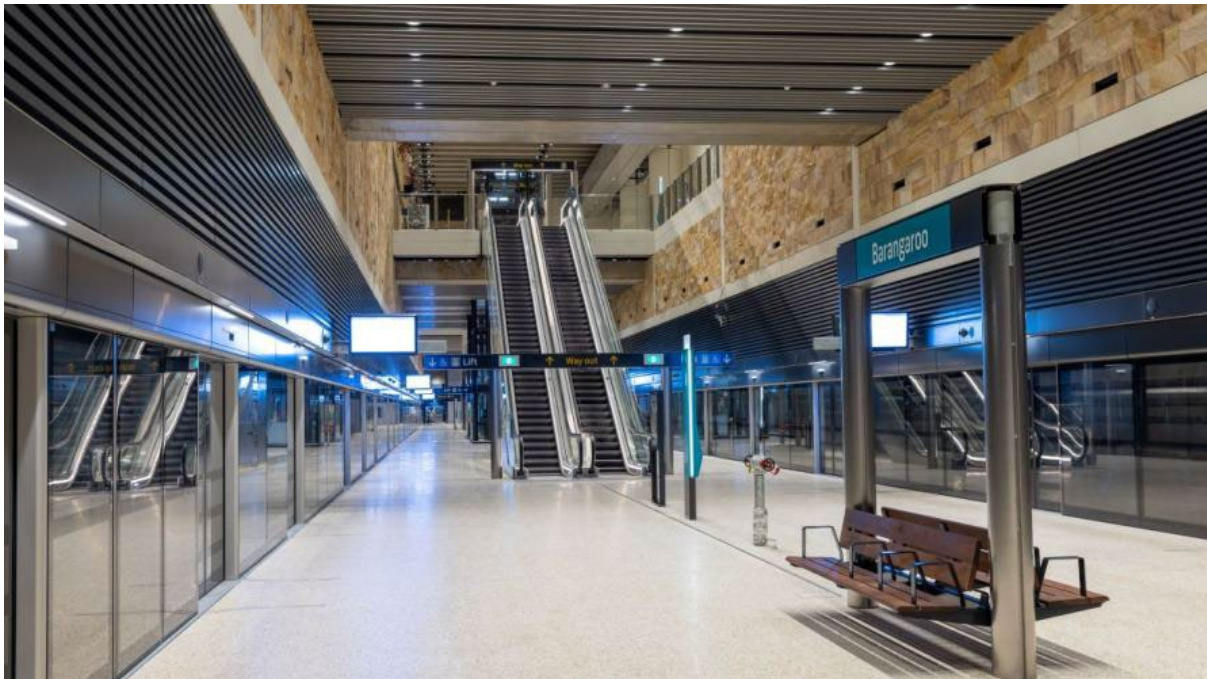


Chatswood to Sydenham – Pre-Operation Compliance Report



Project:	City & Southwest	Date:	2 September 2024
Group:	City & Southwest Project Delivery	Status:	Final
Author:	Manager Environment	Revision:	1.2
Company:	Sydney Metro	File Number:	SM-24-00132439
File Name:	CSSI_7400_Pre-Operation Compliance Report_Rev1.2		

Revision	Revision Date	Status	Brief Reason for Version	Author Company / Position	Approver Company / Position
1	June 2024	Final	Compliance with Condition A35 of the Chatswood to Sydenham conditions of approval	SM Manager Environment, City & Southwest	TfNSW Principal Manager of Planning, Environment & Sustainability, Program
1.1	August 2024	Final	Update new first passenger service date, update of some links of compliance documents in Appendix A	SM Manager Environment, City & Southwest	TfNSW Principal Manager of Planning, Environment & Sustainability, Program
1.2	September 2024	Final	Update of URLs in Appendix A for E101, E68 and Opt1	SM Manager Environment, City & Southwest	TfNSW Principal Manager of Planning, Environment & Sustainability, Program



Table of Contents

1.	Definitions and Abbreviations.....	4
2.	Introduction	6
2.1.	Purpose of this Report.....	6
2.2.	Background	7
2.3.	City & Southwest Project and Planning Approvals	8
2.4.	CSSI Planning Approvals	8
2.5.	Planning Modifications.....	8
2.6.	Consistency Assessments.....	9
2.7.	Project Delivery, Staging and Timing	9
3.	Environmental Monitoring and Surveillance during Construction.....	11
3.1.	Construction Monitoring Reports	11
3.2.	Quarterly and Biannual Compliance Reviews	11
3.3.	ER / AA Monthly Reports.....	13
3.4.	ER and AA Surveillance and Inspections	13
3.5.	Environmental Audit Program.....	14
4.	Compliance Reporting	16
4.1.	Pre-Construction Compliance Reporting	16
4.2.	Construction Compliance Reporting	16
4.3.	Pre-Operation Compliance Reporting	17
4.4.	Operational Performance Audit	17
5.	Pre-Operation Compliance Status	18
5.1.	Compliance Summary	18
5.2.	Conclusion.....	18
	Appendix A Pre-Operation Compliance Status Report	19

1. Definitions and Abbreviations

All terminology in this report is taken to mean the generally accepted or dictionary definition, except where defined in any applicable planning approvals. Relevant acronyms, abbreviations and terms used throughout this report are explained in Table 1.

Table 1: Acronym, Abbreviation and Term Explanations

	Definitions
AA	(Independent) Acoustic Advisor
BS	Barangaroo Station
C & SW	City and Southwest
C2S	Chatswood to Sydenham
CBD	Central Business District
CCR	Construction Compliance Reporting
CEMP	Construction Environmental Management Plan
CMR	Construction Monitoring Reports
CMPTR	Compliance Monitoring/Tracking and Reporting Program Report
CoA(s)	Condition(s) of Approval
CN ISD	Crows Nest Integrated Station Development
CSM	Central Station Main
CSSI	Critical State Significant Infrastructure
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
ER	(Independent) Environmental Representative
HIP	Heritage Interpretation Plan
IAP	Interchange Access Plan
ISD	Integrated Station Development
LW	Line Wide Works
MP ISD	Martin Place Integrated Station Development
NC	Non-Compliance
OEMP	Operational Environment Management Plan
PCCR	Pre-Construction Compliance Reporting
Gadigal (PS)ISD	Gadigal (Pitt Street Integrated Station Development)
POCR	Pre-Operation Compliance Report
S2B	Sydenham to Bankstown
SDPP	Station Design and Precinct Plan
Secretary	The Secretary of the NSW Department of Planning and Environment
SM	Sydney Metro
SMDS	Sydney Metro Design Stage
SSJ	Sydenham Station and Junction
SYAB	Sydney Yard Access Bridge
TfNSW	Transport for New South Wales

TSE	Tunnels and Station Excavation
TSOM	Trains, Systems, Operations and Maintenance
Vic X ISD	Victoria Cross Integrated Station Development
WL ISD	Waterloo Integrated Station Development

2. Introduction

2.1. Purpose of this Report

This report has been prepared and structured to address the Pre-Operation Compliance Report requirements of Conditions of Approval (CoA) A35 of the Chatswood to Sydenham (C2S) planning approval.

Table 2 cross-references sections in this report that address each applicable planning approval requirement relating to the Pre-Operation Compliance Report.

Table 2: Pre-Construction Compliance Report Planning Approval Condition Cross-References

Planning Approval Condition	Condition Requirement(s)	Pre-Operation Compliance Report Section
C2S CoA – A35	A Pre-Operation Compliance Report must be prepared and submitted to the Secretary for information no later than one month before the commencement of operation or within another timeframe agreed with the Secretary.	This report.
C2S CoA – A35	The Pre-Operation Compliance Report must include:	This report.
C2S CoA – A35(a)	Details of how the terms of this approval that must be addressed before the commencement of operation have been complied with; and	Appendix A.
C2S CoA – A32(b)	The commencement date for operation.	Appendix A (cover page).

2.2. Background

The NSW Government is implementing Sydney’s Rail Future (Transport for NSW, 2012a) – a plan to transform and modernise Sydney’s rail network so that it can grow with the city’s population and meet the needs of customers in the future.

Sydney Metro is a new standalone rail network identified in Sydney’s Rail Future. This 21st century network will deliver new metro stations and more than 88km of new metro rail for Australia’s biggest city – revolutionising the way Sydney travels.

Sydney Metro currently comprises of four rail projects:

- **Northwest** (formerly North West Rail Link) – a 36 kilometre project that commenced operations in May 2019 with a metro train every four minutes during peak times.
- **City & Southwest** – a 30 kilometre metro line extending metro rail from the end of Sydney Metro Northwest at Chatswood, under Sydney Harbour, through new Central Business District (CBD) stations and southwest to Bankstown. The project is due to open in 2024 with ultimate capacity to run a metro train every two minutes during peak times.
- **West** – a 24 kilometre metro line between Westmead and the Sydney CBD. This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes.
- **Western Sydney Airport** – a new railway line to service Greater Western Sydney and the new Western Sydney Airport. The railway is to be operational in 2026 to coincide with commencement of operations of the Western Sydney Airport. The railway will include a station at St Marys to allow customers to interchange with the rest of Sydney’s rail network.

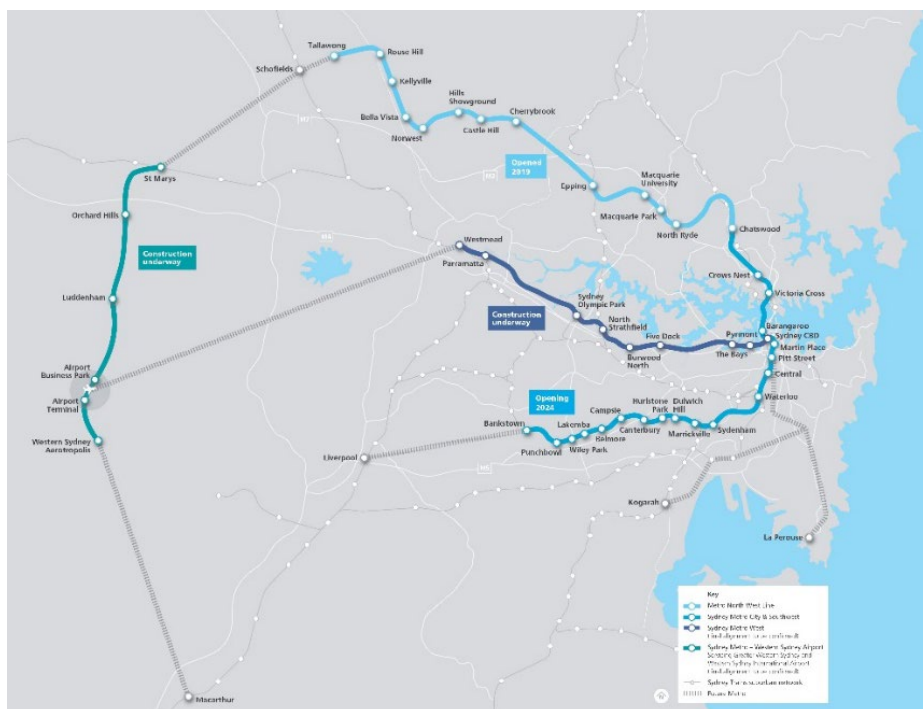


Figure 1: Sydney Metro Project Alignments

2.3. City & Southwest Project and Planning Approvals

The City & Southwest project has generally been declared as a Critical State Significant Infrastructure (CSSI) project by the NSW Minister for Planning. Works within this declaration require planning approval as a CSSI project under the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act). Works outside the declaration require separate planning approval under the EP&A Act.

2.4. CSSI Planning Approvals

The City & Southwest project comprises two core components that are each subject to the CSSI planning approval pathway:

- **Chatswood to Sydenham** – which covers the construction and operation of the Sydney Metro railway between Chatswood and Marrickville. This includes the delivery of 7 new metro stations and 15.5 kilometres of twin railways tunnels from Chatswood, beneath Sydney Harbour and the Sydney CBD, to Marrickville. The Chatswood to Sydenham component was subject to the *Chatswood to Sydenham Environmental Impact Statement* (EIS) and was granted planning approval on 9 January 2017.
- **Sydenham to Bankstown** – which covers the construction and operation of the Sydney Metro railway between Marrickville and Bankstown Stations. This includes the upgrading of 13.5 kilometres of the Sydney Trains T3 Bankstown Line between the Marrickville and Bankstown Stations. This component is subject to the *Sydenham to Bankstown Upgrade EIS* and *Sydenham to Bankstown Submissions and Preferred Infrastructure Report* that were granted planning approval on 12 December 2018.

Over-station developments are subject to separate planning approval processes.

2.5. Planning Modifications

Planning Approval	Approval Date
C2S (SSI_7400)	9 Jan 2017
MOD1 – Victoria Cross Station & Artarmon Substation	18 Oct 2017
MOD4 – Sydenham Station & Metro Facility South	13 Dec 2017
MOD2 – Central Walk	21 Dec 2017
MOD3 – Martin Place Metro Station	22 Mar 2018
MOD5 – Blues Point Acoustic Shed	2 Nov 2018
MOD6 – Administrative Changes	21 Feb 2019
MOD7 – Administrative Changes	29 June 2020
MOD8 – Blues Point Access	25 Nov 2020
MOD9 – Construction Hour	30 June 2022

2.6. Consistency Assessments

A total of 91 Consistency Assessments were endorsed by either Transport for New South Wales or Sydney Metro under the CSSI during construction. The Table below summarises the total number of Consistency Assessments completed during the construction phase.

Stage	Number of CAs
Early & Enabling Works – SYAB	1
Early & Enabling Works – NCW–P7	3
Early & Enabling Works – Demolition A & B	3
TSE	8
CSM	13
SSJ	11
MP ISD – Demolition	1
CN ISD	5
Vic X Cross ISD	6
MP ISD	3
Gadigal (PS) ISD	4
WL ISD	8
BS	13
LW	8
TSOM	-
Non-staged (SM)	4

2.7. Project Delivery, Staging and Timing

A Staging Report has been prepared and structured to address the requirements of Conditions of Approval (CoA) A12 and A13 of the Chatswood to Sydenham (C2S) planning approval. Refer to the [Sydney Metro City & Southwest Staging Report](#) on the Sydney Metro website for the latest information.

The below table outlines construction commencement and end dates for each C2S stage of works at time of this Report.

Table 3: Construction Commencement and Completion Dates

Stage	Construction Commencement Date (date CEMP approval)	Construction Completion Date or Status
Early & Enabling Works – SYAB	June 2017	Physical works completed in June 2018
Early & Enabling Works – NCW–P7	May 2018	Physical works completed in June 2020
Early & Enabling Works – Demolition A & B	June 2017	Novated to TSE in June 2017
TSE	December 2017	Physical works completed in September 2021

Stage	Construction Commencement Date (date CEMP approval)	Construction Completion Date or Status
CSM	August 2018	Main physical works completed around Q4 2023
SSJ	August 2018	Physical works completed April 2022
MP ISD – Demolition	January 2019	Physical works completed April 2019
CN ISD	February 2021	Construction phase
Vic X ISD	November 2020	Construction phase
MP ISD	January 2019	Construction phase
Gadigal (PS) ISD	January 2021	Construction phase
WL ISD	October 2020	Construction phase
BS	September 2021	Construction phase
LW	May 2020	Construction phase
TSOM	N/A*	Operational activities only

* Note - the strategy for the TSOM contract is they will work under the relevant Principal Contractor's environmental management plans until construction completion.

3. Environmental Monitoring and Surveillance during Construction

During the construction phase the Sydney Metro Compliance Monitoring/Tracking and Reporting Program Report (CMTPR) was implemented.

3.1. Construction Monitoring Reports

In accordance with planning approval conditions C16, principal Contractors were required to implement Construction Monitoring Programs.

The below table outlines the applicability of monitoring programs as outlined within the Staging Report and the number of various CMRs completed during construction.

Table 4: Applicability of Monitoring Programs outlined in Staging Report

Stage	Noise & Vibration	Blasting	Water Quality	Groundwater
Early & Enabling Works – SYAB	Applicable	Partial	Partial	Partial
Early & Enabling Works – NCW–P7	Applicable	Partial	Partial	Partial
Early & Enabling Works – Demolition A & B	Applicable	Partial	Partial	Partial
TSE	Applicable	Applicable	Applicable	Applicable
CSM	Applicable	Applicable	Applicable	Applicable
SSJ	Applicable	Partial	Applicable	Partial
MP ISD – Demolition	Applicable	Partial	Partial	Partial
CN ISD	Applicable	Partial	Partial	Applicable
Vic X ISD	Applicable	Partial	Partial	Applicable
MP ISD	Applicable	Partial	Partial	Applicable
Gadigal (PS) ISD	Applicable	Partial	Partial	Applicable
WL ISD	Applicable	Partial	Partial	Applicable
BS	Applicable	Partial	Partial	Partial
LW	Applicable	Partial	Applicable	Partial
TSOM	Not Applicable	Not Applicable	Not Applicable	Not Applicable

3.2. Quarterly and Biannual Compliance Reviews

Reviews of compliance requirements contractually allocated to each party by Sydney Metro were undertaken throughout construction in accordance with the CMTPR. These reviews are a collaborative exercise undertaken between Sydney Metro, the contractor and the ER.

The review process for the contractor of each stage is as follows:

- After construction starts, Sydney Metro provides a CTR to the major contractor, incorporating previous evidence, for either the current or subsequent 6-month period. The major contractor must complete and submit the updated CTR to the Environmental Representative (ER) within ten working days of the reporting period's end or upon receiving it from Sydney Metro.

- Within ten working days of receiving the completed draft CTR, the ER provides feedback to the Contractor and submits a draft Compliance Report to Sydney Metro, finalising the CTR and Compliance Summary Report within five days of receiving the revised CTR from the Contractor.
- Upon receiving the final Compliance Summary Report from the ER, Sydney Metro issues the next 6-monthly period CTR template to the major contractor, continuing every 6 months until all compliance requirements are fulfilled.

This review process is also implemented for compliance requirements that are wholly or partially retained by Sydney Metro. These are undertaken by Sydney Metro and reviewed by the ER for endorsement.

The below table outlines the number of allocated requirements per stage.

Table 5: Number of Allocated Requirements per Stage

Stage	Total Allocated Requirements
Early & Enabling Works – SYAB	225
Early & Enabling Works – NCW–P7	178
Early & Enabling Works – Demolition A & B	196
TSE	278
CSM	263
SSJ	262
MP ISD – Demolition	199
CN ISD	254
Vic X ISD	256
MP ISD	264
Gadigal (PS) ISD	254
WL ISD	254
BS	241
LW	256
TSOM	191
Total	3307

As of the date of this report, and prior to operations a total of 3103 CoAs and REMMs had been verified as being completed and closed within the respective Contractor’s CTRs.

3.3. ER / AA Monthly Reports

Monthly ER and AA reports were prepared and provided to Sydney Metro in accordance with CoA 24. The table below provides a summary of all ER and AA reports submitted to the Secretary and published on the Sydney Metro website during construction as of the date of this report.

Table 6: Summary of AA/ER Reports Submitted to Sydney Metro and Published (NB: ER numbers show each time each site was reported and will differ from the AA totals which are reported summarily)

Stage	Number ER Reports	Number AA Reports
Early & Enabling Works – SYAB	16	57 from Acoustic Studio 33 from EMM
Early & Enabling Works – NCW–P7	18	
Early & Enabling Works – Demolition A & B	22	
TSE	23	
CSM	19	
SSJ	16	
CN ISD	63	
Vic X ISD	63	
MP ISD	68(5)	
Gadigal (PS) ISD	63	
WL ISD	63	
BS	47	
LW	63	
TSOM	49	

3.4. ER and AA Surveillance and Inspections

Routine site inspections with the ER and AA were undertaken on all stages during construction. The table below provides a summary of all Environmental Representative inspections undertaken during construction at the date of this report.

Table 7: Summary of ER Site Inspections and Issues

Stage	Number of Inspections
Early & Enabling Works – SYAB	24
Early & Enabling Works – NCW–P7	11
Early & Enabling Works – Demolition A & B	6
TSE	181
CSM	110
SSJ	79
MP ISD – Demolition	70
CN ISD	55
Vic X ISD	43
MP ISD	70
Gadigal (PS) ISD	41

Stage	Number of Inspections
WL ISD	59
BS	57
LW	5
TSOM	2

3.5. Environmental Audit Program

Independent Audits were undertaken in accordance with Sydney Metro C&SW Audit Program.

The number of audits undertaken during construction, and summary of audit findings is summarised in the Table below.

Table 8: Summary of City & Southwest Audit Program

Audit	Details	Date of Audit	Number of Findings (NC)
Independent Audits			
Sydney Yard Access Bridge	SYAB Heritage and Noise & Vibration	29/12/2017	Nil
Tunnel Station Excavation	TSE Waterloo Noise, Vibration & Waste	31/01/2018	Nil
SMDS	Sydney Metro Design Stage 1	13/08/2018	Nil
Tunnel Station Excavation	Tunnel Station Excavation Martin Place Construction Traffic Management Plan	19/09/2018	Nil
Tunnel Station Excavation	Tunnel Station Excavation Heritage	04/10/2018	Nil
Central Station Main Works	Central Station Main Works (General)	26/10/2018	Nil
Sydenham Station Junction	Sydenham Station Junction (General)	30/10/2018	Nil
Tunnel Station Excavation	Tunnel Station Excavation Barging	27/11/2018	Nil
Environmental Representatives	Environmental Representative Audit	03/12/2018	Nil
Acoustic Advisors	Acoustic Advisor Audit	12/12/2018	Nil
Sydney Metro	Sydney Metro Incident Reporting	14/12/2018	Nil
Martin Place ISD	Martin Place Integrated Station Development Noise and Vibration, Heritage	12/03/2019	Nil
Northern Corridor Works	Northern Corridor Works Noise & Vibration Management	22/03/2019	Nil
Sydney Metro	Sydney Metro Business Management Plan Audit	25/03/2019	Nil
Central Station Main Works	Central Station Main Works Heritage & Archaeological Management	26/03/2019	Nil

Audit	Details	Date of Audit	Number of Findings (NC)
Tunnel Station Excavation	Tunnel Station Excavation Spoil & Waste	23/05/2019	Nil
Tunnel Station Excavation	Tunnel Station Excavation Water Monitoring Control	12/09/2019	Nil
Sydney Metro	Sydney Metro Crows Nest Design Approvals	20/11/2019	Nil
Sydney Metro	Sydney Metro Environmental Management System Compliance Program	21/01/2020	Nil
Central Station Main Works	Monitoring & Reporting Programs (Water & Noise)	11/06/2020	Nil
Central Station Main Works	Central Station Main Works Monitoring & Reporting Programs	11/06/2020	Nil
Linewide	Noise, Vibration and Traffic Management - BPS works	12/02/2021	3
SWM Package 4 MCL	Package 4 Works - Independent Environmental Audit	18/08/2021	2
Barangaroo SD	Barangaroo Station – SSI 7400	11/05/2022	Nil
SWM Package 5 DCP	Package 5 Works - Independent Audit No. 2	30/08/2022	3 (self-reported)
SWM Package 6 HBW	Package 4, 5 & 6 Works - Construction Traffic and Transport Requirements	30/08/2022	3 (self-reported)
SWM Package 4 MCL	Package 4 Works - Independent Audit No. 2	31/08/2022	3 (self-reported)
Crows Nest ISD	Crows Nest Station – SSI 7400	05/10/2022	Nil
Linewide	Independent Audit No. 1 – Audit Report Sydney Metro City & Southwest – Line Wide SSI 7400 & SSI 8265	04/05/2023	Nil
Crows Nest ISD	Independent Audit No. 2 - Sydney Metro City & Southwest - Crows Nest SSI 7400	16/05/2023	2

4. Compliance Reporting

4.1. Pre-Construction Compliance Reporting

The PCCR was originally prepared in March 2017 as a stand-alone document to demonstrate pre-construction compliance for the City & Southwest project as a whole. Subsequent discussions with the Secretary led to a revised approach to demonstrating pre-construction compliance on the project.

The agreed approach between Sydney Metro and the Secretary was to prepare an Appendix A addition to the PCCR report to demonstrate pre-construction compliance for each stage of the City & Southwest project. Each addition to Appendix A is to be prepared specifically for each stage and submitted to the Secretary for information.

Table 9: Summary of Pre-Construction Compliance Reporting

Report	Applicable Stage	Date of Report	Commencement of Construction
PCCR Rev 1	Sydney Yard Access Bridge (SYAB) Demolition A (Delta) Demolition B (Metropolitan) Tunnels and Station Excavation	24 March 2017	SYAB - 17 Jun 2017 Demo A - 24 Jun 2017 Demo B - 14 Jul 2017 TSE - 22 Dec 2017
PCCR Rev 2	Central Station Main Works Sydenham Station Junction	29 August 2018	CSMW – 4 Aug 2018 SSJ – 28 Aug 2018
PCCR Rev 3	Northern Connection Works	16 November 2018	Portion 7a - 7 May 2018 Portion 7b - 17 November 2018
PCCR Rev 4	MP ISD Demolition	21 December 2018	19 Dec 2018
PCCR Rev 5	MP ISD	6 May 2019	10 May 2019
PCCR Rev 6	LineWide	30 April 2020	2 May 2020
PCCR Rev 7	Waterloo ISD	15 September 2020	1 October 2020
PCCR Rev 8	Victoria Cross ISD	4 November 2020	5 November 2020
PCCR Rev 9	Pitt St ISD	11 January 2021	6 January 2021
PCCR Rev 10	Crows Nest ISD	26 February 2021	26 February 2021
PCCR Rev 11	Barangaroo Station	15 September 2021	16 September 2021
PCCR Rev 0	Crows Nest Site C Over Station Development	22 May 2023	24 June 2023

4.2. Construction Compliance Reporting

As required by CoA A31 6-monthly Construction Compliance Reports were undertaken throughout the construction period. Each CCR provided a summary of incidents, complaints, monitoring results, and non-compliances for the period and provided to the Secretary.

Table 10: Summary of Construction Compliance Reports Completed

Report	Reporting Period	Date Submitted to the Secretary	Number of NCs identified (open/closed*)
CCR #1	Jan 2017 – Sep 2017	30/11/2017	(4/4)
CCR #2	Oct 2017 – Mar 2018	07/06/2018	(5/5)

Report	Reporting Period	Date Submitted to the Secretary	Number of NCs identified (open/closed*)
CCR #3	Apr 2018 – Sep 2018	05/12/2018	(10/10)
CCR #4	Oct 2018 – Mar 2019	07/08/2019	(16/16)
CCR #5	Apr 2019 – Sep 2019	12/02/2020	(14/14)
CCR #6	Oct 2019 – Mar 2020	24/06/2020	(15/15)
CCR #7	Apr 2020 – Sep 2020	03/02/2021	(11/11)
CCR #8	Oct 2020 – Mar 2021	06/10/2021	(18/18)
CCR #9	Apr 2021 – Sep 2021	07/03/2022	(18/18)
CCR #10	Oct 2021 – Mar 2022	01/06/2022	(33/33)
CCR #11	Apr 2022 – Sep 2022	13/12/2022	(36/36)
CCR #12	Oct 2022 – Mar 2023	13/06/2023	(23/23)
CCR #13	Apr 2023 – Sep 2022	30/11/2023	(25/25)
CCR #14	Oct 2023 – Mar 2024	30/05/2024	(14/14)

* Closed at the timing of this reporting.

4.3. Pre-Operation Compliance Reporting

The Pre-Operation Compliance Report (POCR) is required to provide details of how each requirement that must be addressed prior to occupation has been complied with. It is noted that there are operational requirements which do not require to be addressed prior to operation however will be assessed for compliance during the operational performance audit.

4.4. Operational Performance Audit

An operational performance audit is required to be undertaken by an independent auditor within 15 months of completion of construction. The operational performance audit will assess compliance against the conditions of approval, including operational requirements which had not yet been triggered and assessed as part of this POCR.

5. Pre-Operation Compliance Status

5.1. Compliance Summary

Appendix A provides a status update of each pre-construction CoA at the time of each stage’s approval of the CEMP by the Secretary. Two (2) types of status are used in this report to indicate compliance (or lack thereof) against each CoA:

- **Not-applicable** – meaning the requirement is applicable to either the pre-construction or construction phase.
- **Compliant** – meaning that sufficient evidence is available to demonstrate that the requirement is currently being met.
- **Non-Compliant** – meaning that sufficient evidence is available to demonstrate that the requirement is not being met.
- **Non-triggered** – meaning that the timing of the requirement has not yet been activated – is likely an operational requirement.

Any Non-Compliant CoAs indicated in Appendix A are also subject to a non-compliance report in accordance with the [Sydney Metro City & Southwest Compliance Monitoring/Tracking and Reporting Program](#) and will be included in the applicable *Construction Compliance Report* in accordance with CoA A34.

Table 11: Summary of Pre-Operational Compliance Report Findings

Status	CoA	REMM
Not applicable	2	0
Compliant	45	17
Non-compliant	0	0
Not Triggered	0	0

5.2. Conclusion

Based on review undertaken as part of tis POCR it is concluded that all requirements of the planning approval which are required to be addressed prior to operation are deemed to be compliant and Sydney Metro have satisfied their obligations under the planning conditions of approval.

Appendix A Pre-Operation Compliance Status Report

CSSI-7400	Commencement of Operational Activities
Chatswood to Sydenham	19 August 2024

Table 12: Compliance with applicable conditions A5 - E18

Requirement Number	Requirement Type	Condition Class	Requirement	Timing Requirement	Compliance	URL	Status
A5	MCoA	General	The Proponent must comply with all requirements of the Secretary in relation to: (a) the environmental performance of the CSSI; (b) any document or correspondence; (c) any notification given to the Secretary under the terms of this approval; (d) any audit of the construction or <u>Operation</u> of the CSSI; (e) compliance with the terms of this approval (including anything required to be done under this approval); and (f) the carrying out of any additional monitoring or mitigation measures.	At all times	This is addressed in full in the MTS Operational Environmental Management Plan As discussed with DPPI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://www.sydneymetro.info/citysouthwest/environment-planning https://metrotrains-sydney.com.au/environment/	Compliant
A12	MCoA	Staging	The CSSI may be constructed and operated in stages. Where staged construction or <u>Operation</u> is proposed, a Staging Report (for either or both construction and <u>Operation</u> as the case requires) must be prepared and submitted to the Secretary for information. The Staging Report must be submitted to the Secretary no later than one month before the commencement of construction of the first of the proposed stages of construction (or if only staged <u>Operation</u> is proposed, one month before the commencement of <u>Operation</u> of the first of the proposed stages of <u>Operation</u>), or within another timeframe agreed with the Secretary.	one month before the commencement of <u>Operation</u>	Only one stage proposed for <u>Operation</u> .	https://www.sydneymetro.info/sites/default/files/2021-09/SM_CSW_C2S_StagingReport.pdf	Compliant
A13	MCoA	Staging	The Staging Report must: (a) if staged construction is proposed, set out how the construction of the whole of the CSSI will be staged, including general details of work and other activities to be carried out in each stage and the general timing of when construction of each stage will commence; (b) if staged <u>Operation</u> is proposed, set out how the <u>Operation</u> of the whole of the CSSI will be staged, including general details of work and other activities to be carried out in each stage and the general timing of when <u>Operation</u> of each stage will commence; (c) specify the relevant conditions of approval that apply to each stage and how compliance with those conditions will be achieved across and between each of the stages of the CSSI; and (d) set out mechanisms for managing any cumulative impacts arising from the proposed staging.	Not applicable as only one stage proposed	Not applicable as staged operation is not being proposed.	https://www.sydneymetro.info/sites/default/files/2021-09/SM_CSW_C2S_StagingReport.pdf	Compliant
A25	MCoA	Acoustics Advisor	A suitably qualified and experienced Acoustics Advisor (AA), who is independent of the design and construction personnel, must be nominated by the Proponent and engaged for the duration of construction and for no less than six (6) months following <u>Operation</u> of the CSSI. The details of the nominated AA must be submitted to the Secretary for approval no later than one (1) month before commencement of works, or within another timeframe as agreed with the Secretary. The Proponent may nominate additional suitably qualified and experienced persons to assist the lead Acoustics Advisor for the Secretary's approval. The Proponent must cooperate with the AA by: (a) providing access to noise and vibration monitoring activities as they take place; (b) providing for review of noise and vibration plans, assessments, monitoring reports, data and analyses undertaken; and (c) considering any recommendations to improve practices and demonstrating, to the satisfaction of the AA, why any recommendation is not adopted.	for the duration of construction and for no less than six (6) months following <u>Operation</u> of the CSSI	Sydney Metro's nominated suitably qualified and experienced Acoustics Advisors (AA), who are independent of the design and construction personnel, has been engaged for the duration of construction and will continue to be engaged for no less than six (6) months following <u>Operation</u> of the CSSI.	https://www.sydneymetro.info/documents	Compliant
A30	MCoA	Compliance Tracking Program	The Compliance Tracking Program in the form required under Condition A28 of this approval must be implemented for the duration of construction and for a minimum of one (1) year following commencement of <u>Operation</u> , or for a longer period as determined by the Secretary based on the outcomes of independent environmental audits, Environmental Representative Reports and regular compliance reviews submitted through Compliance Reports. If staged <u>Operation</u> is proposed, or <u>Operation</u> is commenced of part of the CSSI, the Compliance Tracking Program must be implemented for the relevant period for each stage or part of the CSSI.	for a minimum of one (1) year following commencement of <u>Operation</u>	Staged <u>Operation</u> is not proposed. The Compliance Tracking Program will continue for a minimum of one year following commencement of <u>Operations</u> .	https://www.sydneymetro.info/media/document/32471	Compliant



Requirement Number	Requirement Type	Condition Class	Requirement	Timing Requirement	Compliance	URL	Status
A35	MCoA	Pre-Operation Compliance Report	A Pre-Operation Compliance Report must be prepared and submitted to the Secretary for information no later than one month before the commencement of Operation or within another timeframe agreed with the Secretary. The Pre-Operation Compliance Report must include: (a) details of how the terms of this approval that must be addressed before the commencement of Operation have been complied with; and (b) the commencement date for Operation.	no later than one month before the commencement of Operation or within another timeframe agreed with the Secretary.	This report Appendix A.	https://www.sydneymetro.info/documents	Compliant
A38	MCoA	Auditing	The Environmental Audit Program, as submitted to the Secretary, must be implemented for the duration of construction and Operation.	duration of Operation.	The Compliance Monitoring/Tracking and Reporting Program Report. This requirement is addressed for Operations phase in the MTS Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://www.sydneymetro.info/media/document/32471 https://metrotrains-sydney.com.au/environment/	Compliant
B1	MCoA	Community Information, Consultation & Involvement	A Community Communication Strategy must be prepared to facilitate communication between the Proponent, and the community (including Relevant Councils, adjoining affected landowners and businesses, and others directly impacted by the CSSI), during the design and construction of the CSSI and for a minimum of 12 months following the completion of construction of the CSSI.	minimum of 12 months following the completion of construction of the CSSI	Sydney Metro will continue to implement the Overarching Community Communications Strategy for 12 months following the completion of construction.	https://www.sydneymetro.info/sites/default/files/2024-01/Overarching%20Community%20Communications%20Strategy.pdf	Compliant
B5	MCoA	Community Information, Consultation & Involvement	The Community Communication Strategy, as approved by the Secretary, must be implemented for the duration of the works and for 12 months following the completion of construction.	12 months following the completion of construction.	Sydney Metro will continue to implement the Overarching Community Communications Strategy for 12 months following the completion of construction. TSOM have a Community Communications Strategy for their activities from PC handover date. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://www.sydneymetro.info/sites/default/files/2024-01/Overarching%20Community%20Communications%20Strategy.pdf https://metrotrains-sydney.com.au/environment/	Compliant
B6	MCoA	Complaints Management System	A Complaints Management System must be prepared before the commencement of any works in respect of the CSSI and be implemented and maintained for the duration of works and for a minimum for 12 months following completion of construction of the CSSI.	a minimum for 12 months following completion of construction of the CSSI	Sydney Metro will continue to implement the Complaints Management System for a minimum for 12 months following completion of construction of the CSSI.	https://www.sydneymetro.info/sites/default/files/2023-11/CSW-Construction-Complaints-Management-System_updated.pdf	Compliant
B7	MCoA	Complaints Management System	The Complaints Management System must include a Complaints Register to be maintained recording information on all complaints received about the CSSI during the carrying out of any works associated with the CSSI and for a minimum of 12 months following the completion of construction. The Complaints Register must record the: (a) number of complaints received; (b) number of people affected in relation to a complaint; and (c) nature of the complaint and means by which the complaint was addressed and whether resolution was reached, with or without mediation.		Sydney Metro will continue to maintain a Complaints Register for a minimum of 12 months following the completion of construction.	https://www.sydneymetro.info/sites/default/files/2023-11/CSW-Construction-Complaints-Management-System_updated.pdf	Compliant
B9	MCoA	Complaints Management System	The following facilities must be available within one (1) month from the date of this approval and for 12 months following the completion of construction and appropriately broadcast to collect community enquiries and complaints: (a) a 24 hour telephone number for the registration of complaints and enquiries about the CSSI; (b) a postal		Sydney Metro will continue to implement the Complaints Management System for a minimum for 12 months following completion of construction of the CSSI.	https://www.sydneymetro.info/sites/default/files/2023-11/CSW-Construction-Complaints-Management-System_updated.pdf	Compliant



Requirement Number	Requirement Type	Condition Class	Requirement	Timing Requirement	Compliance	URL	Status
			address to which written complaints and enquires may be sent; (c) an email address to which electronic complaints and enquiries may be transmitted; and (d) place-based community manager for each of the station locations available to meet with community members on request.				
B10	MCoA	Complaints Management System	The telephone number, postal address and email address required under Condition B9 of this approval must be published in a newspaper circulating in the local area and on site hoarding at each construction site before commencement of construction and published in the same way again before commencement of <u>Operation</u> . This information must also be provided on the website required under Condition B15 of this approval.	before commencement of <u>Operation</u>	The telephone number, postal address and email address required under Condition B9 of this approval will be published in a newspaper circulating in the local area before commencement of <u>Operation</u> . This information is also be provided on the Sydney Metro and MTS website required under Condition B15 of this approval. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://www.sydneymetro.info/get-touch https://metrotrains-sydney.com.au/environment/	Compliant
B15	MCoA	Community Information, Consultation & Involvement	A website providing information in relation to the CSSI must be established before commencement of works and maintained for the duration of construction, and for a minimum of 12 months following the completion of construction or other timeframe as agreed with the Secretary. The following up-to-date information (excluding confidential, private and commercial information or other documents as agreed to by the Secretary) must be published prior to the relevant works commencing, or in the case of documents prepared in accordance with E66 and E67 when finalised in accordance with the requirements of this approval, and maintained on the website or dedicated pages: (a) information on the current implementation status of the CSSI; (b) a copy of the documents listed in Condition A1 and Condition A2 of this approval, and any documentation relating to any modifications made to the CSSI or the terms of this approval; (c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; (d) a copy of any Environment Protection Licence obtained in relation to the CSSI or link to any existing Environment Protection Licence applied to the CSSI; and (e) a current copy of each document required under the terms of this approval must be published within one week of its endorsement / approval or before the commencement of any works to which they relate or before their implementation as the case may be. Note: Environment Protection Licences relevant to each stage of the project need to be clearly differentiated to identify how and where they specifically apply.	a minimum of 12 months following the completion of construction	Sydney Metro website addresses items (a), (b), (c), and (e) for documents Sydney Metro are responsible for producing. MTS website addresses items (d), and (e) for documents MTS are responsible for producing. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://www.sydneymetro.info/citysouthwest/environment-planning https://metrotrains-sydney.com.au/environment/	Compliant
D1	MCoA	Operational Environmental Management	An <u>Operational</u> Management Plan (OEMP) must be prepared in accordance with the Department's Guideline for the Preparation of Environmental Management Plans to detail how the performance outcomes, commitments and mitigation measures made and identified in the EIS as amended by the documents listed in A1 as modified by these conditions will be implemented and achieved during <u>Operation</u> . This condition does not apply if Condition D2 of this approval applies.	See D7	MTS Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/ Link to MTS website also provided on SM website here: https://www.sydneymetro.info/citysouthwest/environment-planning	Compliant

Requirement Number	Requirement Type	Condition Class	Requirement	Timing Requirement	Compliance	URL	Status
D2	MCoA	Operational Environmental Management	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Secretary, and can demonstrate, to the written satisfaction of the Secretary, that through the EMS: (a) the performance outcomes, commitments and mitigation measures, made and identified in the EIS as modified by the PIR and these conditions, and requirements specified in the conditions of this approval can be achieved; (b) issues identified through ongoing risk analysis can be managed; and (c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during <u>Operation</u>	Not applicable	MTS have developed an OEMP, therefore this condition is not applicable.	Not applicable.	Not applicable
D3	MCoA	Operational Environmental Management	Where an OEMP is required, the Proponent must include the following OEMP sub-plans in the OEMP: Required OEMP sub-plan - Relevant government agencies to be consulted for each OEMP sub-plan: (a) Noise and vibration - EPA (b) Groundwater Management - EPA and DPI Water (c) Traffic and Transport - Sydney Coordination Office, Relevant Road Authority and non-private transport operators (d) Flooding and hydrology (including emergency response planning) - Directly affected landowners, OEH, DPI Water, SES and Relevant Council(s)	See D7	MTS Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
D4	MCoA	Operational Environmental Management	Each of the OEMP sub-plans must include the requirements set out in Condition D2 (a), (b) and (c).	See D7	MTS Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval	https://metrotrains-sydney.com.au/environment/	Compliant
D5	MCoA	Operational Environmental Management	The OEMP sub-plans must be developed in consultation with relevant government agencies as identified in Condition D3. Where an agency(ies) request(s) is not included in an OEMP subplan, the Proponent must provide the Secretary justification as to why. Details of all information requested by an agency to be included in an OEMP sub-plan as a result of consultation, including copies of all correspondence from those agencies, must be provided with the relevant OEMP sub-plan.	See D7	MTS Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
D6	MCoA	Operational Environmental Management	The OEMP sub-plans must be submitted to the Secretary as part of the OEMP.	See D7	MTS Operational Environment Management Plan and sub-plans were submitted to Secretary on 28 June 2024.	https://metrotrains-sydney.com.au/environment/	Compliant
D7	MCoA	Operational Environmental Management	The OEMP or EMS or equivalent as agreed with the Secretary, must be submitted to the Secretary for information no later than one (1) month before the commencement of <u>Operation</u> unless another timeframe is agreed with the Secretary.	submitted to the Secretary for information no later than one (1) month before the commencement of <u>Operation</u> unless another timeframe is agreed with the Secretary.	MTS Operational Environment Management Plan and sub-plans were submitted to Secretary on 28 June 2024.	https://metrotrains-sydney.com.au/environment/	Compliant
D8	MCoA	Operational Environmental Management	The OEMP or EMS or equivalent as agreed with the Secretary, as submitted to the Secretary and amended from time to time, must be implemented for the duration of <u>Operation</u> and the OEMP or EMS must be made publicly available before the commencement of <u>Operation</u> .	before the commencement of <u>Operation</u>	MTS Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant



Requirement Number	Requirement Type	Condition Class	Requirement	Timing Requirement	Compliance	URL	Status
D9	MCoA	Operational Performance - Track Attenuation and Operational Ground-borne Noise Review	The Proponent must nominate, for the Secretary's approval, a ground-borne noise specialist who is independent of the design and construction personnel, to review: (a) the appropriateness of the proposed design (noise) objectives for ground-borne noise sensitive receivers; and (b) predictions for <u>Operational</u> ground-borne noise impacts, before the installation of track, in order to confirm the appropriate track attenuation required to meet the design (noise) objectives identified in (a). The ground borne noise specialist must be submitted for the Secretary's approval before the review commences and the review must be submitted to the Secretary at least one month before the installation of track.	at least one month before the installation of track	Ground borne noise specialist (Dave Anderson from Acoustic Studio) submitted to the Secretary on 25 August 2017 and Secretary approved on 13 September 2017. Final Track Attenuation and Operational Ground-borne Noise Review was finalised on 1st June and was submitted to the Department 22 June 2021.	Report 1, 24.12.2020: https://www.sydneymetro.info/sites/default/files/2024-03/20201224%20TFN.D9.0001.Let_.pdf Report 2, 22.06.2021: https://www.sydneymetro.info/sites/default/files/2024-03/20210622%20TFN.D9.0002.Let_.pdf	Compliant
D10	MCoA	Operational Performance - Urban Design and Landscaping	The ongoing maintenance and <u>Operation</u> costs of urban design and landscaping items and works implemented as part of this approval must remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant entity. Before the transfer of assets, the Proponent will maintain items and works to the design standards established in the Station Design and Precinct Plan required by Condition E101.	until satisfactory arrangements have been put in place for the transfer of the asset to the relevant entity	MTS Operational Environment Management Plan All areas subject to E101 SDPPs have been handed to either MTS, local Council or Infrastructure NSW prior to operations, except where works under CoA E101 are still to be implemented. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
D11	MCoA	Operational Performance - Operational Performance Audit	Within 15 months of the completion of construction, or any other timeframe as agreed with the Secretary, the Proponent must commission an independent, qualified person or team to undertake an <u>Operational Performance Audit</u> of the CSSI. The independent person or team must be approved by the Secretary before commencement of the Audit. The <u>Operational Performance Audit Report</u> must be submitted to the Secretary within one month of the completion of the Audit or other timeframe agreed with the Secretary. The Audit must: (a) assess compliance with the requirement of this approval; (b) assess the environmental performance of the CSSI against the predictions made and conclusions drawn in the EIS as amended by the documents listed in A1; and (c) review the effectiveness of the environmental management of the CSSI, including any environmental impact mitigation.	Within 15 months of the completion of construction, or any other timeframe as agreed with the Secretary	MTS Operational Environment Management Plan MTS will work with Sydney Metro to provide the nomination of the "independent, qualified person or team" and the "Operational Performance Audit Report" to the Secretary in accordance with condition D11. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/ https://www.sydneymetro.info/citysouthwest/environment-planning	Compliant
D12	MCoA	Operational Monitoring - Traffic	Traffic on local roads around each station must be monitored 12 months before the CSSI commences <u>Operation</u> and for a period of no less than 12 months after commencement of <u>Operation</u> . If monitoring indicates unacceptable traffic intrusion on local roads/streets as a result of <u>Operation</u> of the CSSI beyond those that could reasonably be predicted in the EIS and/or Interchange Access Plan(s) in Condition E92, appropriate traffic management measures to mitigate the monitored impacts must be implemented following consultation with the Sydney Coordination Office and Relevant Road Authorities.	12 months before the CSSI commences <u>Operation</u> and for a period of no less than 12 months after commencement of <u>Operation</u>	Pre and Post Operations Traffic and Interchange Operations Monitoring is broken up into 6 blocks: Block 1: Mar/April 2023 - report dated 11 August 2023 Block 2: November 2023 – report dated 10 April 2024 Block 3: April 2024 – report dated 1 August 2024 Block 4: June/July 2024 – report available November 2024 Block 5: Report available March 2025 Block 6: report available August 2025 Block 4, 5 and 6 reports will be uploaded to the Sydney Metro website once they are finalised.	Block 1: https://www.sydneymetro.info/document/city-southwest-chatswood-sydenham-pre-operations-traffic-and-interchange-monitoring-block Block 2: https://www.sydneymetro.info/sites/default/files/2024-04/60705686-ACM-B2-RPT-TR-001-R01-Traffic Monitoring Report.pdf Block 3: https://www.sydneymetro.info/sites/default/files/2024-04/60705686-ACM-B2-RPT-TR-001-R01-Traffic Monitoring Report.pdf	Compliant

Requirement Number	Requirement Type	Condition Class	Requirement	Timing Requirement	Compliance	URL	Status
D13	MCoA	Operational Monitoring - Noise and Vibration	The Proponent must prepare an <u>Operational</u> Noise and Vibration Monitoring Program to confirm that the <u>Operational</u> noise and vibration levels meet the CSSI proposed design objectives as determined in the Track Attenuation and <u>Operational</u> Ground-borne Noise Review in Condition D9 following the commencement of <u>Operations</u> .	following the commencement of <u>Operations</u> .	Addressed in the MTS Operational Noise and Vibration Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
D14	MCoA	Operational Monitoring - Noise and Vibration	Should the <u>Operational</u> noise and vibration levels exceed the CSSI design objectives, the Proponent is to prepare a report, outlining actions that will be taken so that the CSSI meets the design objectives in the future. The report is to be prepared within three (3) months following the identification of the exceedance and be forwarded to the Secretary for information. All recommendations in the report must be implemented within three (3) months of the date of the report or as agreed with the Secretary.	within three (3) months following the identification of the exceedance.	Addressed in the MTS Operational Noise and Vibration Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
E1	MCoA	Suburban & Inter-Urban Rail	The Proponent must manage <u>Operational</u> and asset interface risks to ensure the successful <u>Operational</u> integration of the CSSI and the heavy railway network and the protection of physical and <u>Operational</u> Sydney Trains' assets and services during construction and <u>Operation</u> .	during <u>Operation</u>	Addressed in the MTS Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
E5	MCoA	Air Quality	In addition to the performance outcomes, commitments and mitigation measures specified in PIR, all reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and <u>Operation</u> of the CSSI.	during <u>Operation</u>	Addressed in the MTS Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
E9	MCoA	Flooding	Flood information including flood reports, models and geographic information system outputs, and work as executed information from a registered surveyor certifying finished ground levels and the dimensions and finished levels of all structures within the flood prone land, must be provided to the relevant Councils, Sydney Water, OEH and the SES. The Relevant Councils, Sydney Water, OEH and the SES must be notified in writing that the information is available <u>no later than one month following the completion of construction</u> and be provided with that information. Information requested by the relevant Council, Sydney Water, OEH or the SES must be <u>provided no later than six months following the completion of construction or within another timeframe</u> agreed with the Relevant Council(s), Sydney Water, OEH and the SES.	no later than six months following the <u>completion of construction</u> or within another timeframe	Sydney Metro will continue tracking compliance with this requirement through the Compliance Tracking Program for each relevant stage.	https://www.sydneymetro.info/media/document/32471	Compliant
E12	MCoA	Heritage - Non-Aboriginal Heritage	Bus shelters to be temporarily removed at Victoria Cross and Blues Point must be reinstated prior to <u>Operation</u> , in consultation with North Sydney Council.	prior to <u>Operation</u>	No bus shelters were temporarily removed at Victoria Cross and Blues Point during the construction phase of the project. The Linewide principal contractor has completed a post-construction condition survey of the Blues Point bus shelter, dated 23/03/2023, as verified by the Environmental Representative during compliance tracking reporting against REMM NAH11.	https://www.sydneymetro.info/sites/default/files/2022-07/TfNSW60-ConsistencyAssessment-BluesPoint_RestorationStreetscaping.pdf SM ES-PW-316 Sydney Metro City and Southwest Interpretation Plan	Compliant



Requirement Number	Requirement Type	Condition Class	Requirement	Timing Requirement	Compliance	URL	Status
E18	MCoA	Heritage – Archaeology	Before excavation of archaeological management sites, the Proponent must nominate a suitably qualified Excavation Director who complies with the Heritage Council of NSW's Criteria for Assessment of Excavation Directors (July 2011) to oversee and advise on matters associated with historic archaeology and advise the Department and OEH. Where archaeological excavation is required, the Excavation Director must be present to oversee excavation and advise on archaeological issues. The Excavation Director must be given the authority to advise on the duration and extent of oversight required as informed by the provisions of the approved AARD and Excavation Methodology. A final archaeological report must be submitted to the Heritage Council of NSW <u>within two (2) years of the completion of archaeological excavation on the project</u> . The report must include information on the entire historical archaeological program relating to the CSSI.	within two (2) years of the <u>completion of archaeological excavation</u> on the project	<p>Furthermore, a Consistency Assessment undertaken for site restoration works, dated 7 July 2022, confirms the presence of the bus shelter on Henry Lawson Avenue at Blues Point.</p> <p>Archaeological excavation on the project is expected to be completed in Q3 2024 at the Chatswood remediation site, land which is to be divested by Sydney Metro. Archaeological excavation at all other sites has been completed.</p> <p>Evidence of submission of archaeological excavation reports to Heritage Council of NSW for information is tracked and verified by the Environmental Representative for each stage through the Compliance Tracking Program.</p> <p>Please see Table 4 below for compliance for each site and applicable stage in accordance with this condition.</p>	Document library Sydney Metro	Compliant

Table 13: Condition E18 compliance for each relevant Stage and site

Site	Stage	Date of submission to Heritage NSW	Name and Date of Record	URL	Status
Chatswood Dive	TSE	7/11/2023	Excavation Directors Report Sydney Metro, City & Southwest Chatswood Dive 3/06/2021	https://www.sydneymetro.info/sites/default/files/2024-05/City%20%26%20Southwest%20Archaeological%20Investigation%20Report%20Chatswood%20Dive.pdf	Compliant
Chatswood Divestment Land	Sydney Metro Minor Works - RMA	Archaeological excavation not yet completed at this site - not triggered.	Archaeological excavation not yet completed at this site.	Not yet available	Compliant
Crows Nest Station	TSE	7/11/2023	Excavation Directors Report Sydney Metro, City & Southwest Crows Nest, Victoria Cross & Marrickville 1/06/2021	https://www.sydneymetro.info/sites/default/files/2024-05/City%20%26%20Southwest%20Archaeological%20Investigation%20Report%20%20Crows%20Nest%20Marrickville%20Victoria%20Cross.pdf	Compliant
Victoria Cross Station	TSE	7/11/2023	Excavation Directors Report Sydney Metro, City & Southwest Crows Nest, Victoria Cross & Marrickville 1/06/2021	https://www.sydneymetro.info/sites/default/files/2024-05/City%20%26%20Southwest%20Archaeological%20Investigation%20Report%20%20Crows%20Nest%20Marrickville%20Victoria%20Cross.pdf	Compliant



Site	Stage	Date of submission to Heritage NSW	Name and Date of Record	URL	Status
Blue Point Access Shaft	TSE	7/11/2023	<p>Archaeological Investigation Temporary Works Site Henry Lawson Reserve, Blues Point May 2022 Volume 2</p> <p>Archaeological Investigation Temporary Works Site Henry Lawson Reserve, Blues Point May 2022, Vol 3</p> <p>Archaeological Investigation Temporary Works Site Henry Lawson Reserve, Blues Point May 2022, Vol 4</p>	<p>https://www.sydneymetro.info/sites/default/files/2024-05/Archaeological%20Investigation%20Temporary%20Work%20Site%2C%20Henry%20Lawson%20Reserve%2C%20Blues%20Point%20Volume%202_Specialist%20Reports.pdf</p> <p>https://www.sydneymetro.info/sites/default/files/2024-05/Archaeological%20Investigation%20Temporary%20Work%20Site%2C%20Henry%20Lawson%20Reserve%2C%20Blues%20Point%20Orthos%2C%20Plans%20Matrix.pdf</p> <p>https://www.sydneymetro.info/sites/default/files/2024-05/Archaeological%20Investigation%20Temporary%20Work%20Site%2C%20Henry%20Lawson%20Reserve%2C%20Blues%20Point%20Registers%20Artefact%20Catalogue.pdf</p>	Compliant
Blues Point Streetscaping	Linewide	01/07/2024	Sydney Metro City & Southwest Blues Point Streetscaping Archaeological Monitoring Report March 2023	https://www.sydneymetro.info/sites/default/files/2024-08/Blues_Point_archaeological_monitoring_report-Linewide.pdf	Compliant
Barangaroo Station	TSE	7/11/2023	<p>City & Southwest Archaeological Investigation Report Barangaroo Excavation Report, October 2022, Vol 1</p> <p>Sydney Metro Project Barangaroo Station UDHB1 'Barangaroo Boat' Excavation Report July 2022, Vol 2</p> <p>Archaeological Investigation Report Sydney Metro City and Southwest TSE Works Barangaroo Station June 2022, Vol 3</p> <p>Archaeological Investigation Report Sydney Metro City and Southwest TSE Works Barangaroo Station June 2022, Vol 5</p> <p>Archaeological Investigation Report Sydney Metro City and Southwest TSE Works Barangaroo Station June 2022, Vol 7</p>	<p>Report not published on SM website due to file size. Please contact Sydney Metro if you require a copy</p> <p>https://www.sydneymetro.info/sites/default/files/2024-05/City%20%26%20Southwest%20Archaeological%20Investigation%20Report%20Barangaroo%20VOLUME%202_Boat%20Report.pdf</p> <p>https://www.sydneymetro.info/sites/default/files/2024-05/City%20%26%20Southwest%20Archaeological%20Investigation%20Report%20Barangaroo%20VOLUME%205_Main%20Appendices.pdf</p> <p>https://www.sydneymetro.info/sites/default/files/2024-05/City%20%26%20Southwest%20Archaeological%20Investigation%20Report%20Barangaroo%20VOLUME%207%20Artefact%20Catalogues.pdf</p>	Compliant



Site	Stage	Date of submission to Heritage NSW	Name and Date of Record	URL	Status
				https://www.sydneymetro.info/sites/default/files/2024-05/City%20%26%20Southwest%20Archaeological%20Investigation%20Report%20Barangaroo%20VOLUME%203_Specialist%20Reports.pdf	
Barangaroo Station	Barangaroo station construction	28/06/2024	Archaeological Excavation Report, Barangaroo Station COP, June 2024	https://www.sydneymetro.info/sites/default/files/2024-08/City%20%26%20Southwest%20Archaeological%20Investigation%20Report%20Barangaroo.pdf	Compliant
Gadigal / Pitt St Station	TSE	Pitt Street Station North: 7/11/2023 Pitt Street Station South: 01/7/2024	Archaeological Investigation Report Volume 1, Final Report Sydney Metro City and Southwest TSE Works Pitt Street Station North October 2023 Excavation Directors Report Sydney Metro, City & Southwest Pitt Street South Station December 2023	https://www.sydneymetro.info/sites/default/files/2024-05/City%20%26%20Southwest%20Archaeological%20Investigation%20Report%20%20Pitt%20Street%20North.pdf https://www.sydneymetro.info/sites/default/files/2024-08/Gadigal_Pitt_Street_South_Final_Excavation_Report_2_19701.pdf	Compliant
Central Station	Central Station Main Works	27/06/2024	Excavation Directors Report Sydney Metro City & Southwest Central Station February 2024, Vol 1	https://www.sydneymetro.info/sites/default/files/2024-08/CSM_Volume_1_Main_Report_Excavation_Directors_Report_2024.pdf	Compliant
Waterloo Station	TSE	27/06/2024	Excavation Directors Report Sydney Metro, City & Southwest Waterloo Station December 2023, Vol 1	https://www.sydneymetro.info/sites/default/files/2024-08/Waterloo_Vol_1_Main_Report_E18_Excavation_Directors_Report_1.pdf	Compliant
Waterloo Station	Waterloo ISD	Archaeological excavation not yet completed at this site - not triggered.	Archaeological excavation not yet completed at this site.	Not yet available	Compliant
Marrickville Dive	TSE	7/11/2023	Excavation Directors Report Sydney Metro, City & Southwest Crows Nest, Victoria Cross & Marrickville 1/06/2021	https://www.sydneymetro.info/sites/default/files/2024-05/City%20%26%20Southwest%20Archaeological%20Investigation%20Report%20%20Crows%20Nest%20Marrickville%20Victoria%20Cross.pdf	Compliant

Table 14: Compliance with applicable Conditions E26, E60 and E68

Requirement Number	Requirement Type	Condition Class	Requirement	Timing Requirement	Compliance	URL	Status
E26	MCoA	Aboriginal Heritage – Human Remains	This approval does not allow the Proponent to harm, modify, or otherwise impact human remains uncovered during the construction and Operation of the CSSI, except in accordance with the Exhumation Management Plan (Condition E27).	during <u>Operation</u>	Sydney Metro Exhumation Management Plan. MTS Operational Environment Management Plan. As discussed with DPPI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://www.sydneymetro.info/sites/default/files/2024-02/Procedure%20-%20Exhumation%20Management%20v6.0.pdf https://metrotrains-sydney.com.au/environment/	Compliant
E60	MCoA	Socio-Economic, Land use and Property – Building Condition Survey	Within three (3) months of the completion of construction, all property owners of buildings for which a building condition survey was carried out in accordance with Condition E59 must be offered a second building condition survey. Where an offer is accepted, building condition surveys must be undertaken by a structural engineer. The results of the surveys must be documented in a Building Condition Survey Report for each building surveyed. Copies of Building Condition Survey Reports must be provided to the owners of the buildings surveyed within one (1) month of the survey being completed.	Within three (3) months of the <u>completion of construction</u>	Compliance with this condition is tracked through the Compliance Tracking Reporting (see MCOA A30) for each relevant stage and endorsed by the environmental representatives.	https://www.sydneymetro.info/media/document/32471	Compliant
E68	MCoA	Soils – Contaminated Sites	A copy of the Site Audit Statement and Site Audit Report must be submitted to the Secretary and Council for information no later than one (1) month before the commencement of <u>Operation</u> .	no later than one (1) month before the commencement of <u>Operation</u> .	Evidence of submission to Secretary and Council for information is tracked and verified by the Environmental Representative for each stage through the Compliance Tracking Program. Please see Table 6 below for compliance for each site and applicable stage in accordance with this condition.	https://www.sydneymetro.info/documents	Compliant

Table 15: Condition E68 compliance for each relevant Stage and site

Site	Stage	Date of submission to DPPI	Name and Date of Record	URL	Status
Chatswood Dive	TSE	18 Oct 2021	Site Audit Report - Sydney Metro Chatswood Dive Structure, 339 Mowbray Road, Chatswood NSW 20 Oct 2022	https://www.sydneymetro.info/sites/default/files/2024-04/Chatswood%20Dive%20-%20Site%20Audit%20Report%20and%20Statement%20%28TSE%20Stage%29.pdf	Compliant
Chatswood Divestment Land	Sydney Metro	On 29/06/2023 the Planning Secretary granted an extension to the timeframe required by Condition E68 of CSSI 7400 to the first of: a) 31 July 2024, or b) one month prior to the use of the land, or c) one month prior to the transfer of the land.	Remediation Action Plan – Chatswood Site Apr 2021 Note: Sydney Metro is not intending to use this residual land as part of operating the new rail line.	Remediation Action Plan: https://www.sydneymetro.info/sites/default/files/2024-04/Chatswood%20Divestment%20Site%20-%20Remediation%20Action%20Plan%20%28Sydney%20Metro%20Stage%29.pdf	Compliant
Crows Nest Station	TSE	18 Oct 2021	Site Audit Report Crows Nest Station Box, Pacific Highway, Crows Nest NSW 24 Jul 2020	https://www.sydneymetro.info/sites/default/files/2024-04/Crows%20Nest%20Station%20-%20Site%20Audit%20Report%20-%20Crows%20Nest%20NSW%2024%20Jul%202020.pdf	Compliant



Site	Stage	Date of submission to DPHI	Name and Date of Record	URL	Status
				%20Site%20Audit%20Report%20and%20Statement%20%28TSE%20Stage%29.pdf	
Victoria Cross Station	TSE	18 Oct 2021	Site Audit Report Sydney Metro Victoria cross north access shaft, 52 McLaren Street, North Sydney NSW 26 Nov 2020	https://www.sydneymetro.info/sites/default/files/2024-04/Victoria%20Cross%20Station%20-%20Site%20Audit%20Report%20and%20Site%20Audit%20Statement%20%28TSE%20Stage%29.pdf	Compliant
Blue Point Access Shaft	TSE	18 Oct 2021	Site Audit Report Sydney Metro blues point access shaft, blues point road, McMahons Point NSW 27 Nov 2020	https://www.sydneymetro.info/sites/default/files/2024-04/Blues%20Point%20Access%20Shaft%20-%20Site%20Audit%20Report%20and%20Site%20Audit%20Statement%20%28TSE%20Stage%29.pdf	Compliant
Blues Point Streetscaping	Linewide	11 Oct 2022	Site Audit Report Sydney Metro Blues Point Access Shaft Reinstatement, Blues Point Road, McMahons Point 23 May 2022	https://www.sydneymetro.info/sites/default/files/2024-04/Blues%20Point%20Site%20-%20Site%20Audit%20Report%20and%20Site%20Audit%20Statement%20%28Linewide%20stage%29.pdf	Compliant
Barangaroo Station	TSE	18 Oct 2021	Site Audit Report Barangaroo Station Box, Hickson Road, Barangaroo 23 Sep 2021	https://www.sydneymetro.info/sites/default/files/2024-04/Barangaroo%20Station%20-%20Site%20Audit%20Report%20and%20Statement%20%28TSE%20Stage%29.pdf	Compliant
Martin Place Station	Martin Place ISD	None required – not triggered	Not applicable	Not applicable	Not Triggered
Gadigal / Pitt St Station	Pitt St ISD	None required – not triggered	Not applicable	Not applicable	Not Triggered
Central Station	Central Station	31 May 2024	Site Audit Report Sydney Metro Central Station Main Works 24 April 2024	https://www.sydneymetro.info/sites/default/files/2024-06/Central%20Station%20-%20Site%20Audit%20Report%20and%20Site%20Audit%20Statement%20%28CSMW%29_removed.pdf	Compliant
Waterloo Station	TSE Stage	18 Oct 2021	Site Audit Report Waterloo Station Box Excavation and Validation, 49-67 Botany Road, Waterloo NSW 2 Jun 2020	https://www.sydneymetro.info/sites/default/files/2024-04/Waterloo%20Station%20-%20Site%20Audit%20Report%20and%20Site%20Audit%20Statement%20%28TSE%20Stage%29.pdf	Compliant
Waterloo Station	Waterloo ISD	18 June 2024	Site Audit Report Waterloo Station, 150 and part 140 Cope Street, Waterloo 14 Jun 2024	https://www.sydneymetro.info/sites/default/files/2024-06/Waterloo%20Station%20-%20Site%20Audit%20Report%20and%20Site%20Audit%20Statement%20%28TSE%29.pdf	Compliant
Marrickville Dive	TSE	18 Oct 2021	Site Audit Report Marrickville Dive, Murray Street, Marrickville NSW 18 Sep 2020	https://www.sydneymetro.info/sites/default/files/2024-04/Marrickville%20Dive%20-%20Site%20Audit%20Report%20and%20Site%20Audit%20Statement%20%28TSE%20Stage%29.pdf	Compliant
Marrickville Sydney Steel Road	Linewide	21/06/2024	Site Audit Report Road Infrastructure at 1c Sydney Steel Road, Marrickville 7 Jun 2024	https://www.sydneymetro.info/sites/default/files/2024-08/sar1c-sydney-steel-rd-marrickville7-june-2024.pdf	Compliant



Site	Stage	Date of submission to DPHI	Name and Date of Record	URL	Status
Marrickville Divestment Land	Sydney Metro	In May 2024, the Planning Secretary advised that given Sydney Metro is not intending to use this residual land as part of operating the new rail line, the Condition E68 does not apply to this land.			Not applicable
Sydenham Station Junction	SSJ	None required – not triggered	Not applicable	Not applicable	Not Triggered

Table 16: Applicable Conditions E72 – E106

Requirement Number	Requirement Type	Condition Class	Requirement	Timing Requirement	Compliance	URL	Status
E72	MCoA	Sustainability	The Proponent must prepare a Sustainability Strategy to be submitted to the Secretary within six (6) months of the date of this approval, or within another timeframe agreed with the Secretary, which must be implemented throughout design, construction and <u>Operation</u> of the CSSI. The Sustainability Strategy must include: (a) details of the sustainability objectives and targets for the design, delivery and <u>Operation</u> of the CSSI; (b) details of the sustainability initiatives which will be investigated and / or implemented; and (c) a description of how the strategy will be implemented for the CSSI.	throughout design, construction and <u>Operation</u>	<p>Sydney Metro City & Southwest Sustainability Strategy Rev 17 was submitted to the Secretary on 7 July 2017 which was within 6 months of the planning approval determination date (7 January 2017). Refer to latest C&SW Sustainability Strategy (June 2019 update) for status of sustainability strategy achievements.</p> <p>The Sydney Metro sustainability reports provide a detailed account of our approach to sustainability and performance on projects including how environmental and social considerations are embedded in all aspects of our projects and integrated into the design, procurement, delivery and operations processes.</p> <p>As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.</p>	<p>https://www.sydneymetro.info/sites/default/files/2021-09/CSW-Sustainability-Strategy-June-2019_0.pdf</p> <p>2017: https://www.sydneymetro.info/sites/default/files/2021-09/SydneyMetro_SustainabilityReport2017.pdf</p> <p>2018: https://www.sydneymetro.info/sites/default/files/2021-09/Sustainability_Report_Dec_2018.pdf</p> <p>2020: https://www.sydneymetro.info/sites/default/files/2021-09/Sustainability-Report-July-2020.pdf</p> <p>2022: https://www.sydneymetro.info/sites/default/files/2023-03/Sydney_Metro_Sustainability_Report_2022_WCAG.pdf</p> <p>2023: https://www.sydneymetro.info/sites/default/files/2024-03/Sydney%20Metro%20Sustainability%20Report%202023%20%281%29_1.pdf</p> <p>https://metrotrains-sydney.com.au/environment/</p>	Compliant
E73	MCoA	Sustainability	Opportunities to reduce <u>Operational</u> greenhouse gas emissions must be investigated during detailed design. The sustainability initiatives identified must be implemented, reviewed and updated regularly throughout design development and construction, and annually during <u>Operation</u> .	during detailed design Annually during Operation	A TfNSW Carbon Estimating and Reporting Tool (CERT) has been completed by each contract during detailed design and then at 6 monthly intervals during construction. The current calculations confirm that a 28.7% greenhouse gas (GHG) reduction has been achieved against the pre-defined baseline contained within CERT. This is reflective of all contractors operating on the Chatswood to Sydenham project, including the Linewide Contractor. These total figures are included below for reference:	https://www.sydneymetro.info/sites/default/files/2021-09/CSW-Sustainability-Strategy-June-2019_0.pdf	Compliant



					GHG Reduction						
					As of 31/12/24*	Base Case	Actual	GHG Reduction			
					Chatswood to Sydenham (incl. LW)	358,162	255,287	28.2%			
					(*Note that as CERT calculations are provided every 6 months, we have data until 31/12/24. Data from that date to completion is not yet available) The above reductions indicate a 8.7% improvement on the minimum target for Sydney Metro of 20% GHG reduction. The Sydney Metro operator will be undertaking a carbon footprint for their activities and provide improvement measures as listed in their Operational Phase Environment and Sustainability Management plan (inc Carbon and Energy Management Plan).						
E74	MCoA	Sustainability	The Proponent must fully offset the greenhouse gas emissions associated with consumption of electricity during <u>Operation</u> of the CSSI.	During Operation	Sydney Metro achieves condition through the progressive purchase and retirement of LGCs (Large Generation Certificates) through various market mechanisms which are appropriate at the time of procurement. This process is expected to continue and adapt as market changes dictate to achieve the commitments specified. Sydney Metro has an existing Green Products Purchase Agreement to procure large-scale generation certificates from a new build solar farm to offset 100% of operational electricity requirements. The contract was initially executed in 2017 for Sydney Metro North West but does not limit the use to just North West, and will be utilised for the electricity consumption of Cit & Southwest. It may be used by Transport for NSW (Sydney Metro) to fulfill its commitments as required until the agreement expires in 2034. Beyond this period Sydney Metro will continue to ensure that any future contracted electricity is also 100% Zero Emission in line with this condition, and TfNSW/NSW Government commitments.				https://www.sydneymetro.info/sites/default/files/2021-09/CSW-Sustainability-Strategy-June-2019_0.pdf	Compliant	
E75	MCoA	Traffic, Transport & Pedestrian Access	The CSSI must be designed, constructed and operated with the objective of integrating with existing and proposed road and related transport networks and minimising adverse changes to the safety, efficiency and accessibility of the networks, and facilitate an improved level of service in relation to permanent and <u>Operational</u> changes. Detailed design and assessment of related traffic, parking, pedestrian and cycle accessibility impacts and changes shall be undertaken: (a) in consultation with, and to the reasonable requirements of the Traffic and Transport Liaison Group(s) established under Condition E77; (b) in	During Operation	This requirement has been tracked through the compliance tracking reporting for each stage, with evidence reviewed and endorsed by the Environmental Representative. See the Sydney Metro Traffic Management Framework. All road related designs (interim and end state) were reviewed and approved the appropriate Road Authority (Councils, TfNSW). All construction traffic management plans were reviewed and approved by the TCG (Traffic				Construction: https://www.sydneymetro.info/sites/default/files/2021-09/Construction%2520Traffic%2520Management%2520Framework%2520-%2520City%2520%2526%2520Southwest%2520Chatswood%2520to%2520Sydenham%2520Contracts_0.pdf	Compliant	

			consideration of existing and future demand, connectivity (in relation to permanent changes), performance and safety requirements; (c) to minimise and manage local area traffic impacts; (d) to ensure access is maintained to property and infrastructure; and (e) to meet relevant design, engineering and safety guidelines, including Austroads, Australian Standards, and RMS (RTA) requirements. Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road Authority for consultation before the commencement of the relevant works.		Control Group) and TTLG (Traffic and Transport Liaison Group) and have ensured that they all meet relevant Australian Standards, Austroads Guidelines, TfNSW Technical Directions and Council's relevant Standards. See E77 for TTLG compliance. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	Operation: https://metrotrains-sydney.com.au/environment/	
E76	MCoA	Traffic, Transport & Pedestrian Access	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the Traffic and Transport Liaison Group <u>before the completion and use of the subject infrastructure</u> and must be made available to the Secretary upon request.	<u>before the completion and use of the subject infrastructure</u>	Compliance with this condition is tracked through the Compliance Tracking Reporting (see MCOA A30) for each relevant stage and endorsed by the environmental representatives.	https://www.sydneymetro.info/media/document/32471	Compliant
E77	MCoA	Traffic, Transport & Pedestrian Access - Traffic and Transport Liaison Group	The Proponent must establish a Traffic and Transport Liaison Group(s) (TTLGs) to inform traffic and transport management measures during construction and <u>Operation</u> of the CSSI. Management measures must be coordinated with and approved by the RMS following endorsement by the Sydney Coordination Office and consultation with the Relevant Roads Authority. The TTLG must comprise representatives from the Relevant Road Authority(ies) (including the RMS, relevant Councils, and the Barangaroo Delivery Authority as appropriate), transport operators (including bus and taxi operators), emergency services and Port Authority of NSW as required. The TTLG must be consulted on to inform the preparation of the Construction Traffic Management Plan(s) and Interchange Access Plan(s).	During Operation	A TTLG has been established to meet CoA E77, and the first meeting was held on 16 February 2017. Meetings have been held generally the last Wednesday of each month throughout construction. The TTLG was consulted on to inform the preparation of the Construction Traffic Management Plans for each stage and site, and each Interchange Access Plan (see E101 for links to the IAPs which include consultation details). The Operational Traffic and Transport Management Plan was presented to the TTLG on 29 May as part of consultation required per CoA D3. The TTLG will continue throughout Operations. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://www.sydneymetro.info/citysouthwest/environment-planning https://metrotrains-sydney.com.au/environment/	Compliant
E78	MCoA	Traffic, Transport & Pedestrian Access - Traffic and Transport Liaison Group	The Proponent must undertake supplementary analysis and modelling as required by the TTLG to demonstrate that construction and <u>Operational</u> traffic can be managed to minimise disruption to traffic network <u>Operations</u> , public including changes to and the management of pedestrian, bicycle and public transport networks transport services, pedestrian and cyclist movements. Revised traffic management measures, must be incorporated into the Construction Traffic Management Plan(s), Interchange Access Plan(s) and Station Design and Precinct Plan(s).	During Operation	This is addressed in full in the MTS Operational Traffic and Transport Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant



E87	MCoA	Traffic, Transport & Pedestrian Access	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists and public transport users will be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be included within each relevant CTMP and carried out in consultation with the TTLG before the completion and use of the subject infrastructure and must be made available to the Secretary on request.	before the completion and use of the subject infrastructure	Compliance with this condition is tracked through the Compliance Tracking Reporting (see MCOA A30) for each relevant stage and endorsed by the environmental representatives.	https://www.sydneymetro.info/media/document/32471	Compliant
E98	MCoA	Traffic, Transport & Pedestrian Access – Bicycle Infrastructure	The Proponent must undertake an audit of bicycle patronage at stations and end-of-trip facility adequacy 12 and 36 months following commencement of <u>Operation</u> of the project to ensure the level of bicycle parking and end-of-trip facilities available are adequate in terms of both quantity and quality. The audit must be undertaken with the Relevant Council(s), RMS, Bicycle NSW and relevant local bike user groups.	12 and 36 months following commencement of <u>Operation</u>	Sydney Metro will undertake audit in all City Stations (between Crows Nest and Sydenham) 12- and 36-months following Operations commencement in accordance with this condition. The bicycle parking facilities provided in each of these stations and will identify if any improvements are required to facilitate the demand and comfort, safety to the bicycle users.	https://www.sydneymetro.info/media/document/32471	Compliant
E101	MCoA	Urban Design & Visual Amenity – Design Review Panel	Before commencement of permanent built surface works and/or landscaping, the Proponent must prepare Station Design and Precinct Plans (SDPP) for each station. The SDPP must be prepared by a suitably qualified and experienced person(s), in collaboration and consultation with relevant stakeholders including but not limited to relevant council(s), UrbanGrowth NSW, the Department, Chambers of Commerce and the local community. The SDPP(s) must present an integrated urban and place making outcome for each station or end state element. The SDPP(s) must be approved by the Secretary following review by the DRP and before commencement of permanent aboveground work. Each SDPP must include, but not be limited to: (a) identification of specific design objectives, principles and standards based on - i. the project design objectives as refined by the DRP; ii. maximising the amenity of public spaces and permeability around entrances to stations; iii. local environmental, heritage and place making values; iv. urban design context; v. sustainable design and maintenance; vi. community safety, amenity and privacy, including 'safer by design' principles where relevant; vii. relevant urban design and infrastructure standards and guidelines (including relevant council standards, policies and guidelines); viii. minimising the footprint of the project (including at <u>Operational</u> facilities); (b) opportunities for public art; (c) landscaping and building design opportunities to mitigate the visual impacts of rail infrastructure and <u>Operational</u> fixed facilities (including the Chatswood Dive, Marrickville Dive, Sydney Metro Trains Facility South, Artarmon Substation, station structures and services, noise walls etc.); (d) the incorporation of salvaged historic and artistic elements onto the project design, including but not limited to the Tom Bass P&O fountain, the Douglas Annand glass screen (if present), the Douglas Annand wall frieze and heritage fabric from Martin Place Station, unless otherwise agreed by the Secretary; (e) details on the location of existing vegetation and proposed landscaping (including use of endemic and advanced tree species where practicable). Details of	Elements covered by SDPP(s) must be complete no later than the commencement of <u>Operation</u> of the Sydney Metro to paid services, unless otherwise agreed with the Secretary	All elements covered in the SDPPs for each site will have been completed prior to the commencement of Operations, except for the following, of which DPHI provided approval for later implementation: <ul style="list-style-type: none"> - Crows Nest - Victoria Cross - Barangaroo - Waterloo - Sydney Metro Trains Facility Station Design and Precinct Plans, (SDPP), Interchange Access Plans (IAP), Heritage Interpretation Plans (HIP) are available (where applicable) under Quick Links on the website page for each site.	https://www.sydneymetro.info/sites/default/files/2024-08/sar1c-sydney-steel-rd-marrickville7-june-2024.pdf	Compliant

			species to be replanted/revegetated must be provided, including their appropriateness to the area and habitat for threatened species; (f) a description of the CSSI design features, including graphics such as sections, perspective views and sketches for key elements of the CSSI; (g) the location, design and impacts of <u>Operational</u> lighting associated with the CSSI and measures proposed to minimise lighting impacts; (h) details of where and how recommendations from the DRP have been considered in the plan; (i) the timing for implementation of access, landscaping and public realm initiatives; (j) monitoring and maintenance procedures for vegetation and landscaping (including weed control), performance indicators, responsibilities, timing and duration and contingencies where rehabilitation of vegetation and landscaping measures fail; and (k) evidence of consultation with the community, local Councils and agencies in the preparation of on the SDPP(s) and how feedback has been addressed before seeking endorsement by the DRP. Elements covered by SDPP(s) must be complete no later than the commencement of <u>Operation</u> of the Sydney Metro to paid services, unless otherwise agreed with the Secretary. Note: The SDPP may be submitted in stages to address the built elements of the CSSI and landscaping aspects of the CSSI.				
E106	MCoA	Waste	Waste generated during construction and <u>Operation</u> is to be dealt with in accordance with the following priorities: (a) waste generation is to be avoided and where avoidance is not reasonably practicable, waste generation is to be reduced; (b) where avoiding or reducing waste is not possible, waste is to be re-used, recycled, or recovered; and (c) where re-using, recycling or recovering waste is not possible, waste is to be treated or disposed of.	During <u>Operation</u>	This is addressed in full in the MTS Operational Environmental Management Plan. As discussed with DPPI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant

Table 17: Revised Environmental Mitigation Measures

Requirement Number	Requirement Type	Condition Class	Requirement	Timing Requirement	Compliance	URL	Status
OpT1	REMM	<u>Operational</u> Traffic & Transport	Enhancement of pedestrian infrastructure in the vicinity of Victoria Cross and Martin Place stations would be investigated further in consultation with (as relevant to the location) the CBD Coordination Office, Roads and Maritime Services and the relevant local council.	Detailed design	Addressed in Interchange Access Plan and Station Design and Precinct Plan for Victoria Cross and Martin Place stations available under Quick Links on the left of the web page for each site. This requirement has been tracked through the compliance tracking reporting for the Victoria Cross and Martin Place ISD stages, with evidence reviewed and endorsed by the Environmental Representative.	https://www.sydneymetro.info/station/city-stations	Compliant
OpT2	REMM	<u>Operational</u> Traffic & Transport	Access would be maintained to neighbouring properties.		This is addressed in full in the MTS Operational Traffic and Transport Management Plan. As discussed with DPPI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant



OpT3	REMM	Operational Traffic & Transport	The design of the interface between the Frank Channon Walk extension and the signalised intersection at Mowbray Road / Hampden Road (including any shared zone proposal) would be developed in consultation with Roads and Maritime Services and Willoughby Council.	Detailed design	<p>This requirement has been tracked through the compliance tracking reporting for Sydney Metro, with evidence reviewed and endorsed by the Environmental Representative.</p> <p>Sydney Metro developed the design of the interface between the Frank Channon Walk extension and the signalised intersection at Mowbray Road / Hampden Road. Ongoing consultation was held by Sydney Metro with TfNSW and Willoughby Council through 2022 and 2023 regarding the designs.</p> <p>Frank Channon Walk extension was delivered by the Linewide contractor and was opened to the public in March 2023. The design can be viewed in the Chatswood Station Design and Precinct Plan.</p> <p>The Mowbray Road / Hampden Road signalised intersection works were delivered under a Minor Works approval by RMA.</p>	https://www.sydneymetro.info/media/document/35636	Compliant
OpT4	REMM	Operational Traffic & Transport	Transport for NSW would work with local councils to minimise adverse impacts of <u>Operation</u> on parking and other kerbside use in local streets, such as loading zones, bus zones, taxi zones and coach zones.	Detailed design	<p>This requirement has been tracked through the compliance tracking reporting for each station, with evidence reviewed and endorsed by the Environmental Representative for each applicable stage.</p> <p>Also see D12 and E101.</p> <p>All associated kerb side parking arrangements that include but not limited to Bus Zones, Taxi Zones, Kiss & Ride, Coach Parking zones, Loading Zones have been identified and approved in the relevant IAPs. All these parking changes will be subject to the approval by the Local Traffic Committee, which consists with representatives from TfNSW, Councils, prior to installation.</p>	https://www.sydneymetro.info/media/document/35636	Compliant
OpT5	REMM	Operational Traffic & Transport	During detailed design, Transport for NSW would consult with Inner West Council, Roads and Maritime Services and other stakeholder on strategies to reduce the number of staged pedestrian marked foot crossings at the Edinburgh Road / Edgeware Road intersection.	Detailed design	<p>The intersection site in question was implemented by Sydney Metro and the TSE contractor in 2018 and has gone through the necessary approvals with TfNSW.</p> <p>TfNSW / Inner West Council have since (May 2023) upgraded the marked foot crossing to signalised for the left turn lane from Edinburgh Road into Edgeware Road to improve the pedestrian connection.</p> <p>TfNSW (Greater Sydney, Network and Asset) maintain and operate the signal now and item (OpT5) has been closed.</p>	https://www.sydneymetro.info/media/document/35636	Compliant
OpNV1	REMM	Operational noise and vibration	The height and extent of noise barriers adjacent to the northern and southern surface track works would be confirmed during detailed design with the aim of not exceeding trigger levels from the Rail Infrastructure Noise Guidelines (Environment Protection Authority, 2013). At property treatments would be offered where there are residual exceedances of the trigger levels.	during detailed design	<p>Operational Noise and Vibration Management Plan.</p> <p>As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.</p>	https://metrotrains-sydney.com.au/environment/	Compliant

OpNV2	REMM	Operational noise and vibration	Track form would be confirmed during the detailed design process in order to meet the relevant ground-borne noise and vibration criteria from the Rail Infrastructure Noise Guidelines (EPA, 2013) and the Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects (DECC, 2007a).	during detailed design	Operational Noise and Vibration Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
OpNV3	REMM	Operational noise and vibration	Stations and ancillary facilities including train breakout noise from draught relief shafts would be designed to meet the applicable noise criteria derived from the Industrial Noise Policy (EPA, 2000).	during detailed design	Operational Noise and Vibration Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
OpNV4	REMM	Operational noise and vibration	Procedural mitigation measures would be implemented to minimise noise emissions from the Sydney Metro Trains Facility South with the aim of meeting the relevant criteria derived from the Industrial Noise Policy (Environment Protection Authority, 2000). This would consider measures such as: . Minimising the number of trains being cleaned simultaneously . Cleaning trains without air conditions systems in use . Limit cleaning and start-up <u>Operations</u> during the night-time and early morning periods to the trains stabled furthest from the most affected residences. In the event that procedural measures are not sufficient to achieve compliance with the criteria derived from the Industrial Noise Policy, at-property treatments would be offered to affected receivers.	During Operation	Operational Noise and Vibration Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
OpNV5	REMM	Operational noise and vibration	Further detailed investigations would be undertaken of the phased <u>Operations</u> once the detail of these changes are determined. This investigation would include determination of the likely change in noise levels at receivers and consideration of the need for any feasible and reasonable mitigation measures taking into consideration the likely duration of the phased <u>Operations</u> .	During Operation	Operational Noise and Vibration Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
SCW7	REMM	Soils, contamination and water quality - <u>Operation</u>	Discharges from the tunnel water treatment plant would be monitored to ensure compliance with the discharge criteria determined in consultation with the NSW Environment Protection Authority.	During Operation	The EPA was consulted during development of the Water Discharge Impact Assessment for the operational water treatment plant, including upgrades to the plant, by Sydney Metro and the Linewide principal contractor, Systems Connect. The Linewide contractor subsequently has a condition on their construction Environment Protection Licence (EPL) for proof of performance testing. Refer EPL 21423. The EPA have issued interim discharge criteria to MTS, with future ongoing criteria to be determined by the proof of performance results. MTS and Systems Connect will continue to consult with the EPA on compliance with their respective EPLs. Refer EPL 20247. Also addressed in OEMP. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://app.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=21423&id=21423&option=licence&searchrange=licence&range=POEO%20licence&prp=no&status=Issued https://app.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=21423&id=21423&option=licence&searchrange=licence&range=POEO%20licence&prp=no&status=Iss https://metrotrains-sydney.com.au/environment/	Compliant



HR5	REMM	<u>Operation</u>	All hazardous substances that may be required for <u>Operation</u> would be stored and managed in accordance with the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005) and Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 (Department of Planning, 2011).	During Operation	Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
WM5	REMM	Waste Management (<u>Operation</u>)	Generation of <u>Operation</u> phase waste would be minimised.	During Operation	Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
SUS7	REMM	Sustainability (<u>Operation</u>)	Sustainability initiatives would be incorporated into the <u>Operation</u> of the project to support the achievement of the project sustainability objectives.	During Operation	Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
SUS8	REMM	Sustainability (<u>Operation</u>)	Periodic review of climate change risks would be carried out to ensure ongoing resilience to the impacts of climate change.	During Operation	Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
SUS9	REMM	Sustainability (<u>Operation</u>)	A workforce development and industry participation strategy would be developed and implemented during <u>Operation</u> .	During Operation	Operational Environment Management Plan. As discussed with DPHI, the MTS OEMP and sub-plans will be made publicly available on the MTS website following approval.	https://metrotrains-sydney.com.au/environment/	Compliant
SUS10	REMM	Sustainability (<u>Operation</u>)	100 per cent of the greenhouse gas emissions associated with consumption of electricity during <u>Operation</u> would be offset.	During Operation	See Condition E74	https://www.sydneymetro.info/sites/default/files/2021-09/CSW-Sustainability-Strategy-June-2019_0.pdf	Compliant