
Airport	"The airport located at the Airport Site. Note: The Airport is referred to in the Act as Sydney West Airport and commonly known as Western Sydney Airport"
Airport Lease	An airport lease for the Airport granted under section 13 of the Act
Airport Plan	Means the airport plan for the airport site as determined by the Infrastructure Minister under section 96B of the Airports Act in December 2016 as varied from time to time in accordance with the Airports Act.
Airports Act	Airports Act 1996 (Cth)
Airport Site	The site for Sydney West Airport as defined by the Airports Act.
Airports Act	Airports Act 1996 (Cth)
ALC	Airport lessee company (WSA Co. Limited)
AS/NZS	Australian Standard/ New Zealand Standard
Approved Plan	Means a plan approved in accordance with the Conditions of Approval
CEMF	Construction Environmental Management Framework
CEMP	Means a Construction Environmental Management Plan (CEMP) required under a condition in Section 3.10.2 of the Airport Plan.
CICG	Cumulative Impacts Control Group
CIP	Cumulative Impacts Plan
CIZ	"Construction impact zone – the part or parts of the Airport Site or an Associated Site on which Main Construction Works are planned to occur, as detailed in the Construction Plan approved in accordance with Condition 1 of the Airport Plan. Note: In accordance with the definitions and terminology of the Airport Plan, this differentiates between the CIZ as the area for WSA-related main construction works and a Rail Construction Impact Zone (RCIZ) as the area for SM-WSA related rail construction works. The RCIZ includes areas within and outside of the CIZ.
Condition	A condition set out in Part 3 of the Airport Plan in accordance with section 96C of the Airports Act.
Cth	Commonwealth
EIA	Environmental impact assessment – refers to the EIA prepared in relation to the Sydney Metro – Western Sydney Airport under the EPBC Act.
EIS	Environmental impact statement – refers to the EIS prepared in relation to the Western Sydney International Airport under the EPBC Act.
Environment Minister	The minister responsible for the EPBC Act.

Terms	Definitions
EPA	NSW Environment Protection Authority
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Cth)
DAWE	Department of Agriculture, Water and Environment (Commonwealth)
Infrastructure Department	The department responsible for administering the Airports Act, currently the Australian Government Department of Infrastructure, Transport Regional Development and Communications (DITRDC)
ISO 14001	AS/NZS ISO 14001:2015 Environmental Management System
Main Construction Works	Substantial physical works on a particular part of the Airport Site (including large scale vegetation clearance, bulk earthworks, civil works and the carrying out of other physical works, and the erection of buildings and structures) described in Part 3 of the Airport Plan, other than TransGrid Relocation Works or Preparatory Activities.
Main Works Contractors	Contractors engaged to undertake SM-WSA Main Construction Works on SBT, SCAW and SSTOM within the Rail Development
Non-compliance	Failure to comply to the requirements of the Airport Plan including approved plans.
OOHWP	Out-of-Hours Works Permit
Preparatory Activities	Preparatory Activities mean the following: a. day to day site and property management activities. b. site investigations, surveys (including dilapidation surveys), monitoring, and related works (e.g., geotechnical, or other investigative drilling, excavation, or salvage). c. establishing construction work sites, site offices, plant and equipment, and related site mobilisation activities (including access points, access tracks and other minor access works, and safety and security measures such as fencing but excluding bulk earthworks). d. enabling preparatory activities such as: i. demolition or relocation of existing structures (including buildings, services, utilities, and roads). ii. the disinterment of human remains located in grave sites identified in the European and other heritage technical report in volume 4 of the EIS; and iii. application of environmental impact mitigation measures; and e. any other activities which an Approver determines are Preparatory Activities for this definition
Project, the	The Sydney Metro Western Sydney Airport Construction and operation as approved by the EPBC and Airport Plan as the Action or Rail Development within the Rail Construction Impact Zone on-airport, being the WSI airport, in agreeance with the Deed between SM -WSA and WSA Co.
Rail Construction Impact Zone	The part or parts of the Airport Site or an Associated Site outside of the Construction Impact Zone on which Rail Construction Works are planned to occur, as detailed in the Construction (Rail) Plan approved in accordance with Condition 38 of the Airport Plan.
Rail Development	The Sydney metro – Western Sydney Airport development described in Part 3 of the Airport Plan.

Terms	Definitions
SBT	Station Boxes and Tunnelling
SCAW	Surface Civil and Alignment Works
Site Occupier	Site Occupier means: (a) before an Airport Lease is granted – the Commonwealth; and Note: Where a condition specifies an activity to be carried out by the Commonwealth, the Infrastructure Department will be responsible for carrying out the activity on behalf of the Commonwealth (unless stated otherwise). (b) after an Airport Lease is granted – the ALC.
SMP	Sustainability Management Plan
SM-WSA	Sydney Metro – Western Sydney Airport, the entity responsible for constructing and operating the Sydney Metro – Western Sydney Airport rail development in accordance with the Airport Plan.
SSTOM	Stations Systems, Trains, Operations and Maintenance
Stage 1 Development	The Western Sydney International Airport development described in Part 3 of the Airport Plan.
TBM	Tunnel Boring Machine
TfNSW	Transport for New South Wales
WSI	Western Sydney International (Nancy Bird Walton) Airport. Note: Under the Airports Act the Airport is referred to as Sydney West Airport
WSA	WSA Co Limited (ACN 618 989 272), the entity responsible for constructing and operating the Airport in accordance with the Airport Plan. For the purposes of the Airports Act 1996 (Cth), WSA is the "airport-lessee company" for WSI.

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Declaration of accuracy

In making this declaration, I am aware that section 230 of the Airport Act 1996 and sections 490 and 491 of the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act) make it an offence in certain circumstances to knowingly provide false or misleading information or documents.

The offence is punishable on conviction by imprisonment or a fine, or both. I declare that all the information and documentation supporting this compliance report is true and correct in every particular. I am authorised to bind the approval holder to this declaration and that I have no knowledge of that authorisation being revoked at the time of making this declaration.

Signed	
Full name	Hugh Chapman
Position	Director Project Environment, Sustainability and Planning, Sydney Metro – Western Sydney Airport (SM-WSA)
Organisation	Sydney Metro
Organisation ABN	12 354 063 515
Date	20 12 2023
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1. Introduction

1.1 Overview

Sydney Metro is Australia's biggest public transport project. Services between Rouse Hill and Chatswood started in May 2019 on the new stand-alone metro railway system. The Sydney Metro network and program of work includes the Metro Northwest Line (which opened in May 2019), Sydney Metro will be extended into the CBD in 2024, and then onto Bankstown in 2025.Sydney Metro West and Sydney Metro – Western Sydney Airport (the project). Potential future extensions to Schofields/Tallawong in Rouse Hill in the north and to Macarthur in the south are under consideration and are being safeguarded but do not form part of the project.

The Sydney Metro – Western Sydney Airport project (the project) is shown in Figure 1 and would become the transport spine for Greater Western Sydney, connecting communities and travellers with the new Western Sydney International (Nancy-Bird Walton) Airport (referred to as Western Sydney International) and the growing region.

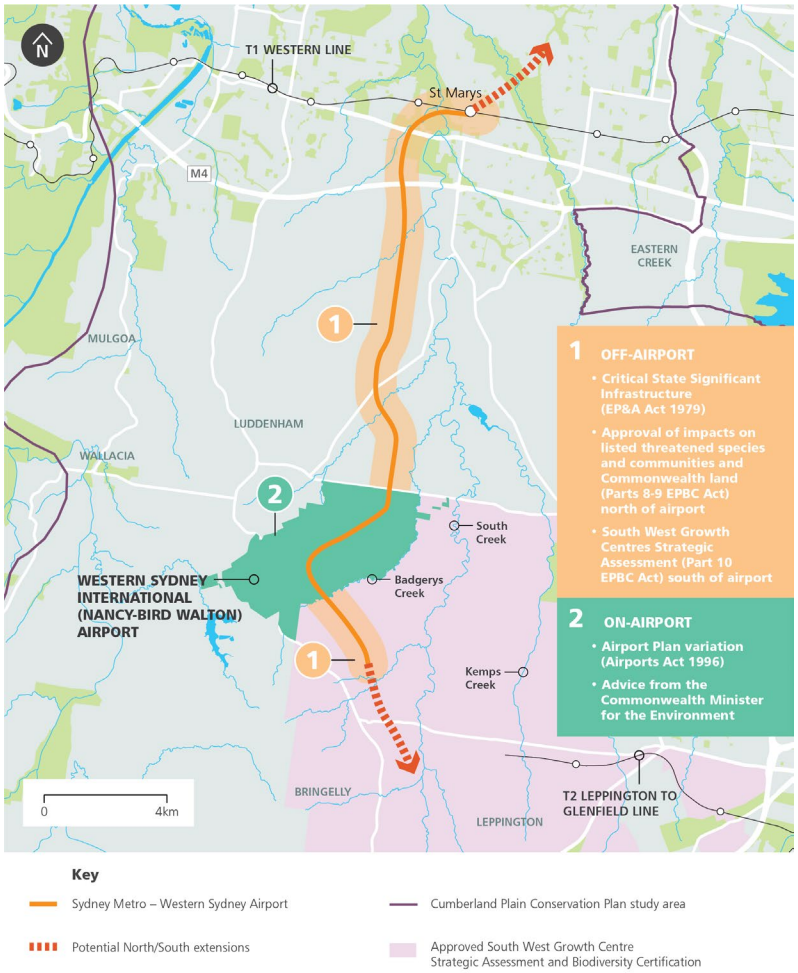

Figure 1: Planning approval context from the Sydney Metro – Western Sydney Airport Project

The city-shaping project, from St Marys through to the new airport and the Western Sydney Aerotropolis, would provide a major economic stimulus for Western Sydney, supporting more than 14,000 jobs during construction for the NSW and national economies, including more than 250 new apprenticeships. The project comprises components that are located outside Western

Sydney International (off-airport) and components that are located within Western Sydney International (on-airport). The Sydney Metro – Western Sydney Airport (SM-WSA) Construction (Rail) Plan, Construction Environmental Management Framework (CEMF) and the Construction Environmental Management Plans (CEMPs) address the on-airport components of the Project.

1.2 Purpose

This report covers the reporting period between 12th September 2022 and 12th September 2023. The purpose of this report is to document compliance with Condition 47 of the Airport Plan (Sep 2021). Details of compliance are provided, and where appropriate, the timing of individual actions as identified.

The report contains the conditions of approval relevant to Sydney Metro as defined within the Airport Plan as the Rail Authority. Appendix 1 details the conditions and how compliance has been met for each of the condition requirements during the reporting period.

The key dates that relate to the SM-WSA Project approval are detailed in Table 1.

Table 1: Key Approval dates

Action	Key Date
Commonwealth Approval	September 2021
Commencement Date of Main Works	12 September 2022
Report Period	12 September 2022 -12 September 2023

1.3 Description of the approved action

The SM-WSA will service Greater Western Sydney by providing a link between St Marys through to the new airport and the Western Sydney Aerotropolis. The SM-WSA comprises components that are located outside Western Sydney International (Nancy Bird Walton) Airport (WSI) (off-airport) and components that are located within WSI airport (on airport). In September 2019, the Commonwealth Infrastructure Minister referred the on-airport components on the SM-WSA to the Commonwealth Environment Minister. The SM-WSA EPBC Act Final Environmental Impact Assessment of on-airport proposed action (EPBC 2019/8541) was prepared to identify the potential impacts associated with the on-airport construction activities and operation. The EIA was endorsed by the Commonwealth Department of Agriculture, Water, and the Environment (DAWE) and formed part of the conditions of the Airport Plan. The Airport Plan was varied and approved in September 2021 to provide authorisation for the sections of the SM-WSA rail line to be built on the WSI site.

The on-airport Rail Development of SM-WSA, that is the works occurring on-airport land, comprised the following key features:

- Around two kilometres of surface rail alignment within WSI
- Around 3.3 kilometres of twin rail tunnels (including tunnel portal) within WSI
- Two new metro stations
- A concrete batch plant; and a spoil stockpile area

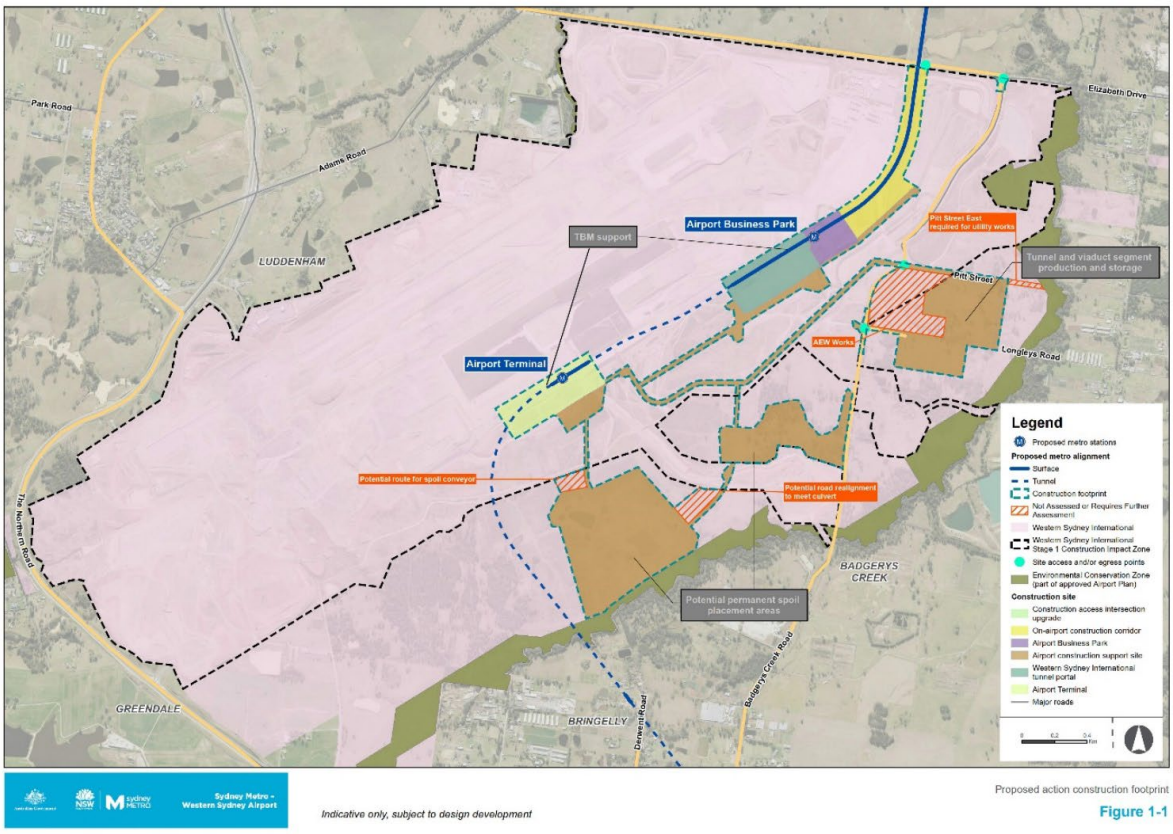

Figure 2: Sydney Metro – WSA Rail Construction Impact Zone (RCIZ)

The rail construction works will be undertaken both within and outside of the Construction Impact Zone (CIZ) in an area referred to as the Rail Construction Impact Zone (RCIZ). The RCIZ can be found in Figure 2 and the SM-WSA Construction (Rail) Plan.

2. Construction Update

All major contracts for SM-WSA project have now been awarded including:

- Station Box and Tunnelling (SBT)
- Surface and Civil Alignment Works (SCAW)
- Stations, Systems, Trains, Operations and Maintenance (SSTOM)

All major contracts scope for the reporting period are detailed below:

2.1 Station Box and Tunnelling (SBT)

The SBT contract was awarded in December 2021 and the main works contractor commenced on the Airport in September 2022. Station boxes and portal dive excavations were completed during the reporting period including tunnelling from the Airport Business Park (ABP) to the Airport Terminal (ATL). Bulk fill activities are ongoing, SBT remains on track for practical completion for their scope of works.

2.2 Surface and Civil Alignment Works (SCAW)

The SCAW contract was awarded in March 2022 and commenced on the Airport in March 2023. The SCAW package of works includes the construction of surface rail alignment, bridges, and

viaducts to cross floodplains, watercourses and existing and proposed permanent infrastructure. During the reporting period, a portion of the rail alignment works have been completed and SCAW continues to work toward completing the surface rail alignment on Airport including rail bridge works on Elizabeth Drive to connect linewide rail works to the on-Airport section.

2.3 Stations, Systems, Trains, Operations and Maintenance (SSTOM)

The SSTOM contract was awarded in December 2022 and the SSTOM contractor are to receive their first Licenced Area on airport in mid-September 2023. SSTOM is responsible for Stations, Systems, Trains, Operations and Maintenance. This includes the station design, fit out, rail systems, rolling stock manufacturing, testing and commissioning, and operation of the Western Sydney Airport metro service.

SSTOM had not commenced works on the Airport within the reporting period and are currently progressing through design and approval phases to commence mobilisation as well as increasing their site construction team. A concrete batching plant is planned to be included in SSTOM and is currently part of the design process.

3. Environmental Management Framework

The Environmental Management Framework (EMF) for the SM-WSA during Stage 1 Development construction activities is undergoing continual improvement. Improvement to the EMF was undertaken as part of consultation process with relevant stakeholders during 2023, resulting in the Revision five (5) update to the Construction (Rail) Plan and Revision six (6) update to the associated Construction Environmental Management Plans (CEMP). Compliance reporting for the purposes of this Annual Report will be against the Revision five (5) CEMPs. Changes made to the CEMPs predominantly reflected minor changed scope on the project site to the SSTOM package of works.

The SM-WSA linewide CEMF provides the overarching framework for managing environmental impacts at the airport rail construction during construction, environmental procedures, risk assessment criteria, incident and hazard reporting, training, and responsibilities of workers. This framework is a requirement of the Airport Plan, which sets out compliance conditions relevant to the development of the airport. Appendix 1 provides details on the Airport Plan conditions and how SM-WSA and its Contractors have met these requirements.

The SM-WSA CEMPs detail all the management objectives and targets and are consistent with the Western Sydney Airport CEMPs, including all appendices to the CEMPs. Progress towards these objectives and targets are outlined in the tables against each environmental aspect in section 4 below. The project has remained compliant to the objectives and targets set under the CEMPs. However, there are Lessons Learned from project environmental incidents, non-compliances including audit findings that have been identified as an opportunity for improvement to ensure that these findings are incorporated into subsequent packages of works and continuous improvement occurs as the project progresses.

3.1 Regulatory Approvals, Permits and Preparatory Activities

3.1.1 Preparatory Activities

Preparatory activities are defined within Appendix A of the Airport Plan as:

- Day-to-day site and property management activities

- Site investigations, surveys (including dilapidation surveys), monitoring, and related works (e.g., geotechnical, or other investigative drilling, excavation, or salvage)
- Establishing construction work sites, site offices, plant and equipment, and related site mobilisation activities (including access points, access tracks and other minor works, and safety and security measures such as fencing, but excluding bulk earthworks)
- Enabling preparatory activities such as:
    - Demolition or relocation of existing structures (including buildings, services, utilities, and roads)
    - The disinterment of human remains in grave sites identified in the European and Other Heritage technical report in volume 4 of the EIS
    - Application of environmental mitigation measures
    - Any other activities which an Approver determines are Preparatory Activities for this definition

Preparatory activities have been utilised on SM-WSA for all works required to be undertaken outside SM-WSA Licenced Areas and within WSA Stage 2 areas or Main Works Contractors Shared Access locations. The following preparatory activities were undertaken including, but not limited to:

- Geotechnical investigations
- Utility Trenching
- Groundwater monitoring

All activities were conducted under a WSA approved Preparatory Activity Approval Form (PAAF).

3.1.2 Forums and Meetings

SM-WSA meets monthly with the Airport Environmental Officer (AEO) as part of the joint Environmental Reference Group (ERG) with WSA. The monthly ERG includes all the main works packages who have commenced construction presenting a status update of their works, key environmental risks, incidents, and achievements. Where in-person site assessments were unable to take place, Sydney Metro and the Airport Environmental Officer have met online to discuss the project progress and respective packages of works. Including providing the site inspection reports for all packages of works to support the ERG.

Fortnightly Environment and Planning Working Group (EWG) meetings are held between SM-WSA and WSA to discuss and manage interface components of the two projects, track management items and may also include any potential cumulative impacts.

The Cumulative Impacts Plan is also an Approved Plan provided by WSA and required to be implemented by SM-WSA throughout construction. Active engagement is occurring between WSA and SM-WSA to assure all potential cumulative impacts from both projects are identified and where required, mitigated. The reporting requirements of the Cumulative Impacts Plan has been addressed in Section 6.

3.1.3 Interfaces

The project has commenced and maintains interface with the following key stakeholders and adjacent projects:

- Western Sydney Airport- As the Airport Licensee

- Transport for NSW - M12 Motorway (off airport)

3.1.4 Update to Approved Plans

The Approved Plans for Sydney Metro - Western Sydney Airport project listed below underwent a revision, to include an updated scope of work for all delivery packages.

The Approved Plans stakeholder review was undertaken on 11 July 2023 and were issued for stakeholder review on 13 July 2023 and for Commonwealth review on 14 July 2022. Approval to vary the plans was received on the 14 August 2023 and all Approved Plans have been published to the SM-WSA website in the following location https://www.sydneymetro.info/documents.

The SM-WSA Approved Plans that were updated during the reporting period included:

- Construction (Rail) Plan (Revision 5)
- Construction Environmental Management Plans (Revision 6):
    - Noise and Vibration Waste and Resources
    - Soil and Water
    - European Heritage
    - Aboriginal Heritage
    - Visual and Landscape
    - Biodiversity
    - Waste and Resources
    - Air Quality
    - Traffic and Access

4. Environmental Aspects

4.1 Soil and Water

Surface and groundwater quality is monitored in accordance with the Soil and Water CEMP. Surface water quality is monitored by the project contactors monthly, and groundwater quality monitored via baseline and monthly on commencement of tunnelling works.

The tributary SM-WSA packages of works surface water discharges via WSA sitewide drainage infrastructure is Badgerys Creek located on the eastern boundary of the WSA project.

The project is continually working towards improving surface water quality and controlling stormwater runoff from construction areas via:

- Constructing and operating retention basins around the perimeter of Licensed Areas to capture and treat surface water runoff from construction activities
- Use of flocculants to treat basin water
- Retention of vegetation where possible to reduce sediment runoff
- Progressive landscaping where possible of disturbed earth areas to stabilise the soil
- Erosion and sedimentation controls installed to reduce water velocity and capture sediment

- Stabilisation of temporary and permanent stockpiles
- Soil binders utilised across site to reduce sediment runoff

SM-WSA compliance against the objectives and targets are shown below in Table 2.

Table 2: Compliances Objective and Targets

Objective	Target	Measurement
Environmental management compliance	Compliance with the requirements and mitigation measures set out in this Soil and Water CEMP.	**Opportunity for Improvement**
Environmental management compliance Airports (Environment Protection) Regulations 1997	Compliance with the performance criteria in this CEMP which have been developed taking into account the general duty not to pollute under the AEPRs (Reg 4.01) and the related limits.	**Opportunity for Improvement**
Erosion and sedimentation	Establishment and maintenance of erosion and sedimentation controls in accordance with the NSW Blue Book (NSW Government, 2018) and the current soil and water conditions.	**Opportunity for Improvement**
Water quality	All plant and equipment maintained in accordance with manufacturers' requirements.	**Objective Met**
Contamination disposal	Disposal of any material from site in accordance with the NSW EPA Waste Classification Guidelines (2014).	**Objective Met**

4.1.1 Authorisation

An Authorisation application made under section 5.07 of the AEPR 1997 to discharge treated tunnel construction water from the Station Box and Tunnelling Airport Business Park and Airport Terminal Station sites via a pipeline outlet located on Badgerys Creek adjacent to the Basin 3 discharge point on the WSA project, was approved by the AEO in July 2023 to allow treated tunnel construction water with exceedances in salinity to be discharged offsite.

No treated tunnel construction water has been discharged during the reporting period due to exceedances in metals identified prior to any discharge into Badgerys Creek commencing. Rather a trade waste agreement with Sydney Water has been utilised. A variation to the Authorisation application is planned to be made in Q4 2023 to the AEO and will be reported on in the next period.

4.1.2 Surface Water Management

All Main Works Contractors are required to submit Erosion and Sediment Control Plans (ESCPs) as part of their initial design for temporary works on all airport packages of works and install erosion and sedimentation controls during preparatory activities on site. ESCPs are progressively updated throughout the construction phase of works to respond to changing site conditions. Incorporated into ESCPs are Environmental Control Maps (ECMs) which identifies the location of physical protection measures, environmental controls including monitoring requirements to minimise the impact of the project activities on the environment. The combined ESCPs/ECMs are reviewed and endorsed by the Contractors Environmental manager, a Certified Professional in Erosion and Sediment Control (CPESC) and the SM-WSA Environmental team.

Erosion and sediment controls have been managed through progressive updates to ESCPs as construction progresses across the project and are reviewed and endorsed by each package CPESC.

Under the ESCPs design requirements, temporary basins have been installed as part of site establishment for SBT and SCAW works on the project, a total of six (6) temporary sediment basins have been installed across the airport project sites. All basins have been designed and constructed in line with the requirements of the SM-WSA Soil and Water CEMP and the NSW Department of Planning and Environment - Managing Urban Stormwater: Soils and Construction.

During site establishment of all packages, erosion and sediment controls have been installed along the project boundaries to reduce sediment leaving packages of work. For the reporting period, this has been a combination of sediment fencing, mulch bunds and internal sumps. Internally, temporary drainage lines are separated into clean water diversions and construction water drains lead to the temporary sediment basins where in line controls such as rock checks, coir logs have been used to slow water velocity and allow sediment to drop out into the drainage lines which are maintained. Where possible across SM-WSA contractor works packages, existing groundcover has been retained and re-instated along batters reducing exposed areas at risk of erosion. Temporary stockpiles and other work areas not in immediate use have utilised soil binder application as a stabilisation mechanism.

Treatment and discharge of construction water runoff to sediment basins has occurred throughout the reporting period. A combination of flocculants and coagulants have been utilised across the contractor works packages consistent with the SM-WSA Soil & Water CEMP.

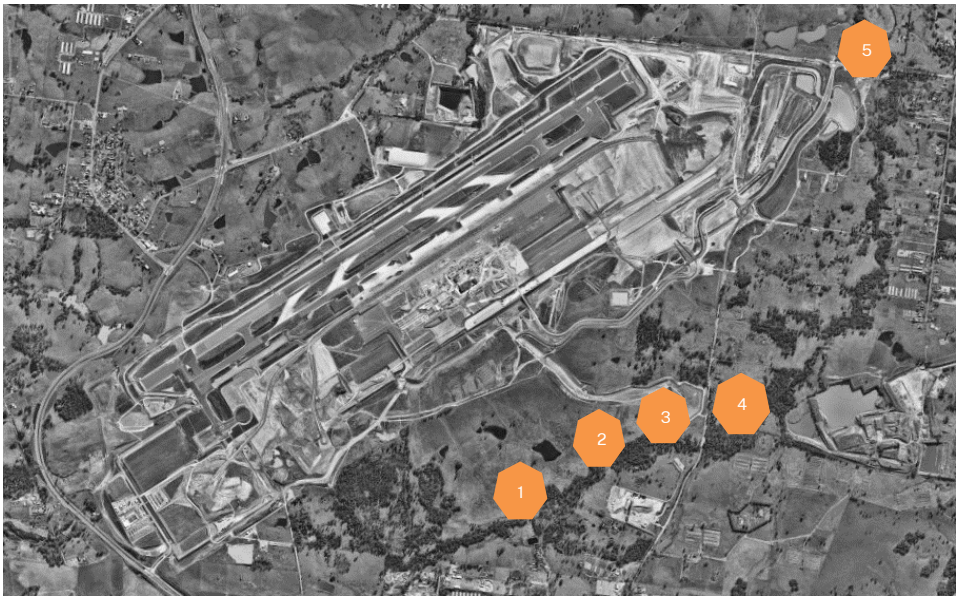

Figure 3: Approximate Surface Water Monitoring Stations

SM-WSA have received sixteen (16) WSA approved dewatering permits for the reporting period across SBT and SCAW packages of works. All dewatering permits are submitted with surface water quality meeting the criteria consistent with the SM-WSA Soil & Water CEMP and WSA Soil & Water CEMP for discharge. An Interface Control Document (ICD) is also attached to the permit where movement of the water will occur through another package of works or WSA project area to demonstrate interface agreement has been sought with the downstream receptor to ensure no impact to works or sensitive areas will occur.

Surface water monitoring is being undertaken monthly in the locations identified in Table 3 below. Ad hoc monitoring events have also occurred where surface water discharges have occurred as a result of Farm Dam dewatering and decommissioning activities and results provided to WSA as required.

Table 3: Surface Water Monitoring Locations

Site	Location	Receiving Waterway
1	U/S FS01	Badgerys Creek
2	U/S Basin 3 (D/S FS01)	Badgerys Creek
3	Basin 3 (Outlet -tie in) (D/S Basin 3 bridge)	Badgerys Creek
4	D/S Basin 3	Badgerys Creek
5	D/S Basin 1	Badgerys Creek

Groundwater monitoring commenced monthly in line with tunnel boring machines (TBM). SM-WSA highest risk for impact to water quality from its activity on the Airport is from the treated groundwater as a result of construction activity. The SM-WSA Environment Impact Statement has identified that the condition of Badgerys Creek is degraded. Ongoing monitoring is being undertaken to ensure any further degradation is minimised and note within the reporting period no tunnel process water has been discharged into Badgerys Creek to date. Lessons Learned are being incorporated across the project, to ensure targets are progressed toward being met for the next reporting period.

4.2 Air Quality

Air Quality is managed across SM-WSA packages of works in line with the SM-WSA Air Quality CEMP. Contractors have implemented air quality management activities to reasonably control dust generation across the project through the use of water carts, a dust suppression system on the TBM radial stacker conveyor, application of polymers and progressive stabilisation of work areas. SM-WSA performance against the performance criteria are outlined below in Table 4.

Stationary air quality monitors are located in proximity to the nearest sensitive receptors to the project and capture: PM2.5, PM10 and Depositional dust.

Activities onsite that may have contributed toward air quality impacts have included but are not limited to:

- Stockpiling of material from radial stacker depositing TBM excavated material.
- Importation and internal movement of excavated station box, dive, and tunnelled material
- Fill activities on the primary fill site.

Table 4: Air Quality Targets

Objective	Target	Measurement
Ensure ambient air quality is maintained at acceptable levels at sensitive receptor locations surrounding the airport site	Not exceeding the criteria outlined in Table 8-1 No dust or odour related complaints.	**Opportunity for Improvement** **Opportunity for Improvement**
Minimising the risk of dust or odour nuisance impacts on neighbours	No dust or odour related complaints Not exceeding the criteria outlined in Table 8-1.	**Opportunity for Improvement** **Opportunity for Improvement**

Ensure emissions are minimised from all plant, equipment and machinery	All plant and equipment are maintained in accordance with manufacturers requirements Not exceeding the criteria outlined in Table 8-1.	**Objective Met** **Objective Met**

SM-WSA is continuing to look for improvements into the mitigation of dust from its construction activities and as sites have become progressively completed and final design executed including sealed hardstand areas and further opportunities identified for early stabilisation through landscaping, dust impacts are expected to reduce.

SM-WSA Contractor ambient air quality static monitors are in two locations on the Eastern and Southern boundaries located in close proximity to the project's closest sensitive receptors.

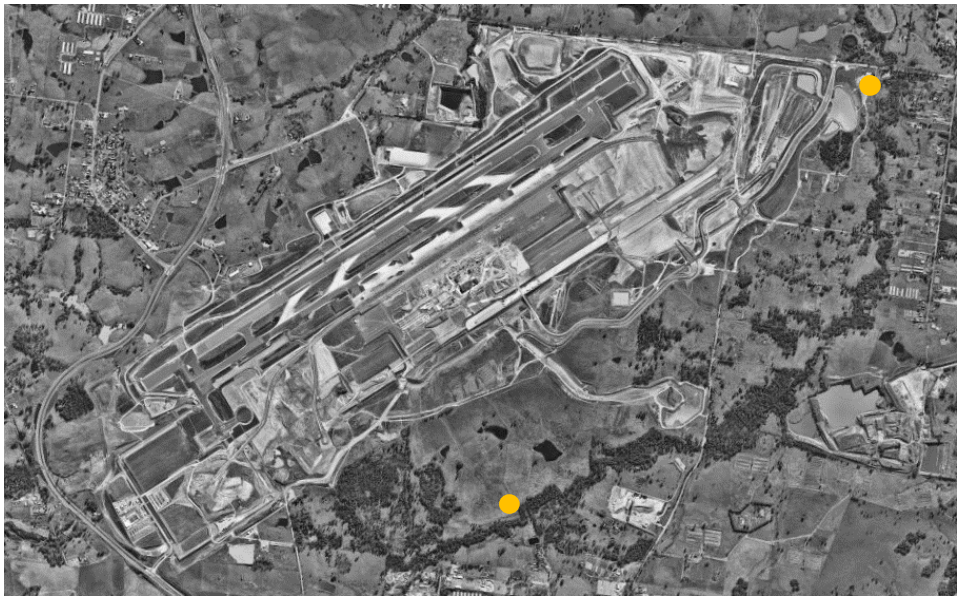

Figure 4: Approximate Air Quality Monitoring Stations

Criteria for air quality has been drawn from the SM-WSA Air Quality CEMP. The Criteria is detailed below:

Table 5: Air Quality Monitoring Locations

Pollutant	Criterion	Average Period
PM10	50 µg/m3	24 hour
	25 µg/m3	1 year
PM2.5	25 µg/m3	1 year
	8 µg/m3	1 year
Depositional Dust	2 g/m2/month	Monthly (incremental)
	4 g/m2/month	Annual (cumulative)

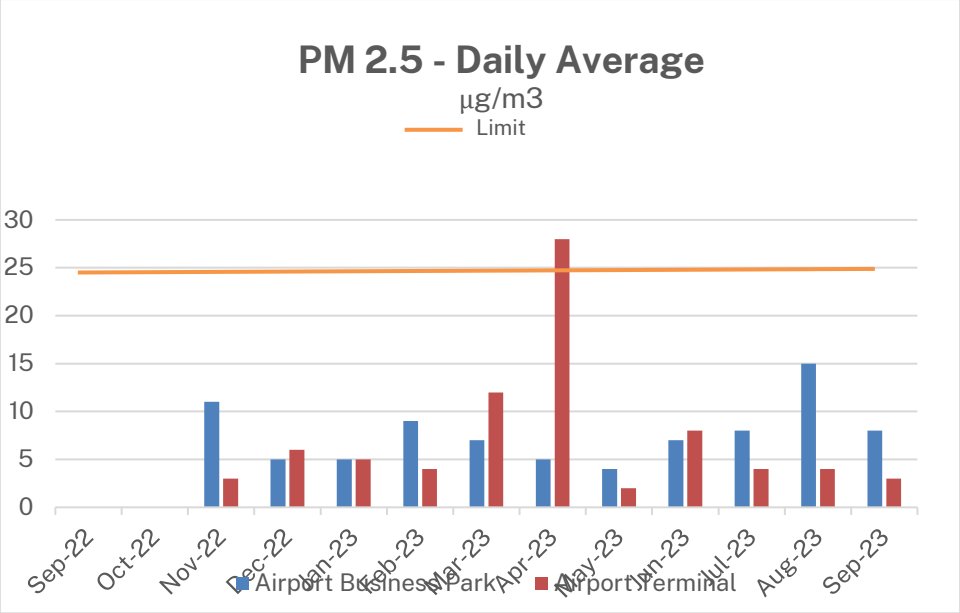

Figure 5: PM 2.5 Monitoring Results

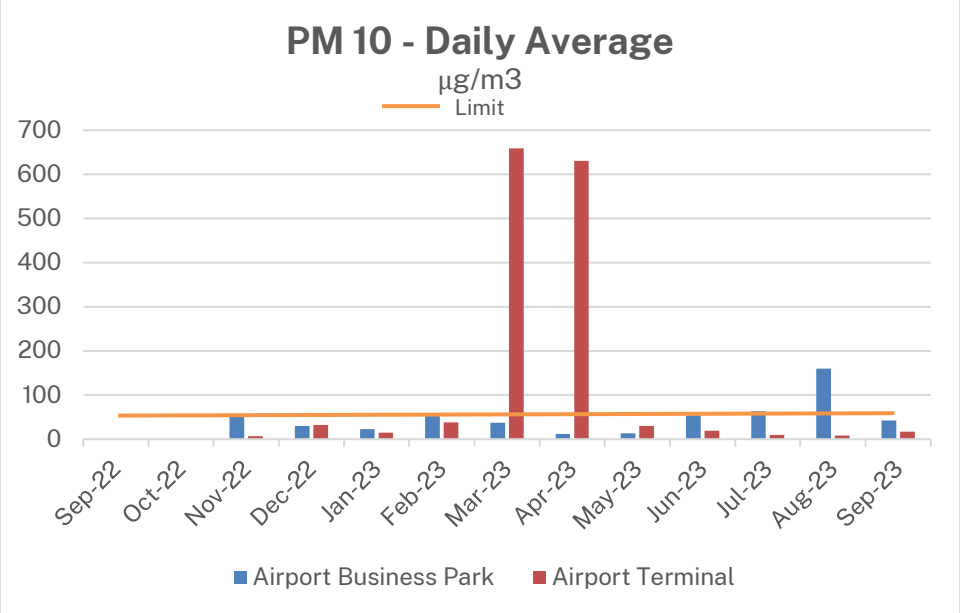

Figure 6: PM10 Monitoring Results

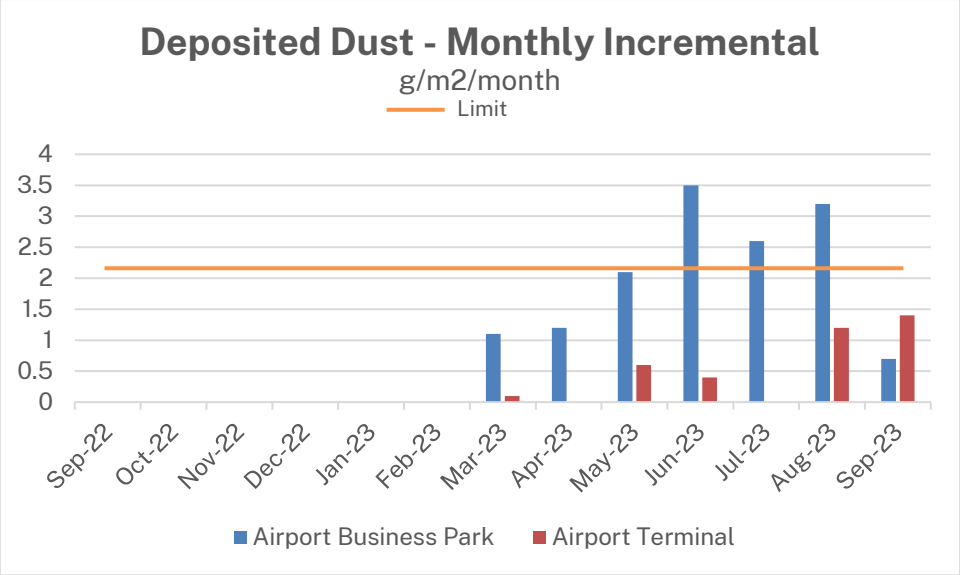

Figure 7: Dust Deposition Monitoring Results

The Project has generally complied against PM 2.5 and PM10. Initial monitoring requirements were required to be resolved with Main works Contractors to implement monitoring requirements onsite. There have been instances between June 2023 to August 2023, where exceedances were recorded due to the location of the static monitor and dust depositional gauge in the construction footprint near the tunnelling stockpile pad and not in proximity of the nearest sensitive receptor. Once the monitoring equipment was relocated, further monitoring events demonstrated compliance to air quality requirements. This will be verified with annual averages be provided in the next reporting period.

The monthly deposited dust (Figure 7) has been generally compliant to the criteria. SM-WSA contractors also monitor monthly incremental criteria as a proactive measure to inform management of the site and provide more agile response to air quality results. Triggering of air quality management levels have been noted for the monthly incremental criteria. Under these circumstances contractors have implemented proactive mitigation measures such as:

- utilisation of water carts across the site with a combination of water and dust suppressant chemicals from onsite water supplies.
- Where possible, revegetation and progressive stabilisation of disturbed areas with grass including hardstand areas.
- Street sweeper operational to remove sediment off shared roads.
- Monitor stockpile heights to mitigate lift off.
- Wheel wash installation at contractor site exit.

The above controls are also utilised in response to any community complaints to demonstrate all reasonable and practical mitigation measures are being implemented to achieve improved air quality across the project.

4.3 Biodiversity

The project has managed biodiversity impacts in accordance with the SM-WSA Biodiversity CEMP. Tracking against Objectives and Targets has been outlined below in Table 5.

Table 6: Objectives and Targets

Objective	Target	Measurement
Minimising disturbance to terrestrial and aquatic flora and fauna in the construction footprint during construction	Negligible disturbance to native terrestrial and aquatic flora and fauna in the construction footprint	**Objective Met**
Minimising adverse effects on terrestrial fauna by construction activities	Minimise adverse effects on terrestrial fauna by construction activities.	**Objective Met**
Minimise or where possible avoid impacts on threatened flora and fauna species, and TECs).	Minimise adverse effects on terrestrial fauna by construction activities.	**Objective Met**
Impacts on threatened ecological communities and threatened species are offset in accordance with the requirements of the NSW Biodiversity Assessment Method (OEH, 2018)	A Biodiversity Offset Strategy has been developed and credits will be purchased and retired to ensure offset against TEC and TS.	**Objective Met**
Protecting areas outside the construction footprint that contain a listed Threatened Ecological Community or provide an important habitat for a listed threatened species during clearing activities	Ensure all areas outside the construction footprint that contain a listed threatened ecological community or provide important habitat for a listed threatened species are protected.	**Objective Met**
Managing weed, pest species and plant pathogens spread	No introduction of weed, pest species and plant pathogens. No inadvertent spread of existing weed, pest species and pathogens	**Objective Met**

The project has undertaken vegetation clearing as approved under its Part 13 Permit. Vegetation clearing undertaken to date is detailed in Tables 7 and 8 below. All clearing was undertaken in line with the SM-WSA Biodiversity CEMP Vegetation Management Plan. Functional tree hollows were retained within the project post clearing but outside of the clearing footprint. Residual impacts to threatened species and communities were offset in accordance with the SM-WSA on-airport Biodiversity Offset Strategy (BOS).

The EPBC Act Part 13 Permit Compliance Report though not required to be completed within this reporting period is currently under development and will be available in 2023/2024. Additionally, in line with vegetation clearing, seed collection was undertaken by SM-WSA Indigenous Seed Collection Contractor of native trees to contribute toward the native seed bank.

Table 7: Vegetation Clearing

Vegetation type	NSW listed Threatened ecological community	EPBC listed Threatened ecological community	Total Design Credits	Hectares cleared	Credit Savings
PCT 835 - Forest Red Gum - Rough-barked Apple grassy woodland on alluvial flats of	River-Flat Eucalypt Forest (Endangered)	Not listed	53	4	49

the Cumberland Plain, Sydney Basin Bioregion					
PCT 849 - Grey Box - Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion	Cumberland Plain Woodland (Critically Endangered)	Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest (Critically Endangered)	201	12	189
PCT 1071 - Phragmites australis and Typha orientalis coastal freshwater wetlands of the Sydney Basin Bioregion	Not listed	Not listed	1	1	0
TOTAL Ecosystem Credits			**255**	**17**	**238**
Note: All credit numbers have been rounded to the nearest whole number, unless the nearest whole number is zero as these have been rounded to one. Credits required for the SSTOM contract are now no longer required and have been removed from the credit allocation.					

Table 8: Vegetation Clearing cont.

Species	Area	Credit Requirements estimated	Credit Requirements actual
Meridolum corneovirens (Cumberland Plain Land Snail) – Fauna	5.57 ha	188	8
Myotis macropus (Southern Myotis) - Fauna	0.05 ha	2	0
TOTAL species credits		190	13
Note: All credit numbers have been rounded to the nearest whole number. Credits required for the SSTOM contract are now no longer required and have been removed from the credit allocation.			

Monitoring for biodiversity management measures which have been established and are ongoing include:

- Ecological Conservation Zone Monitoring
- Dam dewatering monitoring

Where SM-WSA Licenced Areas share a downstream boundary with the project ECZ, monthly monitoring is undertaken in the ECZ to ensure environmental control measures at this boundary are sufficient and no impacts are evident to within the ECZ.

Dewatering of three (3) pre-existing farm dams for construction activities occurred during the reporting period. A number of native aquatic fauna were located and successfully relocated outside of the SM-WSA construction impact zone.

- 183 - Eastern Long Neck Turtle (Chelodina longicollis)
- 121- Australian Short Finned Eel (Anguilla australis)
- 104- Australian Long Finned Eel (Anguilla reinhardtii)

Post de-fishing of the farm dams, the dam walls were broken to prevent further aquatic fauna habitation and farm dams were decommissioned.

Nest boxes were previously installed as habitat replacement into the ECZ by WSA and its Main Works Contractors. Subsequent rounds of monitoring have found that the density of nest boxes within the ECZ is sufficient. As such SM-WSA received dispensation from WSA that no additional nest boxes were required to be installed in the ECZ and monitoring requirements were not required.

4.4 Waste and Resources

Waste and Resources are managed in accordance with the SM-WSA Waste and Resources CEMP.

Contractors are undertaking continual improvement of current management practices to improve waste management on site as well as reduce waste disposed to landfill including:

- Importation and reuse of sandstone from M6 Project
- Importation of Virgin Excavated Natural Materials (VENM) from SM-WSA Aerotropolis station box excavation
- Diversion of more than 785,000 tonnes of SM-WSA Southern Tunnel excavation and site won spoil from landfill by effective containment on site
- Maximising surface water reuse onsite

SM-WSA and its Main Works Contractors are tracking waste generated in accordance with the requirements of the Waste and Resources CEMP and the Rail Sustainability Plan including for:

- General construction waste
- Contaminated waste
- Recycled construction waste
- Office waste (recyclable and non-recyclable)

All Materials that are imported to the SM-WSA packages of work undergo review and risk assessment by SM-WSA and WSA prior to approval to import onto the Airport.

Performance criteria and targets for waste management are set in the Waste and Resources CEMP and compliance against these targets are shown below.

Table 9: Waste Management Objectives

Objective	Measurement
Compliance with this approved Waste and Resources CEMP;	**Opportunity for Improvement**
Compliance with the approved Sustainability Plan;	**Objective Met**
Waste management practices do not place unnecessary burden on local and regional waste services;	**Objective Met**
	Objective Met

Effective application of the waste management hierarchy (refer to Section 6.8) across construction activities;	
Dispose of waste materials in accordance with relevant legislative requirements (NSW EPA Waste Classification Guidelines, 2014); and	**Objective Met**
Minimise the risk of illegal dumping on the Airport Site;	**Objective Met**
Achieve the waste re-use / recycling targets in Table 3-1.	**Opportunity for Improvement**

Waste is being tracked by Main Works Contractors including for:

- General construction waste (non-recyclable)
- Recycled construction waste (concrete, bricks, tiles)
- Office waste (recyclable and non-recyclable)

The graphs below represent total waste for the reporting period compared to the targets for all packages combined.

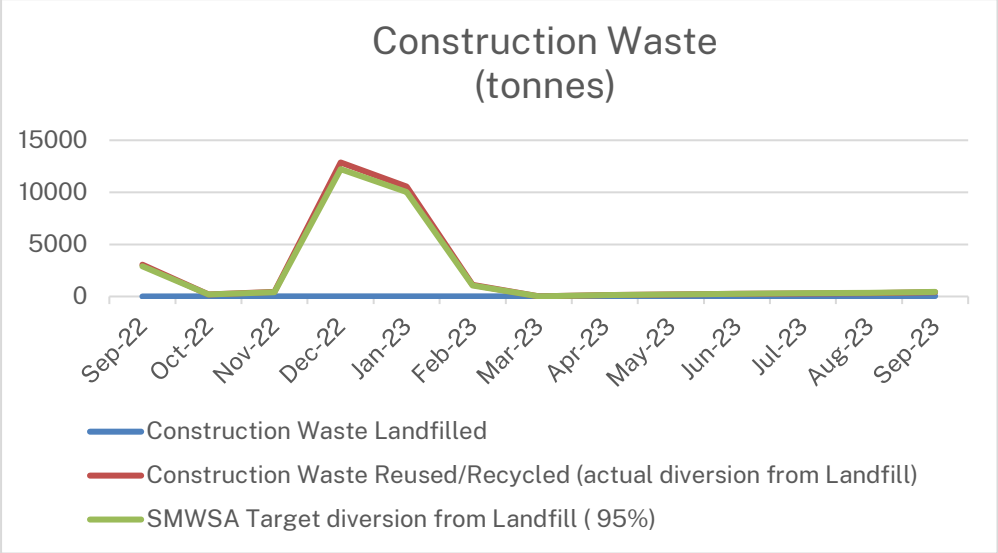

Figure 8: Construction Waste Generation

Construction waste diversion from landfill exceeded the targeted 80%, achieving 99%.

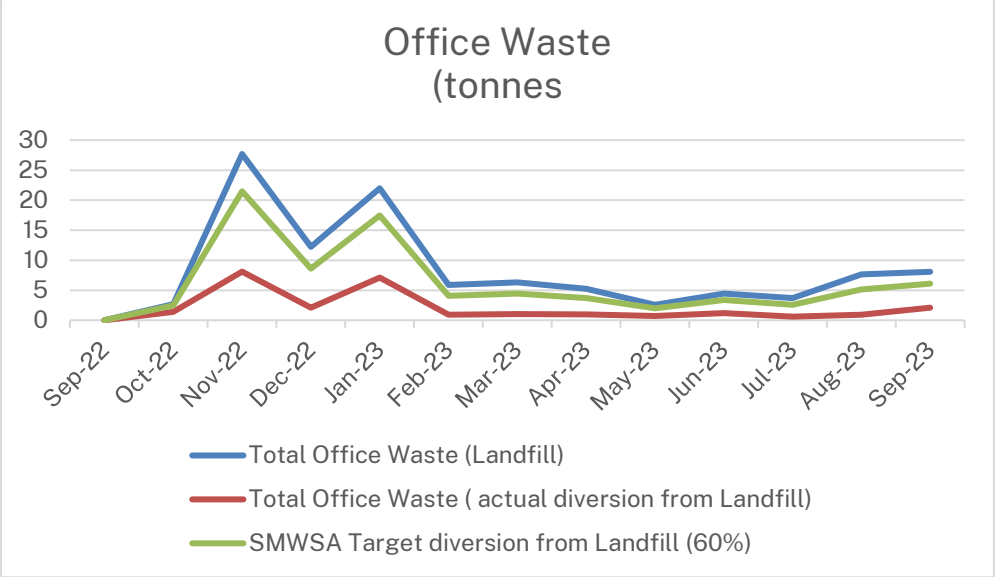

Figure 9: Office Waste Generation

The average office waste recycling for the reporting period across all packages was 20% compared to the targeted 60%.

Improvement strategies are being developed by each main works package in conjunction with SM-WSA Sustainability team to maximise office recycling opportunities and meet the target prior to the completion of construction works.

Additional waste targets are set in the SM-WSA Waste and Resources CEMP Table 3-1 including for:

- Surplus spoil (virgin excavated natural material / Excavated natural materials)
- Contaminated soil
- Vegetation
- Concrete and brick and steel- 98.42% recycled project-wide (by weight)
- Surplus construction materials (steel, PVC, wood)
- Dewatering - maximised water reuse onsite
- Liquid wastes- Used oils/lubricants- approximately 4000L of oil sent to licensed recycling facility

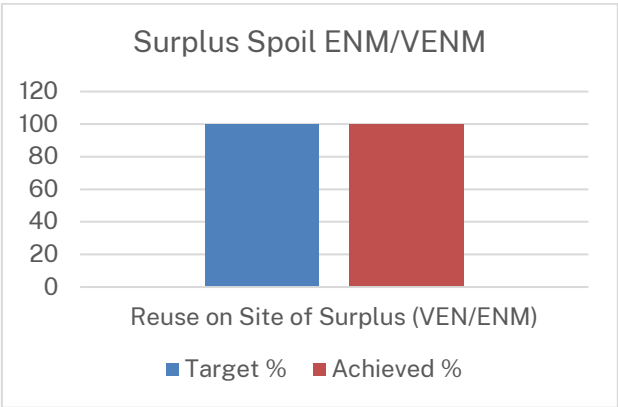

Figure 10: Surplus Soil Target Results

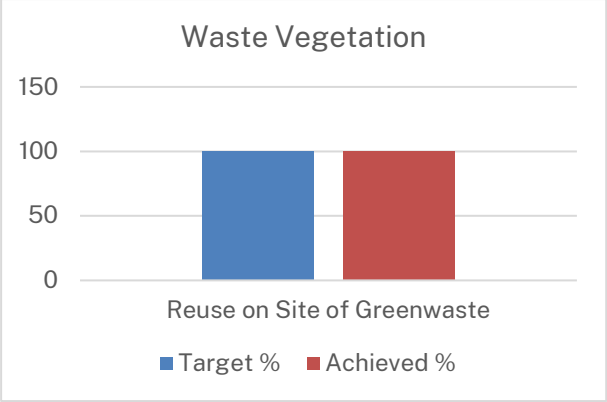

Figure 11: Waste Vegetation Target Results

4.5 Aboriginal Cultural Heritage

Aboriginal Cultural Heritage items were identified during the Environmental Impact Assessment undertaken by WSA and subsequent Environmental Impact Statement by SM-WSA. All salvage and clearance works were undertaken by WSA prior to construction works occurring in the WSA Stage 1 Construction Impact Zone (CIZ) and subsequently SM-WSA Licenced Areas.

During construction works in the Stage 1 Construction Impact Zone located Licenced Areas, SM-WSA has been operating in compliance with the Aboriginal Cultural Heritage CEMP; this includes following the projects Unexpected Finds Protocol in the event Aboriginal Cultural Heritage finds were to occur across all Licenced Areas.

During the reporting period in the WSA Stage 2 located Licenced Areas, the following key aspects were carried out in relation to compliance and implementation with the Aboriginal Cultural Heritage CEMP as required by the Environmental Impact Assessment:

- Completion of the Aboriginal site survey and salvage program. Analysis of the salvaged materials has been completed and reporting is being finalised. These activities were overseen by Aboriginal Stakeholders who were engaged by the Project as per the Aboriginal Heritage CEMP.

Additionally, there have been no unexpected finds of Aboriginal Cultural Heritage items associated with SM-WSA works during the reporting period across all packages of works.

Table 10: ACH Objectives and Targets

Objective	Target	Measurement
Minimise disturbance and loss of Aboriginal cultural heritage values	Comply with the objective to manage heritage values in the ECZ as outlined in the Land Use Plan in the Airport Plan	**Objective Met**
Protect and conserve in situ where appropriate those Aboriginal cultural items and sites located within the ECZ	Comply with the objective to manage heritage values in the ECZ as outlined in the Land Use Plan in the Airport Plan	**Objective Met**
Seek Aboriginal stakeholder participation during the development of this CEMP and incorporate Aboriginal cultural heritage management measures	Aboriginal stakeholders contribute to the development of this CEMP and related mitigation and management plans, participate in archaeological	**Objective Met**

	surveys and are consulted about the management, storage and curation of cultural materials salvaged at the Airport site Implementing Aboriginal cultural heritage management measures as agreed with Aboriginal stakeholders	
Contribute to a greater understanding of the archaeological record within Western Sydney	Aboriginal cultural heritage values of the Airport site are commemorated in the detailed design of the airport	**Objective Met**
Treat Aboriginal cultural heritage items with respect having regard to their identified values and avoid any unnecessary impacts	Employees and contractors to complete Aboriginal cultural awareness training prior to working in areas of cultural significance. Compliance with the general duty to preserve heritage under the AEPR	**Objective Met**
Comply with legislation and other requirements	No non-conformance with the requirements of the CEMP	**Objective Met**

4.6 European and Other Heritage

European heritage items were identified during the Environmental Impact Assessment undertaken by WSA. All European heritage clearance was undertaken by the Department of Infrastructure prior to construction works occurring in the WSA Stage 1 Construction Impact Zone (CIZ) and subsequently SM-WSA Licenced Areas.

During construction works in the Stage 1 Construction Impact Zone located Licenced Areas, SM-WSA has been operating in compliance with the European and Other Heritage CEMP; this includes following the projects Unexpected Finds Protocol in the event European Heritage finds were to occur.

In the WSA Stage 2 Licensed Area, an archaeological assessment of European and other Heritage was completed prior to site disturbance. No archaeological test excavations were recommended, and the site is continually managed in accordance with the European and Other Heritage CEMP and the Unexpected Finds Protocol.

There were no unexpected finds of European and other heritage associated with SM-WSA works during the reporting period.

Compliance against the European and Other Heritage objectives and targets are shown in Table 10 below.

Table 11: EOH Objectives and Targets

Objective	Target	Measurement
Minimise disturbance and loss to European or Other Cultural Heritage values	Ensure full compliance with statutory requirements (including general duty to preserve heritage under the AEPR). Compliance with objectives to ensure that environment and heritage items are appropriately considered as outlined in the Land Use Plan in the Airport Plan.	**Objective met**

Enhance public knowledge of the heritage values in the local area	Recognising the European and other heritage values of the site in the detailed design of the airport. Treating heritage items with respect to their identified values.	**Objective met**
Implement agreed management measures for elements of European and other heritage	Compliance with the approved European and Other Heritage CEMP. Compliance with the general duty to preserve heritage under the AEPR.	**Objective met**

4.7 Traffic and Access

Traffic and access are monitored in accordance with the SM-WSA Traffic and Access CEMP and in collaboration with WSA. Roads that surround the airport and are utilised by SM-WSA construction traffic include:

- Badgerys Creek Road
- The Northern Road
- Elizabeth Drive
- Luddenham Road

Traffic is managed so that impact to local traffic is minimised as far as reasonably practical. During the reporting period site access points for SM-WSA have been designed, reviewed and strategically distributed to along the road network surrounding the Airport to assist with minimisation of congestion along the Elizabeth Drive corridor.

Continued interface and traffic coordination is being undertaken with key stakeholders on the wider WSA project including other external projects with regards to traffic and access. Traffic and Access is monitored and discussed in the following forums on a fortnightly basis:

- SM-WSA Led - Traffic Control Working Group
- SM-WSA Representative - Joint Project Integrated Meeting

Compliance against the Traffic and Access objectives and targets are shown in table 11 below:

Table 12: Traffic and Access Objectives and Targets

Objective	Target	Measurement
Maintain communication with the potentially affected local residents, visitors and businesses to minimise disruption	Effective communication of traffic management measures to the local community within specified timeframes to minimise disruption to local residents and other road users.	**Objective Met**
Minimise disturbance to the local and regional road network	Appropriate training on access and haulage routes provided to employees and contractors. Communication with the Traffic Management Centre, Emergency Services and public transport authorities prior to and during changes to the road network	**Objective Met**
Ensure access to the Airport Site does not compromise the safety of the local road network	Safe access onto/from the local network implemented in full consultation with TfNSW	**Objective Met**
Comply with legislation and other requirements	No non-conformance with the requirements of the CEMP	**Objective Met**
Minimise disruption to pedestrians, cyclists and motorists	Measures to be put in place to ensure the minimisation of disruption to pedestrians, cyclists and motorists	**Objective Met**
Ensure Sydney metro construction traffic accesses the arterial network as soon as practicable on route to, and immediately after leaving, the construction site	Enable and ensure Sydney Metro Construction traffic to access the arterial network as soon as practicable on route to and immediately after leaving, the construction site	**Objective Met**
Minimise impacts on route bus operations, routes and stops where possible	Ensure that works cause minimal impact to	**Objective Met**
Minimise changes to traffic operation during network peak periods (maximum peak period construction vehicle volumes should not exceed those outlined in the EIS)	Ensure that minimal changes to traffic operation during network peak periods occur (maximum peak period construction vehicle volumes should not exceed those outlined in the EIS)	**Objective Met**
Maintain access to properties and businesses where possible, or arrange alternative	Where possible, access to properties and businesses must be maintained or an alternative must be arranged	**Objective Met**

Maintain a safe environment for pedestrians and cyclists	Safe environments for pedestrians and cyclists are to be maintained	**Objective Met**
No worker injury accidents during construction	Ensure that all workers are safe during construction and that no injury accidents occur	**Objective Met**
No injury accidents to members of the public because of construction	Ensure that all members of the public are safe and that no injury accidents occur because of construction	**Objective Met**
Work collaboratively with other stakeholders and other major projects to mitigate traffic and transport impacts	Adopt a collaborative approach when working with other stakeholders and other major projects to mitigate traffic and transport impacts	**Objective Met**

4.8 Noise and Vibration

Noise and vibration are monitored in compliance with the SM-WSA Noise and Vibration CEMP.

Activities that have had the potential to generate noise and vibration impacts from SM-WSA scope of works on the Airport include:

- Operation of heavy equipment
- Importation of materials
- Tunnelling

Management actions undertaken jointly by Main Works Contractors and SM-WSA to control and monitor noise and vibration include:

- Comprehensive DNVIS undertaken by the SBT Contractor to assess impacts on sensitive receptors
- Review of noise and vibration parameters
- Review and approval of Out of Hours Work Permits by SM-WSA
- Review and endorsement from WSA in provision of Out of Hours Work Intent to assess cumulative impacts
- Community consultation for events that may cause noise and vibration impacts
- Attended monitoring activities carried out by contractors where required
- Static monitoring by SM-WSA Main Works Contractors

SM-WSA Main Works Contractors have identified the risk of noise and vibration to sensitive receptors as a project risk, and where applicable and appropriate, are working toward continuous improvement by adoption of alternate construction methodologies.

Objectives and Targets are monitored by the WSA Team and are outlined in Table 12.

Table 12: Noise and Vibration Objectives and Targets

Objective	Target	Measurement
Community Management	No noise or vibration-related complaints associated with the project	**Opportunity for Improvement**
	All works are to be undertaken within the designated construction hours or with an out-of-hour work approval	**Opportunity for Improvement**
Statutory compliance	Nil instances of non-compliance with environmental statutory requirements (e.g. infringement notices, clean-up notices, etc.)	**Objective Met**
CEMP compliance	Weekly Environmental Inspections completed	**Objective Met**
	All Environmental Audits completed	**Objective Met**
	All incidents and non-conformances closed out in a timely manner	**Objective Met**
	Implementation of feasible and reasonable noise mitigation measures with the aim of achieving the construction noise management levels detailed in the Interim Construction Noise Guideline (ICNG) (DECC, 2009)	**Opportunity for Improvement**
Plant and Equipment	All plant and equipment maintained in accordance with manufacturers' requirements	**Objective Met**

SM-WSA Contractors conduct noise monitoring from two static monitors on the Eastern boundaries at the closest sensitive receptors, approximate locations are shown in below.

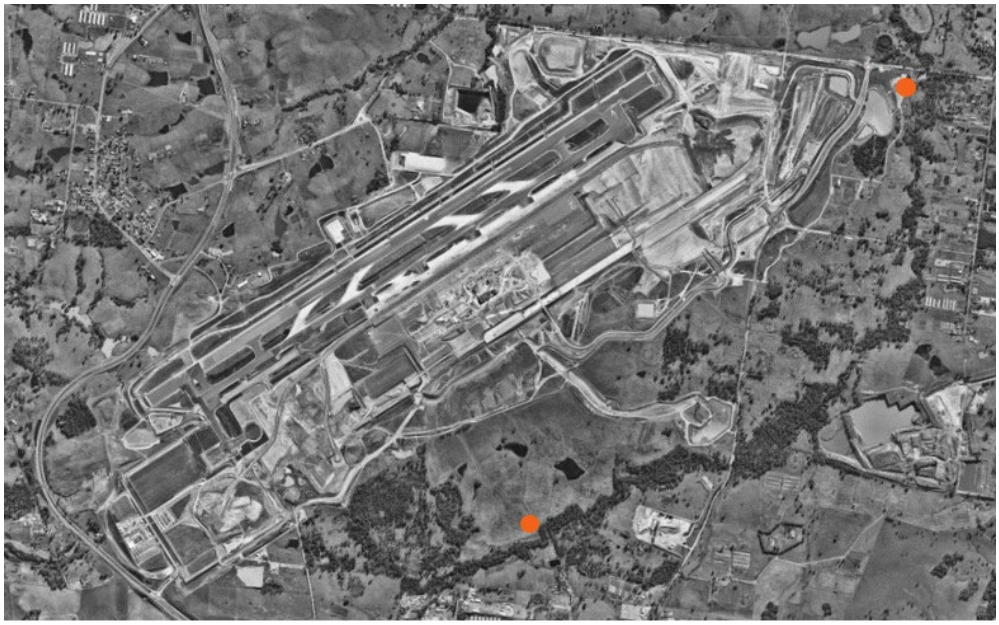

Figure 12: Approximate Noise Monitoring Stations

The construction Noise Management Levels (NML) have been nominated for the project in the SM-WSA Noise and Vibration CEMP.

The project has adopted two criteria to assess impacts against which are detailed in this section:

- LAeq (15 minutes)
- LA10 (15 minutes)

Where construction noise levels are predicted to be above the LAeq NML, all reasonable and practical mitigation measures must be applied. The LAeq NML are shown below and are also consistent with WSA project NMLs:

Table 13: Noise Management Levels

Criteria	LAeq (15 minute) NML
Standard Hours (0700 – 1800)	45 dB(A)
Highly Noise Affected	75 dB(A)

As per the SM-WSA Environmental Impact Assessment airport –

- Construction work is currently being undertaken at the Western Sydney International. Noise generated by these works has been observed to have little impact on the existing noise environment at the nearest sensitive receivers. This observation is consistent with the predicted impacts from the construction noise assessment for Western Sydney International as part of the Western Sydney Airport – Environmental Impact Statement (Department of Infrastructure and Regional Development, 2016b).

Noise monitoring on airport for LAeq (15 minute) is demonstrated below:

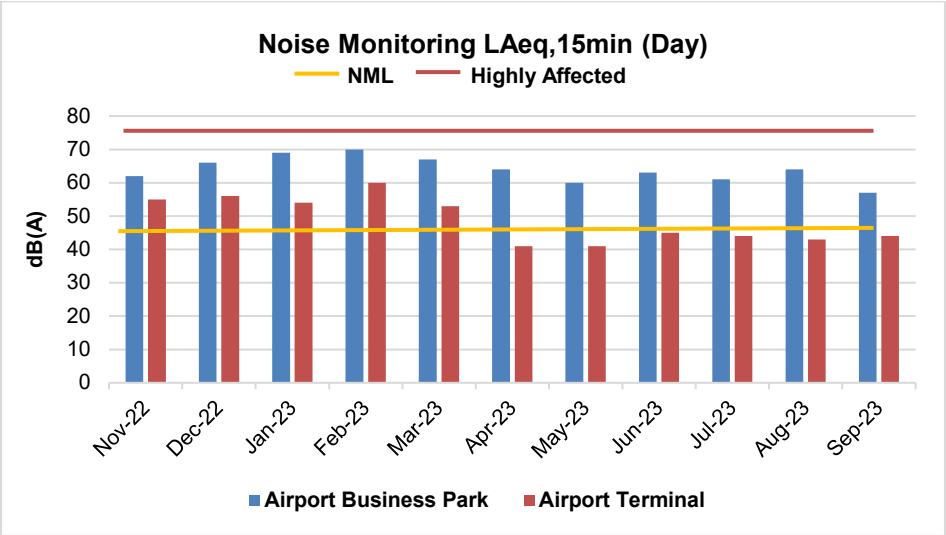

Figure 13: LAeq Noise Monitoring Results (Day)

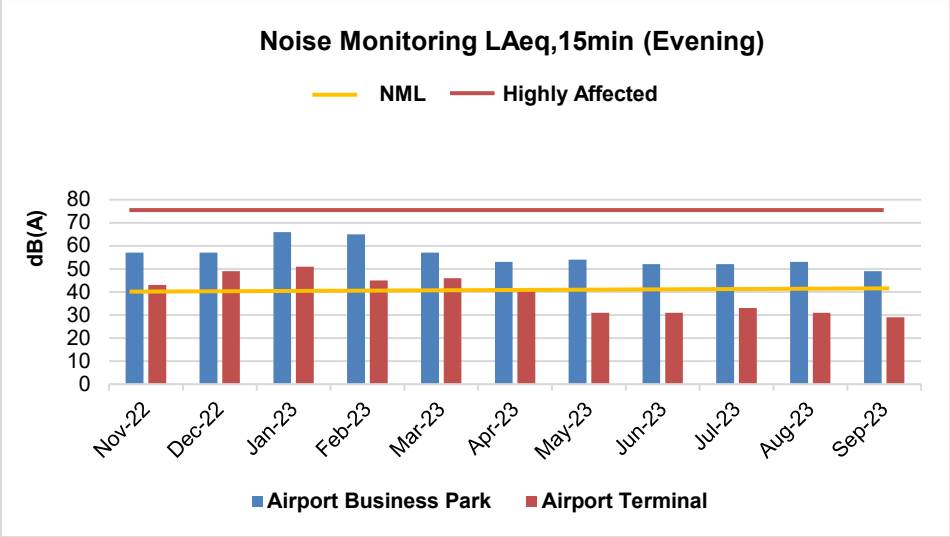

Figure 14: LAeq Noise Monitoring Results (Evening)

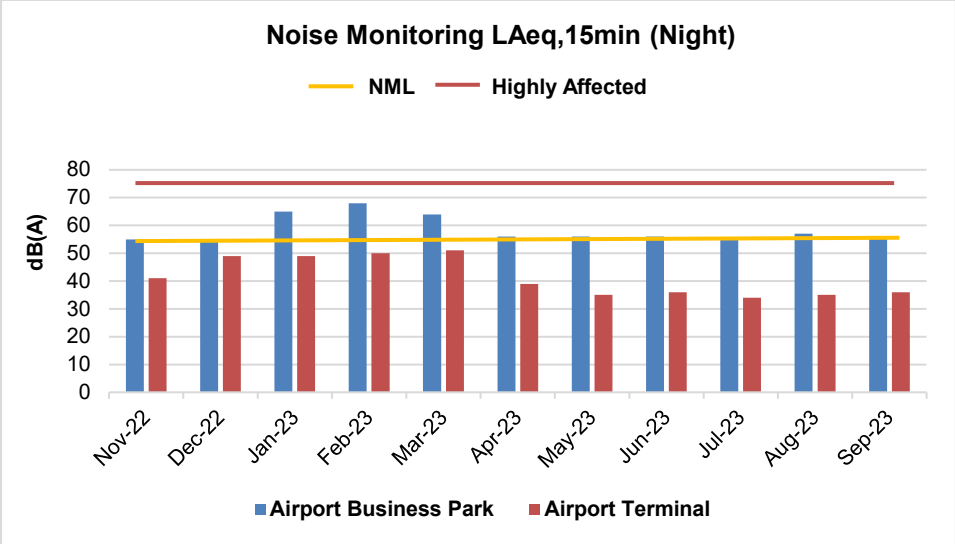

Figure 15: LAeq Noise Monitoring Results (Night)

Initial monitoring requirements were required to be resolved with Main works Contractors to implement monitoring requirements onsite. SM-WSA noise monitoring indicates that the project area is trending with exceedances to the baseline conditions identified in the WSA EIS prior to construction commencement for all NML criteria, with all locations exceeding the LAeq for the NML.

Consistent with Section 2.02 of the AEPR (1997) which nominates the noise criteria for the construction stage of the project are prescribed as below:

- Noise generated from construction, maintenance, or demolition of a building or other structure at an airport should not exceed 75 dB(a), calculated in accordance with subclause (2), at the site of a sensitive receptor
- For sub regulation (1), the sound pressure level of a particular noise is the sound pressure level that is exceeded for 10% of a period of at least 15 minutes, adjusted to take account of tonal character and impulsiveness (if any) of the noise

Criteria for LA10 is detailed below:

Table 14: Construction Noise Limit

Criteria	LA10 (15 minute)
AEPR Construction Noise	**75 dB(A)**

Noise monitoring on airport for LA10 is demonstrated below:

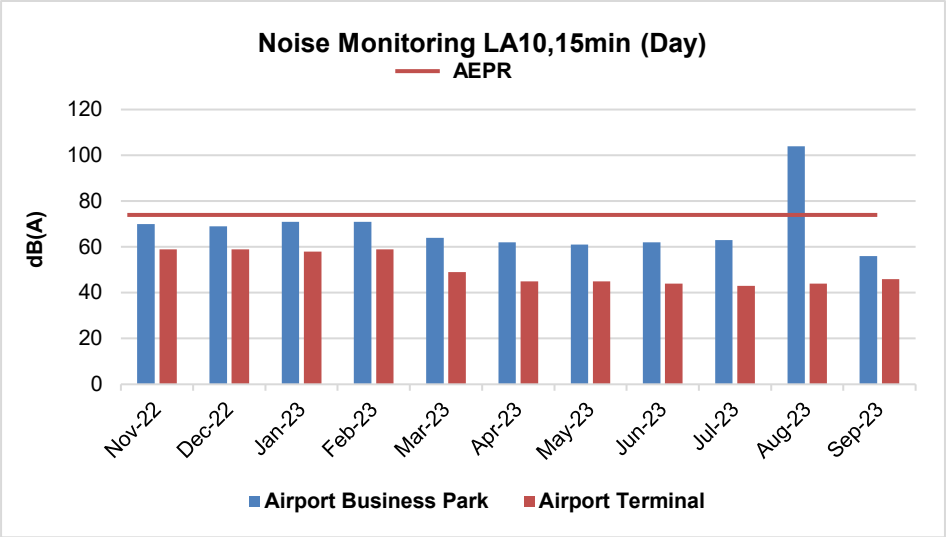

Figure 16: LA10 Noise Monitoring Results (Day)

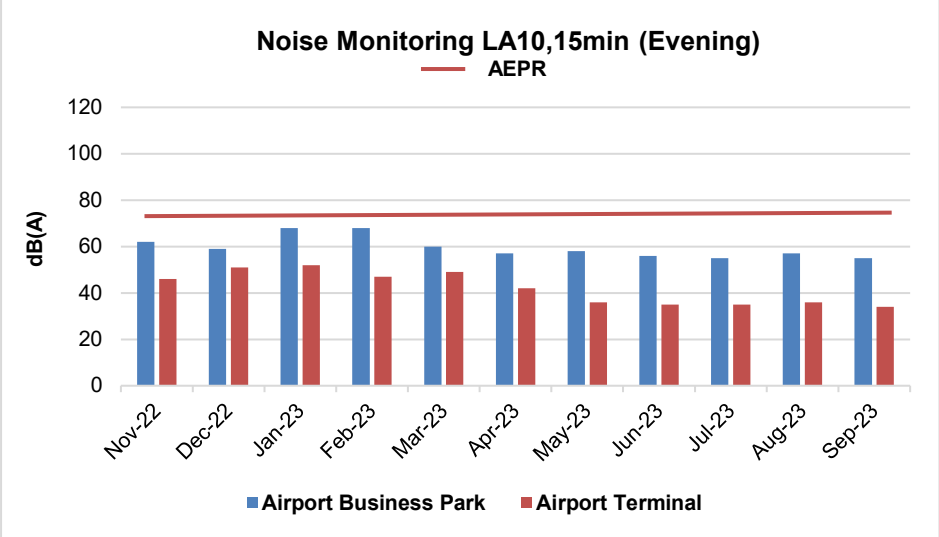

Figure 17: LA10 Noise Monitoring Results (Evening)

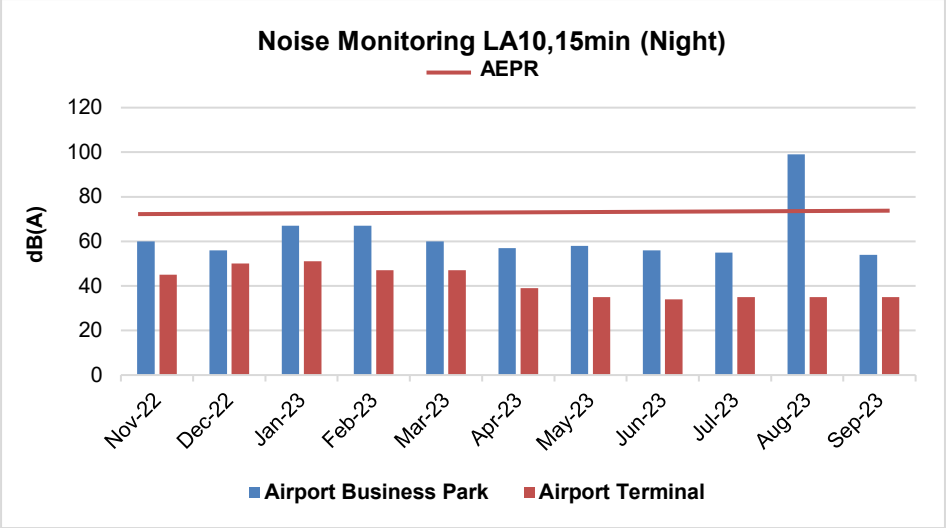

Figure 18: LA10 Noise Monitoring Results (Night)

There have been instances (Aug 23) where due to the location of the static monitor within the construction footprint and not in proximity of the nearest sensitive receptor, exceedances were recorded and attributed to location factors. Once the static monitor was relocated, further monitoring events demonstrated compliance to noise and vibration requirements. During the period all other results during the reporting period were compliant with the AEPR criteria.

4.9 Visual and Landscape

SM-WSA and its Main Works Contractors have commenced undertaking review of the Licensed Area boundaries to ensure compliance with the requirements of the Airport Plan and CEMPs.

Management of visual and landscape impacts of the airport on surrounding amenity the project has been implemented and monitored to include:

- Community complaints related to landscape and visual amenity impacts.
- Out of Hours Work Permits reviewed and approved by both SM Environmental and Community Managers to ensure directional lighting is utilized and light spill is managed to reduce impacts during construction on any sensitive receptors.
- All designs for any permanent infrastructure are reviewed by SM-WSA and WSA to ensure compliance with the visual and amenity requirements under the Airport Plan.

Compliance against the Visual and Landscape Objectives and Targets are shown in Table 15 below.

Table 15: Visual & Landscape Objectives and Targets

Objective	Target	Measurement
Ensure the Airport makes a positive contribution to the changing identity and character of Western Sydney	The airport stations are appropriately integrated into the surrounding region and land uses, taking into account the changing nature of Western Sydney.	**Objective Met**
Landscape and visual amenity impacts minimised during construction	Appropriate landscape treatments are identified and implemented to reduce visual amenity impacts in accordance with this CEMP and detailed design	**Objective Met** **Objective Met**

Impacts associated with light spill during construction will be minimised	All lights where possible to be downward facing and directed away from receivers in accordance with AS4282:1997	
Comply with legislation and other requirements	No non-conformance with the requirements of the CEMP	**Objective Met**

5. Environmental Compliance and Assurance

Environmental compliance within SM-WSA is undertaken by reviewing the compliance requirements of the Airport Plan, CEMF and CEMPs and include the following assurance activities:

- Weekly Contractor Environmental Meetings
- Weekly Inspection Reports
- Internal Audits of contractor compliance
- SM-WSA led audit of contractor performance
- Independent audits of CEMP compliance
- Investigation of incidents
- Permit review, approval and close out

The above activities allow for the joint identification of corrective actions and identification of risk to assure preventative actions can be implemented across all packages of works.

5.1 Incidents

A total of twelve (12) incidents occurred during the reporting period. SM-WSA classifies incidents under the following general categories:

- Class 3 – Minor Impact
- Class 2 – Moderate Impact
- Class 1 – Extreme Impact

Of the twelve (12) incidents that occurred across the reporting period there were nine (9) minor spills of <20L to land, two (2) related to erosion and sediment controls and one (1) chemical spill recorded. There were no Class 1 – Extreme incidents across the project. All notifications were undertaken as required to the AEO and WSA as the ALC. All incidents identified during the reporting period had remedial action occurring within the required timeframes to ensure no further environmental harm was caused.

5.2 Non-Compliances

Four (4) non-compliances were recorded during the reporting period. Notifications were undertaken as required to the AEO and WSA as the ALC. Three (3) were related to non-compliances against approval requirements for Out of Hours Works under the SM-WSA Out of Hour Works (OOHW) Procedure and One (1) related to Dewatering approval requirements.

5.3 Audits

During the reporting period an internal audit of the project's contractor has been undertaken to determine compliance with the SM-WSA CEMPs.

Auditors assessed compliance against CEMP requirements by SM-WSA.

No major corrective actions were identified, one non-compliance was identified in provision of documentation by the subcontractor to SM-WSA.

As required by the Airport Plan, an Independent Audit is planned to be carried out in Q4 2023 in order to assess compliance to the Airport Plan Rail Conditions. This will be captured in the next reporting period.

5.4 Inspections

SM-WSA undertakes weekly joint inspections of SBT, SCAW and SSTOM in accordance with the requirements of project CEMP. This is in addition to the Environmental Reference Group (ERG) monthly inspections. The purpose of the weekly inspection is to monitor, assess and maintain compliance with the Airport Plan and relevant CEMPs and Legislative requirements.

A total of 76 inspections were undertaken over the reporting period with 167 actions raised by SM-WSA for review and close out by the relevant contractor. For the reporting period, SSTOM weekly inspections have not commenced and will be covered in the next reporting period. SM-WSA actively monitors and tracks all of the actions raised and tabulates this data for reporting purposes. 67% of the actions raised related to Soil and Water which is reflective of the initial stage of the project and relate to improvements and maintenance for sediment and erosions controls.

The nature of the actions raised during inspection is demonstrated below:

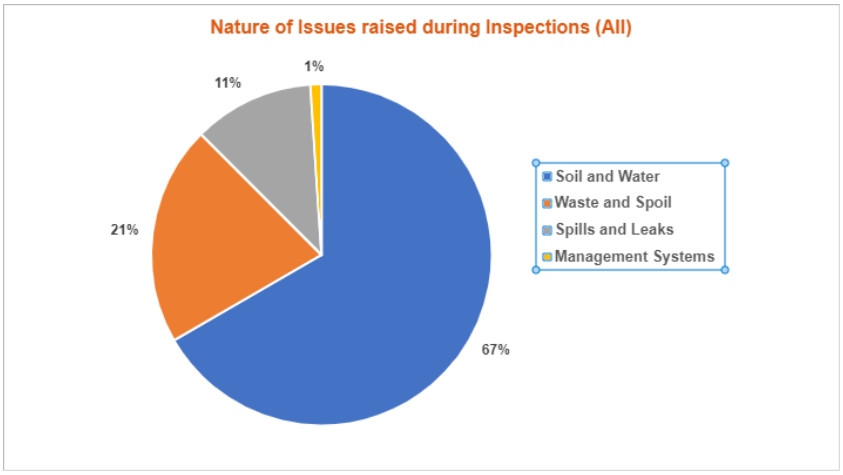

Figure 19: Nature of Issues Raised during Inspections

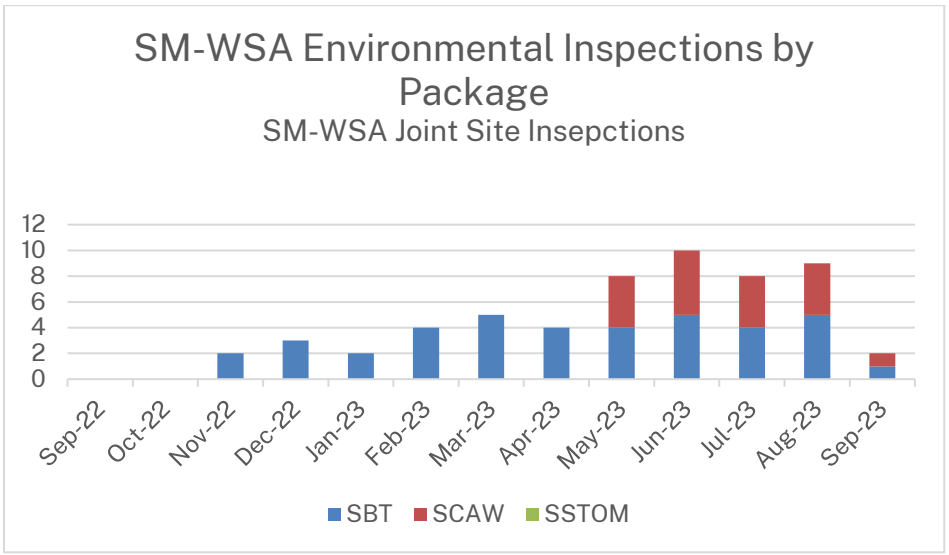

Figure 20: No. Of Inspections Conducted

During the inspections, field controls are jointly reviewed with the Main Works Contractor issued environmental approvals to ensure any conditions contained within are being complied with and include review of:

- Land Disturbance Permits.

- Environmental Control Maps.
- Progressive Erosion and Sediment Control Plans
- Preparatory Activity Approval forms (where work was undertaken in WSA Stage 2 areas).

6. Cumulative Impacts

Cumulative Impacts have been managed on SM-WSA through implementation of the WSA Cumulative Impacts Management Plan (CIP). Compliance tracking and monitoring for all cumulative impacts between WSA and SM-WSA have been a joint collaboration to ensure all requirements of the CIP are implemented across the SM-WSA project throughout the reporting period.

SM-WSA compliance against the objectives and targets for Cumulative Impacts are shown below in Table 16.

Table 16: Cumulative Impacts Objectives and Targets

Objective	Target	Measurement
To meet the full range of requirements identified in this Plan and the Airport Plan relating to cumulative impacts.	Full compliance. Cumulative Impacts Plan training for all personnel relative to roles and responsibilities	**Opportunity for Improvement**
To ensure that all identified cumulative impacts and issues are appropriately managed and mitigated during construction, including through the identification of contingencies should unexpected adverse outcomes occur, or control measures are found to be inadequate.	No regulatory infringements.	**Opportunity for Improvement**
To promote continual improvement in cumulative impacts performance.	Identify and address non-conformances and corrective actions within specific timeframes. Implementation of the continuous improvement process review at every CIP Quarterly Review. Training to be delivered to communicate lessons learnt, and process review and updates for cumulative impacts	**Objective Met**
To ensure that controls are properly implemented, regularly monitored, and audited to assess their effectiveness.	Full compliance with implementation of agreed monitoring and inspection requirements as developed during the CIP Implementation Process.	**Objective Met**
To ensure processes identified fully capture the intent of the CIP.	All cumulative impacts are captured.	**Objective Met**
All Cumulative Impacts identified are appropriately managed and mitigated.	No failure to manage identified cumulative impacts. No regulatory infringements.	**Objective Met**

Mitigation measures identified are adequate to manage identified cumulative impacts.	No additional impacts occur as a result of cumulative impacts or failed mitigation measures.	**Objective Met**
Inclusion of stakeholders.	CIP processes adequately addresses requirement and inclusion of stakeholders. Respond to cumulative impact notification within 24 hours and investigation outcomes within five business days.	**Objective Met**
To manage cumulative impacts collaboratively.	WSA and SM-WSA representatives in attendance at all CIP meetings. Incidents and complaints closed out within the specified timeframes.	**Opportunity for Improvement**

6.1 Implementation of Cumulative Impact Management

On approval of the CIP in April 2022, WSA established a Cumulative Impacts (CI) tracker in order for WSA and SM-WSA to assess all Main Works Contractors baseline schedules/ programs to proactively identify potential cumulative impacts for the next quarter and ensure mitigation measures are implemented to avoid any cumulative impacts. Any confirmed cumulative impacts are registered using the cumulative impacts form and provided to WSA. The CI tracker remains a shared responsibility by SM-WSA and WSA to manage and is reviewed continuously.

Cumulative Impacts across SM-WSA and WSA projects are further reduced through the Out-of-Hours (OOH) process by SM-WSA Contractors providing when planned OOH works are to be undertaken in order to assess against WSA project-wide OOH. Any locations with planned OOH overlaps occurring are tracked and managed closely through interface with project management teams in such a way as to avoid any overlaps, which may have an impact on the surrounding environment and sensitive receivers.

Where environmental monitoring (air quality, noise, and water quality) across SM-WSA and WSA projects have shown any exceedances to the acceptable criteria under the AEPR's. These have been investigated and further monitoring undertaken where required. This data is shared by SM-WSA and WSA to determine whether a CI is identified, or other influences may be impacting results and closed appropriately.

6.2 Forums, Meetings and Reviews

Cumulative Impacts are monitored and mitigated through a number of forums in which SM-WSA and WSA representatives attend.

- SM-WSA Weekly Construction Interface Meetings – All SM-WSA and WSA Main Works Contractors.
- SM-WSA Monthly Cumulative Impacts Control Group (CICG) SM-WSA and WSA Representatives.
- CIP Quarterly Review- alternatively chaired by SM-WSA and WSA for each quarter.
- Annual Joint Review undertaken by WSA and SM-WSA of the CIP within the reporting period to ensure compliance against the requirements of CIP is occurring and identify any opportunities for improvements.
- WSA and SM-WSA have worked collaboratively to undertake reviews of revised SM-WSA Approved Plans including cumulative impacts.

- WSA and SM-WSA review of the CIP suitability and comments provided to WSA for inclusion in revised CIP.
-

6.3 Community Complaints – Cumulative Impacts

For the reporting period, there have been seven (7) community complaints in relation to dust, which have been responded through from a WSA and SM-WSA assessment of cumulative impacts. Once the potential CI complaint is provided to SM-WSA by WSA counterparts, SM-WSA contractors have provided the required information, documents and mitigation measures in place to close out any complaint investigation reports and comply with their obligations under the Airport Plan, CEMPs and contractual agreements.

6.4 Confirmed Cumulative Impacts

For the reporting period, there have been eight (8) confirmed Cumulative Impacts – seven (7) of these are related to air quality and one (1) was in relation to traffic congestion on Badgerys Creek Rd.

All potential cumulative impacts investigations have been undertaken collaboratively by SM-WSA and WSA to address and close out any identified cumulative impacts.

6.5 Cumulative Impacts Training

In order to implement the CIP effectively, CI requirements and training have been provided by WSA to SM-WSA in order to ensure that all SM-WSA personnel actively involved in the planning and delivery of the associated works are aware of the requirements within this plan. Training has been undertaken continuously throughout the reporting period as new packages of works have been awarded on SM-WSA, this includes project-wide CIP training and awareness.

7. Sustainability

7.1 Sustainability Plan

The Sydney Metro - Western Sydney Airport (SM-WSA) Sustainability Plan sets out the vision to demonstrate best-practice sustainability in project delivery and operation. Compliance reporting for the purposes of this Annual Report will be against the January 2022 Sustainability Plan. It is noted that the Sustainability Plan and compliance reporting is for the whole WSA project, including On and Off Airport areas. The Sustainability Plan outlines key objectives aligned to the six sustainability principles set out in the Sydney Metro Sustainability Framework, and the initiatives and targets which will be implemented to achieve these across the WSA project lifecycle.

The six sustainability principles are shown in the figure below. The following section details the WSA sustainability targets associated with each principle and Appendix 1 details how compliance has been met for each of the targets during the reporting period.

Figure 21: Sydney Metro Sustainability Principles

Detailed design and construction are critical project stages for sustainability; many of the initiatives and targets developed during the planning stage are implemented or realised during these stages, with long-lasting positive impacts to be gained from successes. The Environmental Management System (EMS) ensures that the required outcomes are achieved through a collaborative process. Sydney Metro's Environment and Sustainability Statement of Commitment and Sustainability Framework have also been integrated into the EMS. Figure 4.2 outlines this system and shows the relationship between key documents within the Sydney Metro EMS and the Delivery Partner's EMS.

The Sustainability Management Plans, developed for each major construction package by the Delivery Partner, capture governance and design requirements, translating Project-wide targets and initiatives outlined in this Plan to package-specific requirements as per the contract requirements. These plans vary in scope, responding to the specific features of the different delivery packages.

The Sustainability Reports, provided at regular intervals by the Delivery Partners on each major construction package, provide data and qualitative information for assessing progress against the planned initiatives and targets.

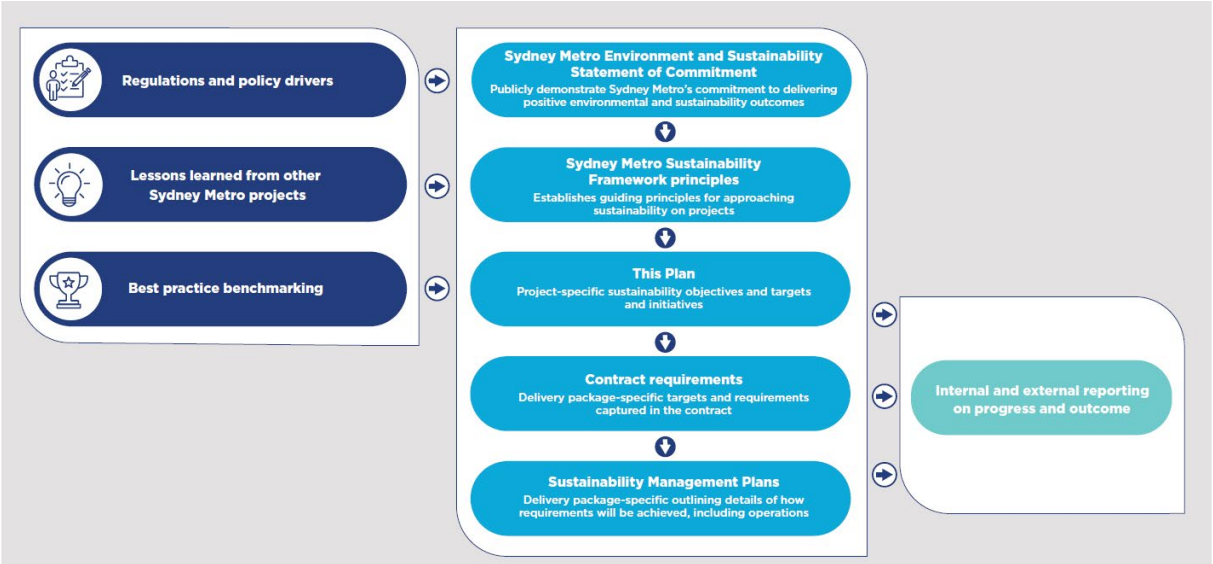

Figure 22: Integrating sustainability into detailed design

7.2 Sustainability Targets

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Sustainability Principle #1: Deliver a world class metro that is environmentally and socially conscious; share knowledge and demonstrate innovation in sustainability.

This principle drives and underpins the other five. By using nationally recognised accreditation tools, such as the Infrastructure Sustainability (IS) Rating Tool, independent third parties can verify the sustainability performance of our projects against best practice industry standards.

Both SBT and SCAW projects are on track to achieve Leading IS Design and As-Built Ratings. In the reporting period the SBT project submitted the first round IS Design Rating to the Infrastructure Sustainability Council (ISC) independent verifiers for review and verification. The SCAW project has submitted the Weightings Assessment and is targeting December 2023 for the first round IS Design Rating submission.

The SM-WSA Sustainability Plan[1] is published on the SM website and includes performance benchmarks for the IS Design and As-Built Base Case Framework as Appendix E of this Plan.

To ensure transparency the annual SM Sustainability Report[2] is published on the SM website and includes WSA's performance against sustainability targets included within the SM-WSA Sustainability Plan. The SBT and SCAW projects do not have buildings, hence the Green Star rating is not relevant for this reporting period. The SSTOM project will address this target in the next reporting period.

The SBT project has achieved IS verification for the following industry recognised innovations:

- Glass Fibre Reinforced Polymer (GFRP) Rockbolt
    - GFRP rock-bolts have been used on SBT within the headwalls at Claremont, St Marys, Aerotropolis, and Bringelly. GFRP have a reduced embodied carbon impact (about 60% lower) than standard steel bolts. GFRP bolts also offer superior durability and a lower environmental impact.
- GuardDog Drain Filter.
    - CPBG is using GuardDog Drain Filter at the SBT St Mary's site as an innovative sediment control mitigation measure. The GuardDog Drain Filter provides benefits beyond the business as usual approach, significantly improving stormwater sediment control and hydrocarbon pollution control onsite. The filter is made from 100% recycled materials.

In addition, the SBT project piloted the updated and revised IS rating credits: Lan-4 Credit and Workforce Category. These two pilots achieved IS innovation verification.

The SCAW project has identified a number of innovations that will be reviewed by ISC in the next reporting period.

To facilitate sustainability-related knowledge sharing, Sydney Metro hold quarterly Sustainability Forums. The forums are attended by project delivery partners and Sydney Metro

[1] (https://www.sydneymetro.info/sites/default/files/2022-02/SM-WSA-Sustainability-Plan.pdf)
[2] (https://www.sydneymetro.info/sites/default/files/2023-01/Sydney_Metro_Sustainability_Report_2022_WCAG.pdf)

Sustainability professionals as well as industry subject matter experts. During the reporting period the SBT, SCAW and Sydney Metro WSA Sustainability Managers attended all of the forums held.

The Sydney Metro WSA Senior Sustainability Manger hosts a quarterly knowledge share with Transport for NSW (TfNSW), Western Sydney Airport Corporation (WSA Co), Western Parkland City Authority (WPCA) and others (as required) to facilitate engagement and collaboration with external stakeholders.

Table 17: Leadership Objectives and Targets

Objective	Target	Measurement
Ensure transparency and assurance of project sustainability outcomes	• Publish performance benchmarks	**• Objective met**
	• Publicly report on performance against targets	**• Objective met**
	• Obtain an Infrastructure Sustainability rating for relevant infrastructure; “Leading” for design and as-built, “Excellent” for operations	**• Objective on track**
	• Obtain at least a 5 Star Green Star rating for relevant buildings and precincts	**• This target is only applicable to the SSTOM project.**
Encourage innovation that delivers sustainability benefits	• Deliver at least five industry recognised innovations	**• Objective on track. 2 out of 5 delivered. Remainder expected to be met in next reporting period.**
Facilitate knowledge sharing and collaboration	• Sydney Metro to facilitate sustainability-related knowledge share sessions within the Project on a quarterly basis	**• Objective met**
	• Engage and collaborate with stakeholders (e.g. other local projects, councils, industry bodies) on sustainability-related matters on a bi-annual basis	**• Objective met**

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Sustainability Principle #2: Integrate a comprehensive climate change response, and drive excellence in low carbon solutions.

SM-WSA addresses climate change, both in terms of adaptation (actions that address the effects of climate change) and mitigation (efforts to reduce or prevent emission of heat-trapping gases).

Adapting to climate change

During the 120-year design life of the Project, hazards relating to changes in the climate will likely increase and worsen. The risks resulting from changes in these hazards are considered through the lens of the Project’s specific vulnerabilities and exposure in the Project’s climate change risk assessment framework. This framework informs understanding of the Project’s risks and allows for adequate planning and adaption to the impacts.

A preliminary risk assessment has been undertaken by SM to inform necessary adaptive measures (that are within the Project’s control) for early design. This assessment and the resulting adaptive measures have been updated and refined throughout the project life cycle by each of the WSA delivery partners for SBT, SCAW and SSTOM in collaboration with SM and relevant external stakeholders. Climate change risks are included in the project risk register and managed through a project-wide risk management process.

The climate change risk assessment includes the best available climate change data for the Project location (including far future projections out to 2100) under a worst case climate scenario, and identifies potential changes to relevant climate variables.

During the reporting period the SBT and SCAW project delivery partners worked collaboratively with Sydney Metro to revise and update the risk assessment as part of the project design process in accordance with the following standards and guidelines:

- Transport for NSW Climate Risk Assessment Guidelines (SD-081)
- Australian Standard: AS 5334-2013: Climate Change Adaptation for Settlements and Infrastructure: A Risk-based Approach (Standards Australia, 2013).
- AS/NZS ISO 31000:2018 Risk Management – Principles and Guidelines and ISO/IEC 31010:2019 Risk Management – Risk assessment techniques
- Infrastructure Sustainability Council (ISC) IS Technical Manual Version 1.2 (ISCA, 2018)
- NSW Government's Climate Risk Ready Guide (Department of Planning, Industry and Environment, 2020)
- Australian Government's Climate Change Impacts & Risk Management – A Guide for Business and Government (Department of the Environment and Heritage – Australian Greenhouse Office, 2006).

There were no inherent or residual rated 'very high' nor 'high' climate change risks for the SBT and SCAW projects.

For the SBT project there were thirteen (13) risks with an inherent risk rating of 'medium' and four (4) risks with an inherent risk rating of 'low'. Following the application of adaptation measures, all risks with an inherent rating of 'medium' have been reassessed as 'low'.

For the SCAW project there were eight (8) risks with an inherent risk rating of 'medium' and six (6) risks with an inherent risk rating of 'low'. Following the application of adaptation measures, all risks with an inherent rating of 'medium' have been reassessed as 'low'.

In the next reporting period the SSTOM project will address the target to capture data on the impacts of, and response to climate-related events on customers, staff, service and infrastructure to enable continuous improvement.

Mitigating climate change

Sydney Metro is committed to minimising the Project's carbon footprint through reducing energy intensity, improving energy efficiency, using on-site and off-site renewables and offsetting residual carbon, to strive towards a net zero carbon emissions approach.

For the Project, net zero carbon emissions can be defined as no net change in carbon (greenhouse gas) emissions in the atmosphere as a result of the infrastructure existing. In practice this means to design, construct and operate the infrastructure in a way which does not result in a net addition of carbon emissions to the atmosphere, including emission generated in activities undertaken and embedded within materials used throughout the Project's life cycle. The WSA project is on track to meet the target to achieve third party net zero carbon emissions certification, additional information will be reported on in the next reporting period.

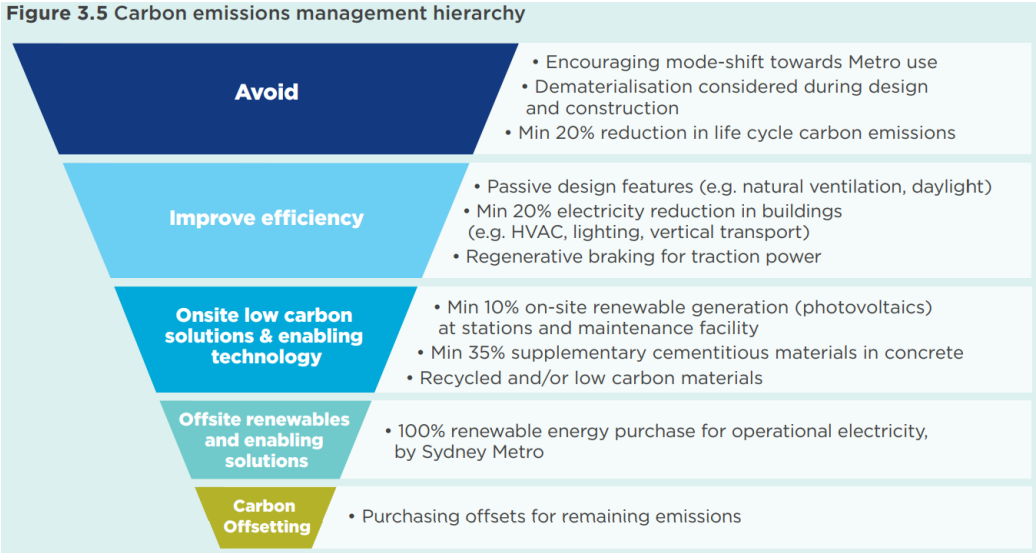

Figure 23: Carbon emissions management

The SBT project has purchased approved offsets for at least 75% of the carbon emissions associated with consumption of fuel and electricity during construction. The offsets are Australian Carbon Credit Units (ACCUs), generated from biodiversity projects located in Western NSW. The project will purchase additional offsets at project completion to ensure that 100% of all Scope 1 and Scope 2 emissions, as defined in National Greenhouse and Energy Reporting (NGER) are offset, as required by the contract.

The SCAW project has purchased approved offsets for at least 75% of the carbon emissions associated with consumption of fuel during construction (noting the SCAW project does not have an electricity connection, and no electricity was used during the reporting period). The offsets are ACCUs, generated from biodiversity projects. The project will purchase additional offsets at project completion to ensure that 100% of all Scope 1 and Scope 2 emissions, as defined in NGER are offset, as required by the contract.

In the next reporting period the SSTOM project will address the targets to: offset emissions associated with construction and operation; report on operational electricity consumption; and achieve at least 20 per cent improvement on the minimum performance requirements stipulated in the National Construction Code (NCC) for stations and relevant buildings.

In the next reporting period, the WSA project will address the target to achieve at least a 20 per cent reduction in carbon emissions across the infrastructure life cycle, when compared to business as usual. Both the SBT and SCAW projects have undertaken modelling and reporting to demonstrate how they have achieved at least a 20% reduction in carbon emissions associated with construction compared to a business as usual base case (SBT is expecting a 24% reduction and SCAW a 37% reduction). This modelling and reporting is being reviewed and will be verified as part of the IS Design and As Built Rating process currently underway.

In the next reporting period the SSTOM project will address the targets to: source electricity required at stations and the stabling facility from on-site renewable energy sources; and safeguard space for electric vehicle and electric bus charging.

Table 18: Climate Change Objectives and Targets

Objective	Target	Measurement
Deliver and operate infrastructure that is resilient to	• Identify and implement adaptation measures to reduce 100 per cent of all very high and high climate risks (to at least a medium)	**Objective met** **Objective met**

the impacts of climate change	• Identify and implement adaptation measures to reduce all medium climate risks as low as reasonably practicable, with at least 50 per cent reduced to low • Capture data on the impacts of, and response to climate-related events on customers, staff, service and infrastructure to enable continuous improvement	**This target is only applicable to the SSTOM project.**
Establish and implement energy efficiency measures	• Report on operational electricity consumption • Achieve at least 20 per cent improvement on the minimum performance requirements stipulated in the National Construction Code (NCC) for stations and relevant buildings	**These targets are only applicable to the SSTOM project.**
Reduce and offset carbon emissions	• Achieve third party net zero carbon emissions certification • Achieve at least a 20 per cent reduction in carbon emissions across the infrastructure life cycle, when compared to business as usual • Offset at least 25 per cent of the carbon emissions associated with consumption of fuel and electricity during construction through the purchase of approved offsets or renewable energy • Source at least 10 per cent of the low voltage electricity required at stations and the stabling facility from on-site renewable energy sources • Target minimum 20 per cent of parking spots safeguarded for electric vehicle (EV) charging points and provision for electric bus charging in suitable locations • Offset 100 per cent of the carbon emissions associated with consumption of electricity during operation • Report on carbon emissions from construction and operations	**Objective on track.** **Objective on track.** **Objective met.** **This target is only applicable to the SSTOM project.** **This target is only applicable to the SSTOM project.** **This target is only applicable to the SSTOM project.** **Objective met.** **(Noting emissions from operations is only applicable to the SSTOM project.)**

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Sustainability Principle #3: Achieve whole-of-life value through efficient use and management of resources

SM-WSA aims to efficiently use and manage resources and reduce the environmental footprint of materials consumed and waste generated. To facilitate this each project has prepared a Sustainability Management Plan which details how sustainability is integrated within the design to use resources efficiently. In addition, the SBT and SCAW project Sustainability Managers held Sustainability in Design workshops to provide additional guidance and encourage collaborative innovative ideas for the project designs.

Water

Water is an increasingly scarce resource. Potable (drinking water quality) and non-potable water, required for construction and operation of the Project is modelled in a water balance study to enable the identification of the best opportunities to use non-potable water instead of potable water and minimise the quantities of both potable and non-potable water used.

Water use (potable and non-potable) during SBT and SCAW construction has been monitored and reported on during the reporting period.

The SBT and SCAW water balance modelling indicates that construction potable water use will be reduced by at least 10% on each project compared to business as usual. Construction water use is being reported on monthly to SM. Monitoring undertaken during the reporting period indicate that the SBT and SCAW projects will reduce potable water use by 16% and 19.5% respectively compared to business-as-usual. This modelling and construction reporting is being reviewed and will be verified as part of the IS Design and As Built Rating process currently underway.

The SBT water balance modelling indicates that the percentage of water use from non-potable sources throughout construction is 19%. The reported data provided to date (September 2023) indicates that the percentage of water used from non-potable sources is 2.5%.

The SCAW water balance modelling indicates that the percentage of water use from non-potable sources throughout construction is 99.6%. For this reporting period data indicates that the percentage of water used from non-potable sources is 91%.

The majority of lifecycle water use is associated with WSA operations. Hence the SSTOM water balance modelling (which will be undertaken in the next reporting period) will demonstrate overall target compliance.

Contractual requirements to reuse at least 80% of concrete production operation water in concrete production at batching plants have been passed through in all relevant sub-contracts for the SBT and SCAW projects. The SBT and SCAW projects do not have onsite batching plants. Evidence of the reuse of at least 80% of concrete production operation water at the off-site precast plants will be provided in the next reporting period.

Waste

The SBT and SCAW projects monitor and report on waste monthly to SM. In the reporting period both SBT and SCAW projects have beneficially reused 100% of reusable spoil.

The SBT and SCAW projects are achieving the target to recycle or beneficially reuse at least 95% of construction and demolition waste. The SBT and SCAW projects are recycling or beneficially reusing 99% and 96% respectively.

The SBT project is achieving an office waste reuse/recycling rate of 19%, below the 60% target. The SBT project is proactively working with their onsite employees about culture change and their waste contractor to improve the reuse/recycling rate. Data provided to date indicates SCAW is recycling or beneficially reusing 40% of office waste below the 60% target. Initiatives to improve the office waste recycling rate as well as reporting accuracy have been implemented and the recycling rate is expected to improve as a result. This is an opportunity for improvement item for both projects.

Materials

To minimise the embodied impacts of concrete, WSA projects are required to use at least 35% supplementary cementitious materials project-wide and prioritise the use of alternate binder systems on non-structural elements.

The SBT project has achieved a very high percentage of supplementary cementitious materials used within the precast tunnel lining segments by using 48% of slag replacement material.

Modelling indicates that the SBT and SCAW projects will achieve 50% and 36% per cent supplementary cementitious materials use respectively. The objective has been met for the SBT and SCAW projects during the reporting period. The SCAW project are experiencing issues that are resulting in less than originally expected supplementary cementitious material use on a number of precast items. This is an opportunity for improvement item for the SCAW project.

To increase the use of recycled materials within the construction industry SM-WSA projects have been encouraged to prioritise products made from recycled content. The following lists some of the recycled content products used in the construction of the:

SBT project:

1. Recycled plastic segment guidance rods have been used onsite (145,000 rods procured)
2. Reused timber dunnage has been used on the project to transport and store the precast segments onsite
3. Guard dog drain filters have been used as an innovative sediment control recycled material product at the St Mary's site

SCAW project:

1. Bidim Green, a geosynthetic material made with Australian recycled plastics has been used in drainage applications on the SCAW Project
2. Use of biodiesel (a renewable fuel sourced from used vegetable oils or animal fats)
3. Replacing manufactured sand used in drainage with recycled crushed glass

The SBT and SCAW projects are achieving the target to minimise the embodied impacts of steel through the use of at least 50% Australian steel, including concrete reinforcing and structural steel. The SBT and SCAW projects are using 81% and 100% of Australian steel respectively.

The SBT and SCAW projects are sourcing 100% of all timber products from either reused timber, post-consumer recycled timber, Forest Stewardship Council or Programme for the Endorsement of Forest Certification certified sources.

Table 19: Resource Management Objectives and Targets

Objective	Target	Measurement
Minimise the use of potable water and maximise opportunities for reuse of non-potable water sources	• Reduce potable water use by at least 10 per cent compared to business-as-usual, and monitor consumption throughout construction and operations	**Objective on track.**
	• Demonstrate at least 33 per cent of water used is from non-potable sources throughout construction and operations	**Opportunity for Improvement for SBT and SCAW.** **Objective on track. (Noting this target is highly influenced by the SSTOM project)**
	• Reuse at least 80 per cent of concrete production operation water in concrete production at on-site and off-site batching plants	**Objective on track.**
	• Reuse at least 80 per cent of train wash water at the stabling	**This target is only applicable to the SSTOM project.**
Minimise waste throughout the project life cycle	• Beneficially reuse 100 per cent of reusable spoil, in accordance with the Spoil Management Hierarchy	**Objective on track.**
	• Recycle or beneficially reuse at least 95 per cent of construction and demolition waste	**Objective on track.**
	• Recycle or beneficially reuse at least 60 per cent of office waste	**Opportunity for Improvement for SBT.** **Objective met for SCAW.**

	• Recycle or beneficially reuse at least 40 per cent of customer waste • Recycle or beneficially reuse at least 80 per cent of maintenance waste	**This target is only applicable to the SSTOM project.** **This target is only applicable to the SSTOM project.**
Reduce materials consumption, reduce the embodied carbon and increase use of recycled materials	• Minimise the embodied impacts of concrete through the use of at least 35 per cent supplementary cementitious materials project-wide and prioritise the use of alternate binder systems on non-structural elements • Prioritise products made from recycled content, with a minimum of six products used in the construction phase	**Objective on track.** **Objective met**
Implement environmentally responsible sourcing practices	• Minimise the embodied impacts of steel through the use of at least 50 per cent Australian steel, including concrete reinforcing and structural steel • Source 100 per cent of all timber products from either reused timber, post-consumer recycled timber, Forest Stewardship Council or Programme for the Endorsement of Forest Certification certified sources	**Objective on track.** **Objective on track.**

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Sustainability Principle #4: Collaborate with key stakeholders to drive a lasting legacy in workforce development, industry participation and sustainable procurement.

SM-WSA aims to collaborate with key stakeholders to drive a lasting legacy in workforce development, industry participation and sustainable procurement. Each project has detailed workforce development, industry participation and procurement requirements to maximise the broader social legacy of the project.

The SBT and SCAW projects provided sustainability training to 2 and 1 identified high impact suppliers during the design phase respectively.

No reported instances of actual or potential environmental or social risk were identified in the SBT nor SCAW project supply chain. Both the SBT and SCAW projects have developed Sustainable Procurement Policies and procedures. In addition, some aspects of sustainable procurement are managed through the use of an analytics database, Bureau Van Dijk, which includes reputational risk criteria.

The SBT and SCAW projects have engaged at least 5 and 3 social enterprises or social benefit organisations during construction. Note the target is for WSA engagement during the construction and operation phases. The majority of project social enterprises or social benefit organisations will be engaged by the SSTOM project. Hence the next reporting period will provide more information on overall compliance, as it will report on compliance of the SBT, SCAW and SSTOM projects.

Table 20: Supply Chain Objectives and Targets

Objective	Target	Measurement
Influence Delivery Partners, subcontractors and materials suppliers	• Provide sustainability training to all high impact suppliers (those that potentially have significant environmental, social or socio-economic impacts)	**Opportunity for improvement**

Increase supply chain transparency and responsibility	• All reported instances of actual or potential environmental or social risk in the supply chain will be investigated • Require environmental product declarations for trains	**Objective on track.** **This target is only applicable to the SSTOM project.**
Deliver a positive workforce development and industry participation legacy	• Engage at least 15 social enterprises or social benefit organisations during construction and operations	**Objective on track.**

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Sustainability Principle #5: Respond to community and customer needs, promote heritage, liveable places and wellbeing for current and future generations

The WSA project aims to respond to community and customer needs, promote heritage, liveable places and wellbeing for current and future generations.

The SSTOM project will address the target to interpret heritage in the next reporting period.

The WSA project has established a Connecting with Country Working Group (Working Group). Sydney Metro is excited to be part of the pilot project for Government Architect NSW's Draft Connecting with Ngura (Country) Framework. A Connecting with Ngura (Country) document has been prepared which outlines the thematic framework to inspire design and generate responses which acknowledge and are respectful and meaningful to the Traditional Custodians and knowledge holders of this Country and its broader Aboriginal communities. The responses to Country arising from this document might find expression in architecture, landscape, public art, sustainability, materials, colour, public events, heritage interpretation, engineering or other activities associated with the WSA project.

'The Dharug people and other close neighbouring groups have obligations to care for the Country where this project will be located. They are the custodians who care for the wellbeing of her systems now and into the future for the coming generations. Dharug people need to heal their Country, and they have a responsibility to care for the people who are on Country.' (Source: Sydney Metro, 2021, Connecting with Ngura (Country) Sydney Metro – Western Sydney Airport)

Sydney Metro supports and anticipates ongoing collaboration between our delivery partners, the Working Group, Aboriginal people and knowledge holders. The SM-WSA Connecting with Country Project has recently been recognised as industry leading and won the 2023 Planning Institute of Australia's (PIA) Planning with Country Award. The project was also a finalist in the Project of the Year Award at the Indigenous Chamber of Commerce Infrastructure Awards.

During the reporting period the Working Group met with the Ecological Restoration Specialist (ERS) team onsite to discuss the proposed approach to landscaping and restoring the corridor. A heartfelt Welcome to Country was given by the Working Group, who then generously shared their cultural knowledge and advice for caring for the land including the importance of water and wildlife in the ecosystem, the opportunities for use of fire and opportunities for involvement of traditional custodians. Positive feedback was received about the ERS's approach to promoting natural regeneration of existing bushland, creating natural habitat using site won materials and focusing on adaptive restoration.

The project's corridor landscaping approach is being developed and throughout the process SM has actively engaged with Aboriginal knowledge holders and the Working Group to develop the

current corridor landscaping approach. During this reporting period Muru Mitigar have been engaged to collect seed for the project's permanent landscaping. To date 2.7kg of native seed has been collected, cleaned and sorted from the project's construction footprint area. This target will be reported on in the next reporting period.

SM-WSA aims to deliver community benefits to local communities that provide positive social outcomes during the Project's construction phase and that continue to benefit local communities and provide positive social outcomes beyond the Project's construction phase.

The SBT and SCAW projects have delivered and are planning to deliver a number of varied initiatives to the local community to meet their needs. Examples of initiatives delivered in the reporting period are listed below:

SBT project:

1. A Bushcare volunteer day working with LandCare and Penrith City Council to enhance an area of Werrington Creek. This was undertaken in August 2023.
2. A school TBM naming competition which engaged 6 local primary schools and included providing an indigenous cultural immersion experience for all the participating schools. This included one special needs school.
3. Providing new furniture at the Wash House, a local community based resource centre for women and children.
4. Providing vouchers to be used at local St Mary's small businesses to promote the local businesses and economy.
5. Donations and sponsorships for a number of local charity organisations.

Further community benefit initiatives are being investigated by each of the WSA projects and will be reported on in the next reporting period.

Table 21: Community Focus Objectives and Targets

Objective	Target	Measurement
Protect and promote Aboriginal and non-Aboriginal heritage and culture	• Each station to include heritage interpretation • Engage with Aboriginal knowledge holders to develop corridor landscaping approach	**This target is only applicable to the SSTOM project. Objective met.**
Promote community and customer wellbeing	• Report on customer centric design at the completion of each design phase for stations, validating that the design meets customer needs, delivers an easy travel experience and addresses each of the nine Transport for NSW satisfaction drivers: timeliness, comfort, ticketing, convenience, accessibility, cleanliness, safety & security, information and customer service • Target 75 per cent of the project surface area (excluding track) to comprise elements which reduce the Urban Heat Island effect, including vegetation and permeable or lighter coloured surfaces • Use Opal data to monitor Metro usage associated with precinct activation approaches	**This target is only applicable to the SSTOM project.** **This target is only applicable to the SSTOM project.** **This target is only applicable to the SSTOM project.**

Enable and promote active transport access and public transport usage	• Each station to include safe and, where possible, weather protected access to bicycle parking and safeguard for future expansion	**This target is only applicable to the SSTOM project.**
Deliver community benefits	• Deliver at least 20 initiatives that benefit local communities and provide positive social outcomes during the Project's construction phase • Deliver at least 20 initiatives that continue to benefit local communities and provide positive social outcomes beyond the Project's construction phase • Ensure delivery of at least 5 per cent affordable housing at precincts with residential development	**Objective on track.** **Objective on track.** **This target is only applicable to the SSTOM project.**

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Sustainability Principle #6: Minimise impacts and take opportunities to provide environmental improvements

Environmental impacts are primarily managed through the Project's Construction Environmental Management Framework (progress is reported in sections above). Targets to: Ensure environmental management plans are established and demonstrate works compliant with these plans; and Target zero major pollution incidents, are on track on the SBT and SCAW projects. The sections above (Sections 6 and 7) provide detailed information on compliance during the reporting period.

During the reporting period significant effort has been made in the design process to reduce impacts to existing vegetation and disturbance to faunal movement.

Biodiversity conservation priorities have been highlighted throughout Project decision making and seed from impacted vegetation has been collected, sorted and preserved for reuse. Sydney Metro have engaged Miru Mittigar to undertake this work to enable the project (at a later stage) to meet the target of: at least 90 per cent and aspiring to 100 per cent of corridor landscaping to use Australian native species, prioritising endemic plants to preserve Cumberland Plains identity in the Western Sydney region.

The target to demonstrate a minimum 5 per cent improvement in ecological value in the corridor area is mainly applicable to the SSTOM project. Further information will be provided in the next reporting period.

The SCAW Contractor must ensure that the viaducts across Blaxland Creek, Unnamed Creek and Cosgrove Creek span the entire creek channel without impacting water flow. The project has been able to reduce impact of a spill through abutment detail from 2(H):1(V) under the viaduct to 3(H):1(V) included in the design to retain greater bank vegetation with benefits to water flow and water quality.

In addition, the SCAW Contractor must ensure that the viaducts across Blaxland Creek, Unnamed Creek and Cosgrove Creek span the entire creek channel without impacting water flow. The design of each viaduct must demonstrate, so far as reasonably practicable, that impacts on the riparian buffers (as detailed in Table 4.2 and Figure 4.1 of the Environmental Impact Statement Technical Paper 3: Biodiversity Development Assessment Report) are avoided; and minimise short term and avoid long term impacts to the riparian buffers. The project has achieved: Riparian buffers at creek crossings achieving a higher total combined ecological value score at tender, (i.e. 0.37 to baseline of 0.32).

Table 22: Environmental Protection Objectives and Targets

Objective	Target	Measurement
Provide and promote green infrastructure and biodiversity	• Demonstrate a minimum 5 per cent improvement in ecological value in the corridor area • Target at least 25 per cent tree canopy cover in precinct areas, and aspire to 40 per canopy cover across the project area* • At least 50 per cent of station and plaza landscaping to use Australian native species* • At least 90 per cent and aspiring to 100 per cent of corridor landscaping to use Australian native species, prioritising endemic plants to preserve Cumberland Plains identity in the Western Sydney region • Integrate water sensitive urban design solutions, including the provision of vegetated swales where feasible and at least 40 per cent surface area around stations and corridor (excluding track) to be permeable	**•This target is mainly applicable to the SSTOM project.** **• This target is only applicable to the SSTOM project.** **• This target is only applicable to the SSTOM project.** **• Objective on track.** **• This target is only applicable to the SSTOM project.**
Minimise environmental impact	• Ensure environmental management plans are established, and demonstrate works compliant with these plans • Target zero major pollution incidents	**• Opportunity for Improvement** **• Objective met**

8. Community Communications Strategy

8.1 Complaints resolution

Sydney Metro – Western Sydney Airport maintains an open line of communication between the project and its stakeholders via:

- 24-hour 1800 number
- A postal address
- Sydney Metro website
- Sydney Metro email.

Our process for dealing with complaints is to provide an initial response to the stakeholder within two hours. The complaint is then investigated by the responsible contractor and corrective actions put in place where applicable. The stakeholder is informed about the outcomes of the investigation and mitigation methods implemented.

In the reporting period of September 2022 to September 2023, we received 5 complaints related to the SM-WSA project on Airport Land.

The complaints received related to the following topics:

- Safety – Construction
- Notification of work
- Noise & Vibration – OOHW

- Utility - Supply interruptions
- Air Quality
- Traffic, Transport & Parking
- Water & soil management
- Structure design
- Visual amenity

SM-WSA utilised Consultation Manager software to register and track all stakeholder interactions and generate reports that are sent to relevant teams. Regular reporting is conducted weekly and monthly.

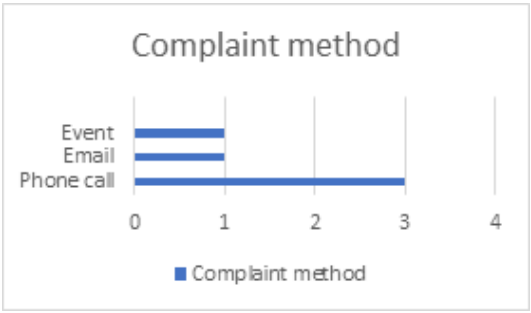

Figure 24: Complaints Reporting Method

Appendices

Appendix 1: Airport Plan Conditions of Approval compliance table

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6	**Rail Conditions**		
3.11.6.37	**Rail Preparatory Activities**		
3.11.6.37.1	If an Approver determines that an activity for the Rail Development is a Preparatory Activity for paragraph (e) of the definition of 'Preparatory Activities', the Approver may require the Rail Authority to prepare and submit for approval a plan in relation to the carrying out of that Preparatory Activity.	All SM-WSA Approved Plans for Construction – Construction (Rail) Plan, CEMP's were approved prior to main works commencing as such Preparatory Activities have only been undertaken within WSA Stage 2 locations. These have been approved by WSA and are consistent with project approvals and requirements	Compliant
3.11.6.37.2	In carrying out a Preparatory Activity for the Rail Development, the Rail Authority must:	-	
3.11.6.37.2a	(a) implement any plan approved in accordance with subcondition (1), except to the extent that the plan is inconsistent with any subsequently approved Rail CEMP or the	All preparatory activities carried out on SM-WSA in WSA Stage 2 locations have been consistent with SM-WSA Approved Plans and WSA Approved Plans.	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
	approved Construction (Rail) Plan; and		
3.11.6.37.2b	(b) not act inconsistently with any approved Rail CEMP or the approved Construction (Rail) Plan. *Note: Preparatory Activities can generally commence before all Rail CEMPs are approved. If a Rail CEMP has been approved, however, Preparatory Activities must not be carried out inconsistently with the approved Rail CEMP.*	All preparatory activities completed following approval of the CEMPs and Construction Plan on SM-WSA in WSA Stage 2 locations were not undertaken inconsistently with the Approved Plans.	Compliant
3.11.6.38	**Construction (Rail) Plan**		
3.11.6.38.1	The Rail Authority must not commence Rail Construction Works until a Construction (Rail) Plan for the Airport Site and Associated Sites has been prepared and approved in accordance with this condition.	Main Construction did not occur prior to the approval of the Construction Plan on SM-WSA. Construction (Rail) Plan Rev 4 approved 10/03/22, Rev 5 approved 14/08/23 and is available at: https://www.sydneymetro.info/sites/default/files/2023-08/SM-WSA%20%28On%20-%20Airport%29%20-%20CRP%20Rev%2005.pdf	Compliant
3.11.6.38.2	The Rail Authority must:	-	
3.11.6.38.2a	a) prepare; and	Construction (Rail) Plan prepared and approved in accordance with the requirements of the Airport Plan. This is addressed throughout the Construction (Rail) Plan.	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6.38.2b	b) submit to an Approver for approval; a Construction (Rail) Plan in relation to the carrying out of the Rail Development.	Construction (Rail) Plan Rev 4 approved 10/03/22, Rev 5 submitted to the Approver on 13/07/23 and approved 14/08/23 and most current Construction (Rail) Plan available at: https://www.sydneymetro.info/sites/default/files/2023-08/SM-WSA%20%28On%20-%20Airport%29%20-%20CRP%20Rev%2005.pdf	Compliant
3.11.6.38.3	The criteria for approval of the Construction (Rail) Plan are that an Approver is satisfied that the Construction (Rail) Plan:	Provided to SM-WSA in Approvals letter within Construction (Rail) Plan Rev 5 approved 14/08/23 and available at: https://www.sydneymetro.info/sites/default/files/2023-08/SM-WSA%20%28On%20-%20Airport%29%20-%20CRP%20Rev%2005.pdf	Compliant
3.11.6.38.3a	(a) sets out: (i) the program and timetable for carrying out the Rail Development; (ii) details of the construction methodology to be used for carrying out the Rail Development; (iii) details, not inconsistent with the Land Use Plan in Part 2 of the Airport Plan, of the size and location of the parts of the Airport Site or an Associated Site on which Rail Construction Works are planned to occur; and (iv) measures to avoid or minimise, to the extent possible, impacts on	Construction (Rail) Plan Section 4 Construction methods sets out the program for SM-WSA works. Construction (Rail) Plan Section 10 addresses Compliance with the Land Use Plan inclusive of Land Use Categories, BD2 Business Development (Reservation) and AD4 Aviation Reservation. Vegetation clearing for SM-WSA is defined in Section 8.2 of the Construction (Rail) Plan and denotes no other clearing is permissible on Airport. No go zones and project boundary fencing have ensured biodiversity values are retained.	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
	parts of the Airport Site that have important biodiversity values that are outside of the Construction Impact Zone and Rail Construction Impact Zone;		
3.11.6.38.3b	(b) is consistent with the Construction Plan; and	Stakeholder review undertaken with WSA to ensure consistency with WSA Construction Plan on 11/07/23 and endorsement provided to SM-WSA.	Compliant
3.11.6.38.3c	(c) is otherwise appropriate.	Construction (Rail) Plan Rev 4 approved 10/03/22, Rev 5 submitted to the Approver on 13/07/23 and received approval 14/08/23.	Compliant
3.11.6.38.5	The approved Construction (Rail) Plan may provide for Rail Construction Works to be carried out in phases that commence at different times for different parts of the Airport Site or an Associated Site. If it does, the Rail Authority may prepare a CEMP in relation to one or more phases, and the criteria for approval of such a CEMP are taken to exclude any matter irrelevant to the phases for which approval is sought. A variation to a CEMP must be submitted for approval	Construction (Rail) Plan Section 4 Construction methods sets out the program for SM-WSA works. Within the reporting period, variation to a CEMP was submitted for approval in accordance with condition 49 (Variation of Approved Plans) on 13/07/23, prior to commencement of any new phase.	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
	in accordance with condition 49 (Variation of Approved Plans), prior to commencement of any new phase.		
3.11.6.39	**Rail Construction Environmental Management Plans**		
3.11.6.39.1	The Rail Authority must not:	-	-
3.11.6.39.1a	a) commence Rail Construction Works until each and all of the CEMPs specified in paragraph (2) have been prepared and approved in accordance with this condition; or	All Rail Rev 5 CEMP's were submitted to the Approver on 21/02/22 and approved 10/02/22, All Rail Rev 6 CEMP's were submitted to the Approver on 13/07/23 and approved 10/02/23.	Compliant
3.11.6.39.1b	(b) carry out any Rail Development inconsistently with any of the approved Rail CEMPs.	All Construction works approved under the Rail Development have been carried out in accordance with the Approved Rail CEMP's. These have been provided to all Main Works Contractors and reflected in their On Airport Compliance Reports.	Compliant
3.11.6.39.2	The Rail Authority must prepare and submit to an Approver for approval;	All Rail Rev 5 CEMP's were submitted to the Approver on 21/02/22 and approved 10/02/22, All Rail Rev 6 CEMP's were submitted to the Approver on 13/07/23 and approved 10/02/23.	Compliant
3.11.6.39.2a	(a) a Noise and Vibration CEMP;	Noise and Vibration CEMP Rev 5 approved 10/03/22. Noise and Vibration CEMP Rev 6 approved 14 August 2023 and is available on the SM-WSA website at the following location: https://www.sydneymetro.info/sites/default/files/2023-08/SM-WSA%20%28On%20-%20Airport%29%20-%20NVMP%20Rev%2006.pdf	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6.39.2b	(b) a Biodiversity CEMP;	Biodiversity CEMP Rev 5 approved 19/04/22. Noise and Vibration CEMP Rev 6 approved 14 August 2023 and is available on the SM-WSA website at the following location: https://www.sydneymetro.info/sites/default/files/2023-08/SM-WSA%20%28On%20-%20Airport%29%20-%20BMP%20Rev%2006.pdf	Compliant
3.11.6.39.2c	(c) a Soil and Water CEMP;	Soil and Water CEMP Rev 5 approved 10/03/22. Soil and Water CEMP Rev 6 approved 14 August 2023 and is available on the SM-WSA website at the following location: https://www.sydneymetro.info/sites/default/files/2023-08/SM-WSA%20%28On%20-%20Airport%29%20-%20SWMP%20Rev%2006.pdf	Compliant
3.11.6.39.2d	(d) a Traffic and Access CEMP;	Traffic and Access CEMP Rev 5 approved 10/03/22. Traffic and Access CEMP Rev 6 approved 14 August 2023 and is available on the SM-WSA website at the following location: https://www.sydneymetro.info/sites/default/files/2023-08/SM-WSA%20%28On-Airport%29%20-%20TAMP%20Rev%2006.pdf	Compliant
3.11.6.39.2e	(e) an Air Quality CEMP;	Air Quality CEMP Rev 5 approved 10/03/22. Air Quality CEMP Rev 6 approved 14 August 2023 and is available on the SM-WSA website at the following location: https://www.sydneymetro.info/sites/default/files/2023-08/SM-WSA%20%28On%20-%20Airport%29%20-%20AQMP%20Rev%2006.pdf	Compliant
3.11.6.39.2f	(f) an Aboriginal Cultural Heritage CEMP;	Aboriginal Cultural Heritage CEMP Rev 5 approved 10/03/22. Aboriginal Cultural Heritage CEMP Rev 6 approved 14 August 2023 and is available on the SM-WSA website at the following location: https://www.sydneymetro.info/sites/default/files/2023-08/SM-WSA%20%28On%20-%20Airport%29%20-%20ACHMP%20Rev%2006.pdf	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6.39.2g	(g) a European and Other Heritage CEMP;	European and Other Heritage CEMP Rev 5 approved 10/03/22. European and Other Heritage CEMP Rev 6 approved 14 August 2023 and is available on the SM-WSA website at the following location: https://www.sydneymetro.info/sites/default/files/2023-08/SM-WSA%20%28On%20-%20Airport%29%20-%20EOHMP%20Rev%2006.pdf	Compliant
3.11.6.39.2h	(h) a Waste and Resources CEMP; and	Waste and Resources CEMP Rev 5 approved 10/03/22. Waste and Resources CEMP Rev 6 approved 14 August 2023 and is available on the SM-WSA website at the following location: chhttps://www.sydneymetro.info/sites/default/files/2023-08/SM-WSA%20%28On%20-%20Airport%29%20-%20WRMP%20Rev%2006.pdf	Compliant
3.11.6.39.2i	(i) a Visual and Landscape CEMP in relation to the carrying out of the Rail Development.	Visual and Landscape CEMP Rev 5 approved 10/03/22. Visual and Landscape CEMP Rev 6 approved 14 August 2023 and is available on the SM-WSA website at the following location: https://www.sydneymetro.info/sites/default/files/2023-08/SM-WSA%20%28On%20-%20Airport%29%20-%20VLMP%20Rev%2006.pdf	Compliant
3.11.6.39.3	The criteria for approval of each of the Rail CEMPs are that an Approver is satisfied that:	-	-
3.11.6.39.3a	(a) the CEMP complies with the mitigation measures and other requirements set out in Table 8-1 and Table 8-3 of the EIA which are relevant to that CEMP;	Table 4-4 and Table 7-1 of the WR CEMP details how Table 8-1 and Table 8-3 of the EIA has been taken into account. Table 4-4 and Table 7-1 of the AQ CEMP details how Table 8-1 and Table 8-3 of the EIA has been taken into account. Table 4-4 and Table 7-1 of the ACH CEMP details how Table 8-1 and Table 8-3 of the EIA has been taken into account. Table 4-6 and Table 7-1 of the BIO CEMP details how Table 8-1 and Table 8-3 of the EIA has been taken into account. Table 4-4 and Table 7-1 of the EOH CEMP details how Table 8-1 and Table 8-3 of the EIA has been taken into account. Table 4-5 and Table 9-1 of the NV CEMP details how Table 8-1 and Table 8-3 of the EIA has been taken into account.	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
		Table 4-5 and Table 7-1 of the SW CEMP details how Table 8-1 and Table 8-3 of the EIA has been taken into account. Table 4-4 and Table 7-1 of the VL CEMP details how Table 8-1 and Table 8-3 of the EIA has been taken into account. Table 4-5 and Table 7-1 of the VL CEMP details how Table 8-1 and Table 8-3 of the EIA has been taken into account.	
3.11.6.39.3b	(b) the Rail Authority, in preparing the CEMP has taken into account any performance outcomes specified in Table 8-2 of the EIA which are relevant to that CEMP; and	Section 7 of the WR CEMP details how Table 8-2 of the EIA has been taken into account. Section 7 of the AQ CEMP details how Table 8-2 of the EIA has been taken into account. Section 7 of the ACH CEMP details how Table 8-2 of the EIA has been taken into account. Section 7 of the BIO CEMP details how Table 8-2 of the EIA has been taken into account. Section 7 of the EOH CEMP details how Table 8-2 of the EIA has been taken into account. Section 9 of the NV CEMP details how Table 8-2 of the EIA has been taken into account. Section 7 of the SW CEMP details how Table 8-2 of the EIA has been taken into account. Section 7 of the VL CEMP details how Table 8-2 of the EIA has been taken into account. Section 7 of the VL CEMP details how Table 8-2 of the EIA has been taken into account	Compliant
3.11.6.39.3c	(c) the CEMP is otherwise appropriate.	All Rev 5 CEMPs reviewed by WSA and approved by an Approver 10/03/22, Rev 5 reviewed by WSA on 11/07/23, endorsed and submitted to the Approver on 13/07/23, receiving approval 14/08/23.	Compliant
3.11.6.39.4	The Rail Authority must ensure that:	-	-
3.11.6.39.4a	(a) a Rail CEMP is to the extent possible, consistent with a CEMP of the Site Occupier; and	All SM-WSA CEMP's were developed noting the requirement for consistency with the WSA CEMP. All CEMP's have been reviewed in line with this requirement and is demonstrated throughout all SM-WSA CEMP's	Compliant
3.11.6.39.4b	(b) no Rail CEMP is inconsistent with the approved Construction (Rail) Plan.	The project details and scope of works of each CEMP references the Construction (Rail) Plan and is referenced in each CEMP.	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6.40	**Rail Community Communications Strategy**		
3.11.6.40.1	The Rail Authority must not:		
3.11.6.40.1a	(a) commence Rail Construction Works until a Community Communications Strategy has been prepared and approved in accordance with this condition; or	Overarching Community Communications Strategy (OCCS)- https://www.sydneymetro.info/media/document/35761	Compliant
3.11.6.40.1b	(b) carry out any Rail Development inconsistently with the approved Community Communications Strategy.	Overarching Community Communications Strategy (OCCS)- https://www.sydneymetro.info/media/document/35761	Compliant
3.11.6.40.2	The Rail Authority must:		
3.11.6.40.2a	(a) prepare; and	Overarching Community Communications Strategy (OCCS) Rev 2.2 was submitted to the Approver on 3/02/22 and approved 22/04/22. The revised document requirements are being completed to submit to the Approver for approval in December 2023. -https://www.sydneymetro.info/media/document/35761	Compliant
3.11.6.40.2b	(b) submit to an Approver for approval; a Community Communications Strategy in relation to the construction of the Rail Development.	OCCS final version was reviewed and approved 28 July 2022	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6.40.3	The criteria for approval of the Community Communications Strategy are that an Approver is satisfied that the Community Communications Strategy:	-	-
3.11.6.40.3a	(a) identifies relevant communities, individuals or organisations to be consulted during construction;	Community demographics Sydney Metro uses area demographics and census data to better understand the communities in which we operate. The information we gather ensures we provide accessible information to people from all backgrounds including: • people with languages other than English (LOTE) • culturally and linguistically diverse communities (CALD) • vulnerable and marginalised groups • Aboriginal and Torres Strait Islander Communities (ATSI) • diverse communities.	Compliant
3.11.6.40.3b	(b) identifies procedures for the regular distribution of information;	• Newsletters • Sydney Metro direct mail email updates • Construction email updates • Fact sheets • Photography and videography • Information videos • Site signage and hoarding banners • CALD Newsletters and fact sheets	Compliant
3.11.6.40.3c	(c) identifies procedures for the community to provide feedback and to resolve issues	• Community information line • Community email address • Community post box • CALD Translation services	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6.40.3d	(d) is otherwise appropriate	Overarching Community Communications Strategy (OCCS) Rev 2.2 was submitted to the Approver on 3/02/22 and approved 22/04/22	Compliant
3.11.6.40.4	The Rail Authority must write a statement to the Approver specifying that the Rail Authority is satisfied that the Community Communications Strategy complies with the requirements set out in subcondition (3) every 12 months after the Community Communications Strategy is approved.	The OCCS was revised in August 2022. While the document has been loaded onto the SM-WSA documents and library online, the revised OOCS was not identified as requiring Commonwealth approval in the reporting period required. The revised document requirements are being completed to submit to the Approver for approval in the next reporting period.	Non-compliant
3.11.6.40.5	When a statement under subcondition (4) is provided to the Approver, the Rail Authority must also provide the Approver a mark-up of all variations to the Community Communications Strategy in the past 12 months.	A marked-up revision of the OCCS has not been provided to the Approver for approval in line with 3.11.6.40.4 for the reporting period.	Non-complaint
3.11.6.40.6	This condition ceases to have effect 12 months after the end of the Rail Construction Period.	-	Not Triggered
3.11.6.41	**Rail Sustainability Plan**		

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6.41.1	The Rail Authority must not:	-	-
3.11.6.41.1a	(a) commence Rail Construction Works until a Sustainability Plan has been prepared and approved in accordance with this condition; or	Sydney Metro has prepared a linewide Sustainability Plan which was submitted to the Approver on 17/01/2022 and approved on 21/04/2022 for use on Airport. The SBT and SCAW projects have each prepared a Sustainability Management Plan that aligns with the objectives and targets set out in the WSA Sustainability Plan.	Compliant
3.11.6.41.1b	(b) carry out any Rail Development inconsistently with the Approved Sustainability Plan.	Compliance with the Sustainability Plan and Sustainability Management Plans is monitored and reported on. In addition, internal and external audits are undertaken to assess compliance and identify opportunities for improvement.	Compliant
3.11.6.41.2	The Rail Authority must:	-	-
3.11.6.41.2a	(a) prepare; and	The SM-WSA Sustainability Plan was prepared and submitted to the Approver on 17/01/2022.	Compliant
3.11.6.41.2b	(b) submit to an Approver for approval; a Sustainability Plan in relation to the construction of the Rail Development.	The SM-WSA Sustainability Plan was prepared and submitted to the Approver on 17/01/2022 and approved on 21/04/2022 and can be located at: https://www.sydneymetro.info/sites/default/files/2022-02/SMWSA-Sustainability-Plan.pdf	Compliant
3.11.6.41.3	The criteria for approval of the Sustainability Plan are that an Approver is satisfied that the Sustainability Plan complies with the requirements in section 8.2.4, Table 8-2 and	The SM-WSA Sustainability Plan has been reviewed and approved by the department in accordance with the project's environmental approvals process and is consistent with SM-WSA EIA requirements.	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
	Table 8-3 of the EIA, and is otherwise appropriate.		
3.11.6.42	**Cumulative Impacts Plan**		
3.11.6.42.1	The Rail Authority must not commence Rail Construction Works until a Cumulative Impacts Plan has been approved in accordance with this condition.	WSA have provided an approved Cumulative Impacts Plan Rev J approved 19/04/2022 to SM-WSA and can be located at: https://westernsydney.com.au/sites/default/files/202207/WSA_Cumulative%20Impacts%20Plan.pdf	Compliant
3.11.6.42.2	The ALC must:	-	-
3.11.6.42.2a	(a) prepare; and	ALC Deliverable	-
3.11.6.42.2b	(b) submit to an Approver for approval; a Cumulative Impacts Plan in relation to cumulative impacts arising from the concurrent construction of the Airport Stage 1 Development and the Rail Development.	ALC Deliverable	-
3.11.6.42.3	The criteria for approval of the Cumulative Impacts Plan are that an Approver is satisfied that the Cumulative Impacts Plan:	ALC Deliverable	-
3.11.6.42.3a	(a) sets out:	ALC Deliverable	-

Approval Condition ID	Condition	Compliance Details	Compliance Status
	(i) co-ordination and consultation requirements between the following stakeholders as relevant to manage the interface of projects under construction at the same time: the ALC, the Rail Authority, Transport for NSW, Western Parkland City Authority, Sydney Water, emergency service providers and utility providers; (ii) the responsibility for management of the impacts set out in the Cumulative Impacts Plan; (iii) the relevant environmental management framework relating to construction of the Airport Stage 1 Development and the Rail Development; and (iv) the process for proactively identifying and managing cumulative impacts;		
3.11.6.42.3b	(b) has been prepared in consultation with the Rail Authority; and	Consultation with SM-WSA was undertaken during development of the Cumulative Impacts Plan and remains ongoing.	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6.42.3c	(c) is otherwise appropriate.	Consultation with SM-WSA was undertaken during development of the Cumulative Impacts Plan and remains ongoing. Cumulative Impacts Plan Rev J was approved by the Approver on 19 April 2022.	Compliant
3.11.6.42.4	Each of the Rail Authority and the ALC must not act inconsistently with the approved Cumulative Impacts Plan.	All Approved CEMP's detail requirements of the Cumulative Impacts Plan including the Construction (Rail) Plan.	Compliant
3.11.6.43	**Rail Biodiversity Offsets**		
3.11.6.43.1	The Rail Authority must not commence Rail Development until the Staging Report has been submitted in accordance with subconditions (3) and (4), and the Rail Biodiversity Offset Strategy has been approved in accordance with subconditions (5), (6) and (7).	The Biodiversity Staging Report and Biodiversity Offset Strategy was submitted on 3/11/21 for on-airport lands and was approved with no further comments on 3/12/21.	Compliant
3.11.6.43.2	Clearing of plant community types, threatened ecological communities, or threatened species must not exceed the amounts specified in the Biodiversity Development Assessment Report at Appendix C of the EIA.	All vegetation clearing has been carried out in with the Rail Biodiversity Offset Strategy and has not exceeded the amounts specified in the Biodiversity Development Assessment Report at Appendix C of the EIA. This is addressed in Section 4.3 of this report.	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6.43.3	The Rail Authority must:	-	-
3.11.6.43.3a	(a) prepare; and	Airport Biodiversity Staging Report was submitted to DAWE on 9/03/2022 and approved 29/03/2022.	Compliant
3.11.6.43.3b	(b) submit to an Approver for information; a Staging Report in relation to the construction of the Rail Development.	Airport Biodiversity Staging Report was submitted to DAWE 9/03/2022, approved 29/03/2022 and provided to Commonwealth for information.	Compliant
3.11.6.43.4	The Staging Report must set out:	-	-
3.11.6.43.4a	(a) how the construction of the Rail Development will be staged, including details of vegetation clearing and other activities to be carried out in each stage;	Addressed in Section 3-Project Staging of the Airport Biodiversity Staging Report.	Compliant
3.11.6.43.4b	(b) mapping and delineation of the spatial location of each stage; and	Addressed in Section 3.4-Location of each biodiversity offset area of the Airport Biodiversity Staging Report.	Compliant
3.11.6.43.4c	(c) the general timing of when construction of each stage will commence and finish.	Addressed in Section 3.3-Indicative timing of the Airport Biodiversity Staging Report.	Compliant
3.11.6.43.5	The Rail Authority must:	-	-

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6.43.5a	(a) prepare; and	Biodiversity Offset Strategy for on-airport lands was submitted to DAWE on 9/03/2022.	Compliant
3.11.6.43.5b	(b) submit to an Approver for approval; a Rail Biodiversity Offset Strategy in relation to carrying out the Rail Development. a Rail Biodiversity Offset Strategy in relation to carrying out the Rail Development.	Biodiversity Offset Strategy for on-airport lands was submitted to DAWE on 9/03/2022 and approved by an Approver on 29/03/2022.	Compliant
3.11.6.43.6	The Rail Biodiversity Offset Strategy must:	-	-
3.11.6.43.6a	(a) be prepared by a suitably qualified expert;	Biodiversity Offset Strategy for on-airport lands was prepared by a suitably qualified expert Consultant/ an accredited BAM assessor	Compliant
3.11.6.43.6b	(b) be based on and informed by a Biodiversity Development Assessment Report at Appendix C of the EIA; and	The Biodiversity Offset Strategy for on-airport lands has been prepared by an accredited BAM assessor (see Section 2.2.1) and is informed by the Revised BDAR which has been prepared in accordance with BAM (see BOS Section 1.2).	Compliant
3.11.6.43.6c	(c) prepared in accordance with the Biodiversity Assessment Methodology.	The Biodiversity Offset Strategy for on-airport lands has been prepared by an accredited BAM assessor (see Section 2.2.1) and is informed by the Revised BDAR which has been prepared in accordance with BAM (see BOS Section 1.2).	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6.43.7	The criteria for approval of the Rail Biodiversity Offset Strategy are that an Approver is satisfied the Rail Biodiversity Offset Strategy:	The biodiversity offset requirements are outlined in Section 4.1 of this Biodiversity Offset Strategy for on-airport lands.	Compliant
3.11.6.43.7a	(a) set outs: (i) the maximum number and class of biodiversity credits that may be required to offset the impacts of the Rail Development on biodiversity values, consistent with the quantum identified in the EIA and Biodiversity Development Assessment Report at Appendix C of the EIA; (ii) a process for quantifying the impacts to biodiversity based on the final design of the Rail Development and quantifying the final number and class of biodiversity credits required to offset the impacts of Rail Development on biodiversity values; (iii) details of how the credit requirement related to each stage of construction defined in the Staging Report will	Section 7 of the Biodiversity Offset Strategy for on-airport lands (BOS) outlines a process for review and revision of the BOS based on final design. Offsets required per construction stage/area are outlined in Section 5.2 of this BOS. The methods for satisfying the offset requirement are outlined in Section 5.1 of the BOS. The BOS is consistent with the offsetting strategy outlined in the Revised BDAR. The BOS is consistent with the principles of the EPBC Act and the EPBC Act Environmental Offsets Policy 2012 (see Appendix A).	Compliant

Approval Condition ID	Condition	Compliance Details	Compliance Status
	be determined and reported; and (iv) how the offset requirement will be satisfied, including the timing to secure offsets in relation to each stage of construction defined the Staging Report; and		
3.11.6.43.7b	(b) is consistent with the offsetting strategy included in the Biodiversity Development Assessment Report at Appendix C of the EIA and the principles of the EPBC Act Environmental Offsets Policy.	Section 7 of the Biodiversity Offset Strategy for on-airport lands (BOS) outlines a process for review and revision of the BOS based on final design. Offsets required per construction stage/area are outlined in Section 5.2 of this BOS. The methods for satisfying the offset requirement are outlined in Section 5.1 of the BOS. The BOS is consistent with the offsetting strategy outlined in the Revised BDAR. The BOS is consistent with the principles of the EPBC Act and the EPBC Act Environmental Offsets Policy 2012 (see Appendix A).	Compliant
3.11.6.43.8	The Rail Authority must implement the approved Rail Biodiversity Offset Strategy.	The Biodiversity Offset Strategy has been implemented on SM-WSA and details of compliance are detailed within Section 4.3 of this Report.	Compliant
3.11.6.43.9	The Rail Authority must:	-	-
3.11.6.43.9a	(a) prepare; and	Not relevant at this stage	Not triggered
3.11.6.43.9b	(b) submit to an Approver for information; a Completion Report in relation to the Rail Development no later	Not relevant at this stage	Not triggered

Approval Condition ID	Condition	Compliance Details	Compliance Status
	than 6 months after the end of the Rail Construction Period, or by a later time agreed in writing by an Approver. a Completion Report in relation to the Rail Development no later than 6 months after the end of the Rail Construction Period, or by a later time agreed in writing by an Approver.		
3.11.6.43.10	The Completion Report must set out:	Not relevant at this stage	Not triggered
3.11.6.43.10a	(a) shapefiles of the Rail Construction Impact Zone shown in the EIA and Biodiversity Development Assessment Report at Appendix C of the EIA with a comparison to the refined construction footprint;	Not relevant at this stage	Not triggered
3.11.6.43.10b	(b) final quantification of the biodiversity offset requirements, determined in accordance with subcondition (7)(a)(ii);	Not relevant at this stage	Not triggered

Approval Condition ID	Condition	Compliance Details	Compliance Status
3.11.6.43.10c	(c) details of how the biodiversity offset requirements, determined in accordance with subcondition (7)(a)(iv), have been satisfied; and	Not relevant at this stage	Not triggered
3.11.6.43.10d	(d) evidence of the legal security mechanism used to secure an offset.	Not relevant at this stage	Not triggered
3.11.6.43.11	If the Approver believes on reasonable grounds that:	-	Not triggered
3.11.6.43.11a	(a) this condition has been contravened; and	-	Not triggered
3.11.6.43.11b	(b) a variation or a request from the Rail Authority for a specified variation (as the case may be) will address the contravention; the Approver may:	-	Not triggered
3.11.6.43.11c	(c) vary an approved Rail Biodiversity Offset Strategy; or	-	Not triggered
3.11.6.43.11d	(d) request in writing that the Rail Authority	-	Not triggered

Approval Condition ID	Condition	Compliance Details	Compliance Status
	prepare and seek approval for a specified variation of an approved Rail Biodiversity Offset Strategy in accordance with condition 49.		
3.11.6.44	**Rail Operational Environmental Management Plan**		
3.11.6.44.1	The Rail Authority must not:	-	-
3.11.6.44.1a	(a) commence Rail Operations until a Rail OEMP has been prepared in accordance with this condition; or	Not relevant at this stage	Not triggered
3.11.6.44.1b	(b) operate any development described in section 3.10 of Part 3 of the Airport Plan inconsistently with the Rail OEMP.	Not relevant at this stage	Not triggered
3.11.6.44.2	The Rail Authority must prepare a Rail OEMP in relation to the operation of the developments described in section 3.10 of Part 3 of the Airport Plan which addresses the relevant requirements in section 8.3, Table 8-1, Table 8-2 and Table 8-3 of the	Not relevant at this stage	Not triggered

Approval Condition ID	Condition	Compliance Details	Compliance Status
	EIA and is otherwise appropriate.		
3.11.6.44.3	In preparing a Rail OEMP under subcondition (2), the Rail Authority must consult with the ALC.	Not relevant at this stage	Not triggered