Construction Environment Management Plan (CEMP)

Main Excavation and Viaduct Works

Western Sydney Airport – Surface and Civil Alignment Works

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Document Approval

Rev.	Date	Prepared by	Reviewed by	Approved by	Remarks
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Distribution and Authorisation

Document Control

The CPBUI JV Project Director is responsible for ensuring this plan is reviewed and approved. The Project Director is responsible for updating this plan to reflect changes to the project, legal and other requirements, as required.

The controlled master version will be maintained on TeamBinder. All circulated hard copies are deemed to be uncontrolled.

Amendments

The implementation of this Plan is under the authority of the CPBUI Delegated Authority Matrix. All Contract personnel will perform their duties in accordance with this Plan, supporting plans, and related procedures.

Revision Details

Rev.	Details
A	First Draft
B	In response to Sydney Metro, Independent Certifier and ER comments
C	In response to final Sydney Metro and Independent Certifier comments prior to endorsement
01	Issued for Construction. All Review comments closed. Approved by ER.
02	Update to Appendix C5 following review and updating to Sydney Metro Risk Management Standard (Revision 8.3), Sydney Metro contact details and minor edits throughout document
03	Update to Training Needs Analysis and inclusion of Appendix C7 MIRRA Register.

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Compliance

No.	Requirement	Reference
SSI 10051 Planning Approval*		
A11	The Staging Report must: (a) set out how construction of the whole of the CSSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish; (b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including details of each stage and the general timing of when operation of each stage will commence; (c) specify conditions that apply to each stage of construction and operation including how compliance with conditions will be achieved across and between each of the stages of the CSSI; (d) set out mechanisms for managing any cumulative impacts arising from the proposed staging; and (e) for the purposes of informing Conditions C2, C7 and C17, include an assessment of the predicted level of environmental risk and potential level of community concern posed by the construction activities required to construct each stage of the CSSI. With respect to (e) above, the risk assessment must use an appropriate process consistent with AS/NZS ISO 31000: 2018; Risk Management - Guidelines and must be endorsed by the ER. Note: 1. A Staging Report may reflect the staged construction and operation of the project through geographical activities, temporal activities or activity-based staging. 2. The risk matrix must reflect the stages of construction identified in the Staging Report.	Section 1.5
A16	The Proponent may submit any strategies, plans or programs required by this approval on a progressive basis, within each stage of the CSSI. Notes: 1. While any strategy, plan or program may be submitted on a progressive basis, the Proponent will need to ensure that the existing activities on site are covered by suitable strategies, plans or programs at all times; and 2. If the submission of any strategy, plan or program is to be submitted on a progressive basis, then the relevant strategy, plan or program must clearly describe the activities to which the strategy, plan or program applies, the relationship of this activity to any future activities within the stage, and the trigger for updating the strategy, plan or program. The staged submission of strategies, plans or programs may reflect the construction and operation of the project through geographical activities, temporal activities or activity-based staging.	Section 1.5
C1	Construction Environmental Management Plans (CEMPs) and CEMP Sub-plans must be prepared in accordance with the	This Plan

No.	Requirement	Reference
	Construction Environmental Management Framework (CEMF) included in the documents listed in Condition A1 to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during construction.	
C3	The CEMP(s) not requiring the Planning Secretary's approval must be submitted to the ER for endorsement no later than one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage. That CEMP must obtain the endorsement of the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	Section 1.7
Sydney Metro Construction Environmental Management Framework (CEMF)		
3.1(a)	Principal Contractors are required to have a corporate Environmental Management System certified under AS/NZS ISO 14001:2016.	Section 7
3.1(b)	Principal Contractors are required to develop a project based Environment and Sustainability Management System (E&SMS). The E&SMS will: i. Be consistent with the Principal Contractors corporate Environmental Management System and AS/NZS ISO 14001:2016; ii. Be supported by a process for identifying and responding to changing legislative or other requirements; iii. Include processes for assessing design or construction methodology changes for consistency against the planning approvals; iv. Include processes for tracking and reporting performance against sustainability and compliance targets; v. Include a procedure for the identification and management of project specific environmental risks and appropriate control measures; and vi. Be consistent with the Sydney Metro – Western Sydney Airport Sustainability Plan and the Sydney Metro Environment and Sustainability Statement of Commitment.	Section 7
3.1 (c)	All sub-contractors engaged by the Principal Contractor will be required to work under the Principal Contractor's Environment and Sustainability Management System.	Section 6.7
3.4 (c)	Principal Contractors are required to prepare and implement a Construction Environmental Management Plan (CEMP) relevant to the scale and nature of their off-airport scope of works. The CEMP shall comprise of a main CEMP document, issue specific sub plans, activity specific procedures and site based control maps. The CEMP shall illustrate the relationship between other plans required by the contract, in particular those that relate to design management. The CEMP will address the specific requirements of scope of works and address the off-airport environmental requirements.	This Plan
3.4 (d)	Depending on the scope and scale of the works, Sydney Metro may decide to streamline the CEMP and sub-plan requirements for off-airport works. For example, depending on the risk	This Plan Section 6.1.1

No.	Requirement	Reference
	associated with particular environmental issues it may be appropriate to remove the need for a sub plan, or replace with a procedure as part of the CEMP. The CEMP and sub-plan requirements from this CEMF for each construction stage / contract will be detailed in the Staging Report / Construction (Rail) Plan for the project.	
3.4(e)	Environmental documentation prepared for works within the on-airport site will be in accordance with the approved SMWSA on-airport CEMPs.	On-airport works are outside of the scope of this CEMP.
3.4 (f)	The Principal Contractor CEMP will cover the requirements of the relevant planning approval documentation, the conditions of all other permits and licences, the Principal Contractor's corporate EMS, the environmental provisions of the contract documentation and this Construction Environmental Management Framework.	This Plan
3.4 (g)	As a minimum the Principal Contractor CEMP will: i. Include a contract specific environmental policy;	Appendix C1 – Environment and Sustainability Policy
3.4 (g)	ii. Include a description of activities to be undertaken during construction;	Section 1.4.1 Section 3
3.4 (g)	iii. For each plan under the CEMP include a matrix of the relevant SSI Conditions of Approval referencing where each requirement is addressed;	This Table Section 1.5.2 Appendix C6 – Compliance Tracking
3.4 (g)	iv. For each plan under the CEMP, set objectives and targets, and identify measurable key performance indicators in relation to these;	Section 1.6
3.4 (g)	v. For each role that has environmental accountabilities or responsibilities, including key personnel, provide a tabulated description of the authority and roles of key personnel, lines of responsibility and communication, minimum skill level requirements and their interface with the overall project organisation structure;	Section 5
3.4 (g)	vi. Assign the responsibility for the implementation of the CEMP to the Environment Manager, who will have appropriate experience. The Principal Contractor's Project Director will be accountable for the implementation of the CEMP;	Section 5.2.1
3.4 (g)	vii. Identify communication requirements, including liaison with stakeholders and the community;	Section 5 Section 7.7
3.4 (g)	viii. Include induction and training requirements and a summary of the Training Needs Analysis required in Section 3.11(b);	Section 7.8
3.4 (g)	ix. Management strategies for environmental compliance and review of the performance of environmental controls;	Section 7.4 Section 7.13
3.4 (g)	x. Procedures for environmental inspections and monitoring, auditing and review, and reporting on environmental performance including environmental compliance tracking;	Section 6.5 Section □ Section 7.4.2 Section 7.13
3.4 (g)	xi. Include an annual schedule for auditing the CEMP and Sub-Plans that is updated at least monthly;	Section 7.13.1

No.	Requirement	Reference
3.4 (g)	xii. Include procedures for emergency and incident management, non-compliance management, and corrective and preventative action; and	Section 7.4.3 Section 7.10 Appendix C2 – Appendix C2 – Sydney Metro Environmental Incident Reporting and Classification Procedure
3.4 (g)	xii. Include procedures for the control of environmental records.	Section 7.12.1
3.4(h)	The Principal Contractor CEMP and associated sub-plans will be reviewed by Sydney Metro prior to any construction works commencing. For off-airport works approved under the CSSI, the independent environmental representative (see Section 3.13) will also review the CEMP.	Section 1.7
3.4 (i)	Where a corresponding systems document exists within the Sydney Metro Integrated Management System, the Principal Contractor's procedures will be required to be consistent with any requirements in those documents.	Appendix C2 – 6.2
3.5(a)	Subject to Section 3.4(b) the Principal Contractors will prepare issue-specific environmental sub plans to the CEMP which address each of the relevant environmental impacts at a particular site or stage of the project. Issue specific sub plans will include as a minimum: i. Spoil management; ii. Groundwater management; iii. Traffic and transport management; iv. Noise and vibration management; v. Heritage management; vi. Flora and fauna management; vii. Visual amenity management; viii. Soil and water management; ix. Air quality management; and x. Waste management. Some of these sub plans may also be informed by other environmental management documents included in the planning approval, for example the Construction Traffic Management Framework or Construction Noise and Vibration Standard.	Appendix C2 – 6.2
3.5 (b)	Additional detail on the minimum requirements for these sub plans is provided in Sections 6 to14 of this CEMF.	Noted.
3.6 (a)	The Principal Contractor will prepare and implement activity specific environmental procedures. These procedures should supplement environmental management sub plans, but may substitute for sub plans in agreement with Sydney Metro if a reasonable risk based justification can be made and the sub plan is not a requirement of any approval.	Appendix C2 –
3.6 (b)	The procedures will include: i. A breakdown of the work tasks relevant to the specific activity and indicate responsibility for each task; ii. Potential impacts associated with each task; iii. A risk rating for each of the identified potential impacts;	Appendix C2 – 6.2 Appendix C5 – Aspect and Impacts Risk Register

No.	Requirement	Reference
	iv. Mitigation measures relevant to each of the work tasks; and v. Responsibility to ensure the implementation of the mitigation measures.	
3.6 (c)	The Principal Contractor will prepare and implement site based, progressive Environmental Control Maps (ECMs) which as a minimum: i. Depicting the current representation of the site; ii. Indicate which environmental procedures, environmental approvals, or licences are applicable; iii. Illustrate the site, showing significant structures, work areas and boundaries; iv. Illustrate the environmental control measures and environmentally sensitive receivers; v. Is endorsed by the Principal Contractors Environmental Manager or delegate; vi. Include all the training and competency requirements for relevant workers; and. vii. Be communicated to relevant workers, including sign off the appropriate procedures prior to commencing works on the specific site and / or activity.	Section 6.2
3.7 (a)	Where the requirement for an additional environmental assessment is identified, this will be undertaken prior to undertaking any construction activities. The environmental assessment will include: i. A description of the existing surrounding environment; ii. Details of the ancillary works and construction activities required to be carried out including the hours of works; iii. An assessment of the environmental impacts of the works, including, but not necessarily limited to, traffic, noise and vibration, air quality, soil and water, ecology and heritage; iv. Details of mitigation measures and monitoring specific to the works that would be implemented to minimise environmental impacts; and v. Identification of the timing for completion of the construction works, and how the sites would be reinstated (including any necessary rehabilitation).	Section 7.12.3
3.8 (a)	A cumulative construction impacts management plan would be developed. The plan would detail co-ordination and consultation requirements with the following stakeholders (as relevant) would occur where required to manage the interface of projects under construction at the same time: i. Western Sydney Airport ii. Transport for NSW iii. Department of Planning, Industry and Environment iv. Western Parkland City Authority (and their contractors) v. Emergency service providers vi. Utility providers	Sydney Metro Cumulative Construction Impacts Management Plan Section 3.5
3.8 (b)	Co-ordination and consultation requirements with these stakeholders would be detailed in the plan to include: i. provision of regular updates to the detailed construction program, construction sites and haul routes	Sydney Metro Cumulative Construction Impacts Management Plan

<table>
<tr><th>No.</th><th>Requirement</th><th>Reference</th></tr>
<tr><td></td><td>ii. identification of key interfaces with other construction projects
iii. Development of mitigation strategies to manage cumulative impacts associated with these interfaces.</td><td>Section 3.5</td></tr>
<tr><td>3.9 (a)</td><td>Prior to the commencement of construction the Principal Contractors are to offer Pre-construction Building Condition Surveys, in writing, to the owners of buildings where there is a potential for construction activities to cause any damage (regardless of severity). If accepted, the Principal Contractor will produce a comprehensive written and photographic condition report produced by an appropriate professional prior to relevant works commencing.</td><td>Section 6.4</td></tr>
<tr><td>3.9 (b)</td><td>Prior to the commencement of construction the Principal Contractor will prepare a Road Dilapidation Report for all local public roads proposed to be used by heavy vehicles. Dilapidation reports are to include other road infrastructure such as signs, curbs, applicable driveways and pedestrian paths.</td><td>Section 6.4</td></tr>
<tr><td>3.10 (a)</td><td>Principal Contractors will identify hold points, beyond which approval is required to proceed with a certain activity. Example activities include vegetation removal and water discharge. Hold points will be documented in relevant CEMPs.</td><td>Section 6.4</td></tr>
<tr><td>3.10 (b)</td><td>Table 1.4 provides the structure for the register of hold points as well as a preliminary list of hold points which will be implemented.
<table>
<tr><th>Hold Point</th><th>Release of Hold Point</th><th>By Who</th></tr>
<tr><td>Prior to Vegetation Clearing / Ground Disturbance</td><td>Pre-clearing inspection
Erosion and sediment control plan</td><td>Qualified Ecologist
Contractor’s Environmental Manager or delegate</td></tr>
<tr><td>Discharge of water</td><td>Water tested to verify compliance and approval to discharge</td><td>Contractor’s Environment Manager or delegate</td></tr>
<tr><td>Out of hours works</td><td>Noise Assessment</td><td>Contractor’s Environment Manager</td></tr>
<tr><td>Use of local roads by heavy vehicles</td><td>Road Dilapidation Report</td><td>Appropriate Professional nominated by Principal Contractor</td></tr>
<tr><td>Construction identified as affecting buildings</td><td>Building Condition Survey</td><td>Appropriate Professional nominated by Principal Contractor</td></tr>
</table></td><td>Section 6.4</td></tr>
<tr><td>3.11 (a)</td><td>Principal Contractors are responsible for determining the training needs of their personnel. As a minimum this will include site induction, regular toolbox talks and topic specific environmental training as follows:
i. The site induction will be provided to all site personnel and will include, as a minimum:</td><td>Section 7.8</td></tr>
</table>

No.	Requirement	Reference
	▪ Training purpose, objectives and key issues; ▪ Contractor's environmental and sustainability policy(s) and key performance indicators; ▪ Due diligence, duty of care and responsibilities; ▪ Relevant conditions of any environmental licence and/or the relevant conditions of approval; ▪ Site specific issues and controls including those described in the environmental procedures; ▪ Reporting procedure(s) for environmental hazards and incidents; and ▪ Communication protocols for interactions with community and stakeholders. ii. Toolbox talks will be held on a regular basis in order to provide a project or site wide update, including any key or recurring environmental issues; and iii. Topic specific environmental training should be based upon, but is not limited to, issue specific sub-plans required under Section 3.5 (a).	
3.11 (b)	Principal Contractors will conduct a Training Needs Analysis which: i. Identifies that all staff are to receive an environmental training; ii. Identifies the competency requirements of staff that hold environmental roles and responsibilities documented within the Construction Environmental Management Plan and sub-plans; iii. Identifies appropriate training courses/events and the frequency of training to achieve and/or maintain these competency requirements; and iv. Implements and document as part of the CEMP a training schedule that plans attendance at environmental training events, provides mechanisms to notify staff of their training requirements, and identifies staff who do not attend scheduled training events or who have overdue training requirements.	Section 7.8
3.12 (a)	Principal Contractors undertaking off-airport work in accordance with an EPL must develop and implement a Pollution Incident Response Management Plan, in accordance with the requirements of the POEO Act. Contractor's emergency and incident response procedures will also be consistent with any relevant Sydney Metro procedures and, for on-airport works, consistent with the environmental incident and emergency management requirements identified in the Western Sydney Airport Site Environmental Management Framework, and will include: i. Categories for environmental emergencies and incidents; ii. Notification protocols for each category of environmental emergency or incident, including notification to Sydney Metro, WSA (where required for on-airport works) and notification to owners / occupiers in the vicinity of the incident. This is to include relevant contact details; iii. Identification of personnel who have the authority to take immediate action to shut down any activity, or to affect any environmental control measure (including as directed by an authorised officer of any regulator or government department);	Section 7.10.2.2 Pollution Incident Response Management Plan Emergency Response Plan

No.	Requirement	Reference
	iv. A process for undertaking appropriate levels of investigation for all incidents and the identification, implementation and assessment of corrective and preventative actions; and v. Notification protocols of incidents to relevant regulators and stakeholders including (but not limited to) the EPA, DPIE, the AEO, WSA and DITRDC for incidents that are made by the Contractor or Sydney Metro.	
3.12 (b)	The Contractor will make all personnel aware of the plan and their responsibilities.	Section 7.8.1 Pollution Incident Response Management Plan Emergency Response Plan
3.13 (a)	Sydney Metro will engage Independent Environmental Representatives (ERs) as required under the SSI approval for off-airport works to undertake the following, along with any additional roles as required: i. Review, provide comment on and endorse (where required) any relevant environmental documentation to verify it is prepared in accordance with relevant environmental legislation, planning approval conditions, Environment Protection Licences, relevant standards and this CEMF; ii. Monitor and report on the implementation and performance of the above mentioned documentation and other relevant documentation; iii. Provide independent guidance and advice to Sydney Metro and the Contractors in relation to environmental compliance issues and the interpretation of planning approval conditions; iv. Be the principal point of advice for the DPIE in relation to all questions and complaints concerning the environmental performance of the project; v. Ensure that environmental auditing is undertaken in accordance with all relevant project requirements; and vi. Recommend reasonable steps, including 'stop works', to be taken to avoid or minimise adverse environmental impacts.	Section 5.4
3.14 (a)	An Airport Environment Officer (AEO) is responsible for the day to day regulatory oversight of compliance with the Airports (Environment Protection) Regulations 1997 (AEPRs) at Western Sydney International and will have a role in relation to the on-airport works for SWMG. The responsibilities of the AEO in relation to on-airport works of SMWSA include: i. Monitoring compliance with the AEPRs ii. Facilitate an understanding of the obligations of the AEPRs iii. Ensure the best possible outcomes are achieved iv. Complete site inspections to review monitoring requirements and completion of works v. Review and comment on incidents and remedial activities vi. Issue an environment protection order in accordance with Part 7 of the AEPR vii. Issue an infringement notice in response to an offence against the AEPR.	On-airport works are outside of the scope of this Main Works CEMP.

No.	Requirement	Reference
3.15 (a)	In relation to Roles and Responsibilities the Principal Contractor CEMP will: i. Describe the relationship between the Principal Contractor, Sydney Metro, key regulatory stakeholders, the independent environmental representative and the independent certifier; ii. For each role that has environmental accountabilities or responsibilities, including key personnel, provide a tabulated description of the authority and roles of key personnel, lines of responsibility and communication, minimum skill level requirements and their interface with the overall project organisation structure; iii. Provide details of each specialist environment, sustainability or planning consultant who is employed by the Principal Contractor including the scope of their work; and iv. Provide an overview of the role and responsibilities of the Independent Environmental Representative, the Independent Certifier and other regulatory stakeholders.	Section 5
3.15 (b)	All sub-contractors engaged by the Principal Contractor will be required to operate within the EMS documentation of that Principal Contractor.	Section 6.7
3.16 (a)	Issue specific environmental monitoring will be undertaken as required or as additionally required by any approval, permit or licence conditions	Section 6.5
3.16 (b)	The results of any monitoring undertaken as a requirement of a license or permit that is required to be published will be published on the Principal Contractor's, or a project specific, website within 14 days of obtaining the results.	Section 7.13.2
3.16 (c)	Environmental inspections will include: i. Surveillance of environmental mitigation measures by the Site Foreman; and ii. Periodic inspections by the Principal Contractor's Environmental Manager (or delegate) to verify the adequacy of all environmental mitigation measures. This will be documented in a formal inspection record.	Section 7.4.2
3.16 (d)	The results of any monitoring undertaken as a requirement of a license or permit that is required to be published will be published on the Principal Contractor's, or a project specific, website within 14 days of obtaining the results.	Section 6.5
3.16 (e)	Principal Contractors must undertake internal environmental audits. The scope will include: i. Compliance with any approval, permit or licence conditions; ii. Compliance with the E&SMS, CEMP, SMP, sub-plans and procedures; iii. Community consultation and complaint response; iv. Environmental training records; and v. Environmental monitoring and inspection results.	Section 7.13.1
3.16 (f)	Sydney Metro will also undertake periodic audits of the Principal Contractor's E&SMS and compliance with the environmental aspects of contract documentation, including this CEMF. These audits would cover both on- and off-airport works.	Section 7.13.1

No.	Requirement	Reference
3.16 (g)	Off-airport works approved under the SSI approval will be subjected to audits undertaken by the independent environmental auditor. Independent environmental audits will focus on compliance with the planning approval and the conditions of approval. The independent auditor is approved by DPE and an audit schedule will be developed in consultation with the Principal Contractor and Sydney Metro.	Section 7.13.1
3.16 (h)	On-airport works approved under the Airport Plan, as varied, will be subject to environmental audits and compliance audits, noting unscheduled audits may also be undertaken. The environmental audits would audit the environmental systems and on-site performance of the on-airport works of SMWSA and be undertaken on a 6 monthly basis.	On-airport works are outside of the scope of this Main Works CEMP.
3.17 (a)	Principal Contractors will document and detail any non-compliances arising out of the above monitoring, inspections and audits. Sydney Metro will be made aware of all non-compliances in a timely manner.	Section 7.4.3.1
3.17 (b)	Principal Contractors will develop and implement corrective actions to rectify the non-compliances and preventative actions in order to prevent a re-occurrence of the non-compliance. Contractors will also maintain a register of non-compliances, corrective actions and preventative actions.	Section 7.4.3
3.17 (c)	Sydney Metro may raise non-compliances against environmental requirements. The Environmental Representative and Airport Environmental Officer also have the authority to raise a non-compliance for their respective areas of work.	Section 7.4.3
3.18 (a)	Principal Contractors will maintain appropriate records of the following: i. Site inspections, audits, monitoring, reviews or remedial actions; ii. Documentation as required by performance conditions, approvals, licences and legislation; iii. Modifications to site environmental documentation (e.g. CEMP, sub-plans and procedures); and iv. Other records as required by this Construction Environmental Management Framework.	Section 7.12.1
3.18 (b)	Records must be accessible onsite for the duration of works.	Section 7.12.1
3.18 (c)	Records will be retained by the Principal Contractor for a period of no less than 7 years. Records will be made available in a timely manner to Sydney Metro (or their representative) upon request.	Section 7.12.1
3.18 (d)	Compliance reports detailing the outcome of any environmental surveillance activity including internal and external audits (refer to Section 3.14) will be produced by the Principal Contractors Environmental Manager or delegate. These reports will be submitted to Sydney Metro at an agreed frequency.	Section 7.13.2
3.19 (a)	Principal Contractors will ensure the continual review and improvement of the management systems. This will generally occur in response to: i. Issues raised during environmental surveillance and monitoring;	Section 7.13

No.	Requirement	Reference
	ii. Expanded scope of works; iii. Environmental incidents; and iv. Environmental non-conformances.	
3.19 (b)	A formal review of the management systems by the Principal Contractor's Senior Management Team will also occur on an annual basis, as a minimum. This review shall generate actions for the continual improvement of the systems and supporting management plans.	Section 7.13.3

* Other relevant SSI 10051 Planning Approval Conditions, CEMF requirements and the Revised Environmental Mitigation Measures (REMMs) from Section 7 of the Submissions Report are addressed in Appendix C6 – Compliance Tracking

Emergency Contacts

Contact	Phone Number
CPBUI	
Project Director [redacted]	[redacted]
Construction Manager [redacted]	[redacted]
General Superintendent [redacted]	[redacted]
Environmental Manager [redacted]	[redacted]
Stakeholder and Community Engagement Manager [redacted]	[redacted]
External Stakeholders	
EPA Environment Line	131 555
Penrith City Council	4732 7777
Liverpool City Council	1300 362 170
Ministry of Health	1300 066 055
SafeWork NSW	131 050
Fire and Rescue NSW	1300 729 579
Fire Brigade Service/HAZMAT	000
Sydney Water	13 20 90
Jemena	13 19 09
Endeavour Energy	13 10 03
Sydney Metro	
Delivery Director [redacted]	[redacted]
Environment Manager [redacted]	[redacted]
Place Manager [redacted]	[redacted]

Abbreviations and definitions

Refer to Definitions, Abbreviations and Acronyms, Sydney Metro – Western Sydney Airport Surface and Civil Alignment Works Package, Schedule C1 General Specification.

Table 1 – Abbreviations and definitions

Abbreviation	Description
ACHMP	Approved/updated Aboriginal Cultural Heritage Management Plan
ASS	Acid Sulfate Soils
CAP	Construction Area Plan
CCM	Community Complaints Mediator
CEMF	Sydney Metro Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CEMS	Contractors Environmental Management System
CJM	Customer Journey Management
Condition	Planning Minister's Conditions of Approval
CPBUI	CPB Contractors and United Infrastructure Joint Venture
CSSI	Critical State Significant Infrastructure
CTMF	Construction Traffic Management Framework
CTMP	Construction Traffic Management Plan
DNVIS	Detailed Noise and Vibration Impact Statement
DSI	Detailed Site Investigation
DPE	Department of Planning and Environment
ECM	Environmental Control Maps
EIS	Environmental Impact Statement
EMS	Environmental Management System
Environmental aspect	Defined by AS/NZS ISO 14001:2015 as an element of an organisation's activities, products or services that can interact with the environment.
Environmental impact	Defined by AS/NZS ISO 14001:2015 as any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects.
Environmental incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance with the terms of the SSI 10051 Planning Approval.
Environmental objective	Defined by AS/NZS ISO 14001:2015 as an overall environmental goal, consistent with the environmental policy, that an organisation sets itself to achieve.
Environmental policy	Statement by an organisation of its intention and principles for environmental performance
Environmental target	Defined by AS/NZS ISO 14001:2015 as a detailed performance requirement, applicable to the organisation or parts thereof, that arises from the environmental objectives and that needs to be set and met in order to achieve those objectives.
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
EPA	NSW Environment Protection Authority

Abbreviation	Description
EPL	Environment Protection Licence
ER	Environmental Representative. Suitably qualified and experienced person independent of project design and construction personnel employed for the duration of construction. The principal point of advice in relation to all questions and complaints concerning environmental performance.
ESCP	Erosion and Sediment Control Plan
Hold point	Is an internal verification point that prevents work from commencing prior to approval
IC	Independent Certifier
ICNG	Interim Construction Noise Guideline
Minister	Minister of the NSW Department for Planning and Public Spaces
NML	Noise Management Level
Non-compliance	Failure to comply with the requirements of the Infrastructure Approval or any applicable licence, permit or legal requirements
Off-airport	Land not within the boundary of the Western Sydney Airport.
On-airport	Land within the boundary of the Western Sydney Airport
PIRMP	Pollution Incident Response Management Plan
POEO Act	Protection of the Environment Operations Act 1997 (NSW)
Principal, the	Sydney Metro
Project, the	Sydney Metro Western Sydney Airport (including Surface and Civil Alignment Works)
PUDCLP	Place Urban Design Corridor Landscape Plan
RAP	Remedial Action Plan
REMM	Revised Environmental Mitigation Measure
ROL	Road Occupancy Licence
SAP	Sensitive Area Plan
SCAW	Surface and Civil Alignment Works
SSI	State Significant Infrastructure
SWMS	Safe Work Method Statement
TfNSW	Transport for NSW
WSI	Western Sydney International

Part A Overview

1. Introduction

1.1. Purpose and application

This NSW (off-airport) Construction Environmental Management Plan (CEMP or this Plan) is applicable to the Main Excavation and Viaduct Works (Main Works) undertaken as part of Surface and Civil Alignment Works (SCAW) Package of the Sydney Metro Western Sydney Airport (the Project). This Plan describes how the CPB Contractors United Infrastructure Joint Venture (CPBUI) will minimise and manage the environmental impacts of the Main Works in NSW.

This Plan has been prepared to address the requirements of the:

- State Significant Infrastructure (SSI) 10051 Planning Approval (dated 23 July 2021)
- Sydney Metro Western Sydney Airport – CSSI Staging Report (Revision 6.0) (Staging Report)
- *AS/NZS ISO 14001:2016 Environmental Management Systems – Requirements with guidance for use*
- Sydney Metro Construction Environmental Management Framework (CEMF)
- Environmental Impact Statement (EIS) and the Submissions Report, including the Revised Environmental Mitigation Measures (REMMs)
- Contractual requirements, including the SCAW Design and Construction Deed and General and Particular Specifications
- Applicable legislation (NSW and Commonwealth)

1.2. Environment and Sustainability Policy

CPBUI's Environment and Sustainability Policy is contained in **Appendix C1 – Environment and** Sustainability Policy of this Main Works CEMP.

1.3. Background

The Project will be undertaken on Darug Country and will form part of the future Western Parkland City. The Project involves the construction and operation of a new 23km metro rail line that extends from the existing Sydney Trains suburban T1 western line (at St Marys) in the north to the Aerotropolis (at Bringelly) in the south. The alignment includes a combination of tunnels and civil structures, including viaducts, bridges, and surface and open-cut troughs between the two tunnel sections. The Project also includes six new metro stations, and a stabling and maintenance facility and operational control centre at Orchard Hills. The SCAW package is the second major contract package to be procured for the Project. The successful and timely completion of the SCAW package is critical to the subsequent construction activities and ultimate completion of the entire Project.

The Sydney Metro Western Sydney Airport will become the transport spine for Greater Western Sydney, connecting communities and travellers with the new Western Sydney International (Nancy-Bird Walton) Airport (referred to as Western Sydney International) and the growing region.

The Sydney Metro Western Sydney Airport EIS was prepared in October 2020 to assess the impacts of construction and operation of the Project and was placed on public exhibition between 21 October 2020 and 2 December 2020. The Project was declared a Critical State Significant Infrastructure (CSSI) Project and is listed in Schedule 5 of *State Environmental Planning Policy (State and Regional Development)*.

The Sydney Metro Western Sydney Airport was approved by the Minister for Planning and Public Spaces on 23 July 2021 (SSI 10051) under section 5.19 of the *Environmental Planning and Assessment Act 1997* (EP&A Act).

1.4. Project description

The Project forms part of the broader Sydney Metro network. It involves the construction and operation of a 23km new metro rail line that extends from the existing Sydney Trains suburban T1 Western Line (at St Marys) in the north and the Aerotropolis (at Bringelly) in the south. The alignment includes a combination of tunnels and civil structures, including viaduct, bridges, surface and open-cut troughs between the two tunnel sections (Figure 1).

1.4.1. SCAW scope of works

The scope for the SCAW package includes approximately 10.6km of alignment up to the underside of track formation from Orchard Hills to the Western Sydney International (WSI) airport. This includes approximately:

- 3.6 kilometre of viaduct
  - 400 metres of viaduct over Blaxland Creek
  - 660 metres of viaduct over the Patons Lane area and un-named creek
  - 2.5km of viaduct in the Luddenham Road area including across the Warragamba pipeline, at Luddenham Station, across Luddenham Road and across Cosgrove Creek
- 205 metres of bridges
  - An over rail bridge, approximately 180m long, over the proposed M12 Motorway
  - An over rail bridge, approximately 25m long, over the drainage swale on the WSI airport site
- 6.9km of at-grade alignment
  - 600m at Orchard Hills, south of Lansdowne Road
  - 1.6km alongside the stabling maintenance facility in Orchard Hills
  - 900m to the north of the Warragamba pipelines
  - 1.1km north of the proposed M12 motorway
  - 1.4km south of the proposed M12 Motorway on Elizabeth Derive
  - 1.3km within the Airport site from the northern boundary to the Airport Business Park Station
- Temporary and permanent access roads.

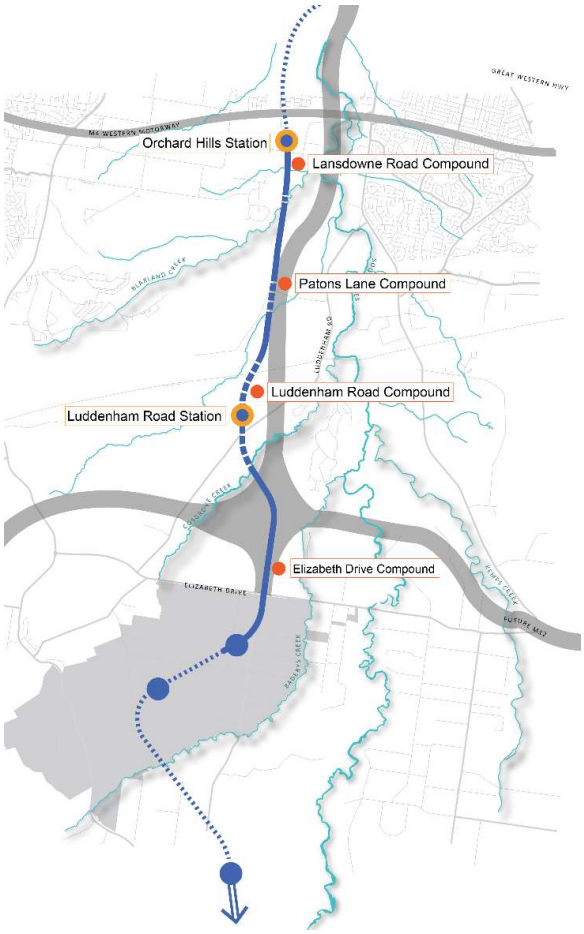

Figure 1 – Overview of the SCAW Project

1.5. Project staging

1.5.1. Overview

As detailed in the Staging Report, the Project will be delivered through the following stages:

- Advanced and Enabling Works – Site investigations, modification of the existing transport network, power and water supply for construction sites, utility and stormwater diversions and some demolition works.
- Station Boxes and Tunnelling Works – delivered through the following sub-stages:
  - Preparatory Works – Including NSW (off-airport) demolition works, site levelling/grading, site access and parking, utility and temporary services works, erection of demountable buildings and noise barriers, tunnelling preparatory works and use of ancillary facilities including onsite parking.
  - Bulk Excavation and Tunnelling Works – Preparatory Works (works not completed prior to Final CEMP approval), bulk excavation, acoustic shed installation, tunnelling and cross passage installation.
- SCAW – Construction of bridges and viaducts to cross floodplains, watercourses and existing and proposed permanent infrastructure delivered through the following sub-stages:
  - Preparatory Works – Including establishment of ancillary facilities for the stabling and maintenance facility compound and the off-airport construction corridor compound at Elizabeth Drive, installation of environmental mitigation measures and controls, civil work set up for the stabling and maintenance facility at Orchard Hills and temporarily stockpiling of imported material and use of ancillary facilities including onsite parking.
  - Main Excavation and Viaduct Works (the subject of this Plan) – Preparatory Works (works not completed prior to Final CEMP approval), bulk excavation, viaducts and bridges construction and works within riparian zones.
- Stations, Systems, Trains, Operations and Maintenance – Station design and fitout, testing and commissioning, and operation of the Western Sydney Airport metro service
- Finalisation Auxiliary Works.

1.5.2. SCAW package staging

As summarised in Table 2, the SCAW package will be delivered in two sub-stages; Preparatory Works (under the Preparatory CEMP) and Main Works (this Plan). The construction stages of the SCAW package are in addition to the SSI 10051 Planning Approval Low Impact Work process.

Table 2 – Staging of the SCAW package

SCAW Stage	Planning documents	Summary scope of works
Preparatory Works	▪ Preparatory CEMP, including: – Site layouts – Site specific environmental risk assessment – Spoil Management Sub-plan – Soil and Water Management Sub-plan – Air Quality Management Sub-plan – Environmental procedures (in place of Sub-Plans) ▪ Other plans that will interface with this Plan – Sustainability Management Plan	▪ site establishment works such as fencing, establishment of internal access road, hardstand areas and installation of demountable buildings and amenities for the stabling and maintenance facility at Orchard Hills and the off-airport construction corridor compounds at Elizabeth Drive and M12 bridge ▪ delivery of materials and equipment to site including the importation of fill material at stabling and maintenance facility at Orchard Hills ▪ installation of environmental mitigation measures and controls, including erosion and sediment controls at the stabling and maintenance facility at Orchard Hills and the off-airport construction corridor

SCAW Stage	Planning documents	Summary scope of works
	– Workforce Development and Industry Participation Plan – Emergency Response Plan	compound at Elizabeth Drive and M12 bridge ▪ minor vegetation clearing (minimising to the greatest extent practicable the amount of native vegetation that is removed until the Main Excavation and Viaduct Works commence) to establish the stabling and maintenance facility at Orchard Hills and the off-airport construction corridor and M12 bridge (excluding the areas within the riparian zone around Blaxland Creek) ▪ civil work set up for the stabling and maintenance facility at Orchard Hills, which will including clearing and grubbing of a portion of the permanent project footprint, temporary access tracks and stockpiling and stockpiling of imported material (noting that clearing and grubbing will not occur within an AEC without a Detailed Site Investigation in accordance with Condition E92 or within the riparian zone around Blaxland Creek) ▪ temporary stockpiling of about 300,000 tonnes of topsoil and fill material at stabling and maintenance facility at Orchard Hills ▪ contamination remediation works at the stabling and maintenance facility at Orchard Hills and the off-airport construction corridor compound at Elizabeth Drive and M12 bridge (if identified) and offsite disposal (if required) ▪ use of ancillary facilities including onsite parking
Main Works	▪ Final CEMP including: – Sub-plans – Monitoring programs	▪ Preparatory Works scope (not completed prior to ER endorsement of the nominated construction environmental management documentation and Planning Secretary approval of the remaining nominated construction environmental management documentation) ▪ viaducts and bridges construction ▪ works within riparian zones ▪ native vegetation clearing at all other areas not listed in the SCAW – Preparatory Works above ▪ bulk excavation ▪ decommissioning of elements that are not handed over to follow-on contractors

1.5.3. SCAW construction methodology

Activities that will be undertaken during construction are summarised in Table 3.

Table 2 provides further detail relating to the scope of the Main Works (the subject of this Plan).

Table 3 – Activities during construction

Works	Activities
Early works	▪ Investigation works – survey, geotechnical, contamination and utilities ▪ Establishment of temporary ancillary facilities, construction site fencing, signage and lighting ▪ Pre-clearing vegetation surveys and setting up environmental 'no-go' zones ▪ Temporary stockpiling of imported spoil for the stabling and maintenance facility.
Earth works	▪ Installation of environmental controls ▪ Vegetation clearing ▪ Stripping, temporarily stockpiling and management of topsoil and unsuitable material ▪ Embankment and cutting construction, including the improvement layers/treatments, general fill, structural fill zone and capping layers ▪ Importation and reuse of fill materials ▪ Placing, compacting and finishing of rail alignment sub-base and base layers ▪ Dewatering and backfilling farm dams ▪ Preparation of piling pads.
Bridge works	▪ 400 metres of viaduct over Blaxland Creek ▪ 660 metres of viaduct over the Patons Lane area and unnamed creek ▪ 2.5 kilometres of viaduct in the Luddenham Road area including across the Warragamba Pipeline, at Luddenham Station, across Luddenham Road and across Cosgrove Creek ▪ 205 metres of bridges
Drainage works	▪ Construction of table drains ▪ Installation of culverts and other drainage structures ▪ Construction of temporary diversion channels ▪ Construction of temporary watercourse crossings such as causeways ▪ Installation of scour protection measures.

1.6. Environmental objectives and targets

The key objective of this Plan is to set in place an Environmental Management System (EMS) for the Main Works which addresses all relevant environmental and planning requirements. Key environmental targets for the Main Works are:

- Compliance with the SSI 10051 Planning Approval
- Compliance with all permits and licences
- Implementation of the performance outcomes, commitments and mitigation measures specified in Section 7 of the Submissions Report
- Continual improvement through collaboration with Sydney Metro, regulatory agencies and other key stakeholders.

Environmental performance during delivery of the Main Works will be monitored against the objectives and targets in Table 4 and Table 5. Environmental performance will be monitored and tracked (refer to Section 7.4 and Section 7.13.1).

Each CEMP Sub-plan addresses the relevant objectives and targets based on revised performance outcomes identified in the EIS Submissions Report.

Table 4 – Lead indicators

Key Performance Indicator	Target	When	How measured
Environmental training	100% of scheduled training completed on time	Prior to relevant activities	Based on environmental risks and the qualifications and experience of the workforce
Completion of environmental inspections	100%	Each month	Inspections of environmental controls are scheduled and completed
Completion of internal audits	100%	6-Monthly	Completion of 6-monthly audits to verify compliance with Planning Approvals, legal requirements, EPL and the CEMP

Table 5 – Lag indicators

Key Performance Indicator	Target	Time Frame	How measured
Environmental incidents resulting in a Penalty Infringement Notice or prosecution	Zero	Ongoing	Incident reporting
Number of formal notices (advisory letter, formal warning, show cause)	Zero	At all times	Implementation of this Plan
Area of land cleared or disturbed without authorisation	Zero m^2	At all times	Implementation of the Flora and Fauna Management Sub-plan
Number of unauthorised discharges	Zero	At all times	Implementation of the Soil and Water Management Sub-plan

1.7. Endorsement and approval

All CEMP Sub-plan/s will be provided to Sydney Metro and the Environmental Representative (ER). Upon receipt of any comments, CPBUI will either amend the document or document the justification as to why no change is required.

An assessment of predicted risk and potential community concern has been undertaken to inform the Staging Report (Revision 6) and for the purposes of informing the approval authority for the CEMP Sub-plans (refer to Table 6). The approvals process, as detailed in the Staging Report (and accepted by the Planning Secretary), is commensurate with the environmental risk of the Main Works and the level of community concern referenced in the Submissions Report.

Condition C3, C8 and C9 and C17 and C18 requires CEMP Sub-plans and construction monitoring programs to be submitted to the ER for endorsement and/or the Planning Secretary for approval no later than one month prior to commencement of construction. The Main Works will not commence until the CEMP Sub-plans and construction monitoring programs have been endorsed by the ER and/or approved by the Planning Secretary in accordance with Condition C10 and Condition C20. At least seven days

before the commencement of the Main Works, written notification will be provided to the Department of Planning and Environment (DPE) and relevant Councils in accordance with Condition A35.

In accordance with Condition B11, a current copy of the CEMP will be accessible via the Project website.

The CEMP and Sub-plans will be subject to management review/s and updates will be undertaken in accordance with the process described in Section 7.12.2. The approval authority for minor updates and amendments is provided in Table 6. During implementation, this Main Works CEMP will be reviewed and updated and re-endorsed by the ER if required in accordance with Condition A32(j). Further details regarding the CEMP revision process are provided in Section 7.12.2.

Table 6 - CEMP and Sub-plan endorsement and approval matrix

CEMP Sub-plan	ER endorse prior to implementation	Planning Secretary review and approve	Minor updates/Amendments – Approval Authority
Main Works CEMP	E		ER
Spoil Management Plan	E*		ER*
Noise and Vibration Management Sub-plan (including the Noise and Vibration Construction Monitoring Program)	E	A	ER
Non-Aboriginal Management Sub-plan	E		ER
Flora and Fauna Management Sub-plan		A	ER
Visual Amenity Management Plan	E*		ER*
Soil and Water Management Sub-plan (including Soil and Water Monitoring Program)		A	ER
Air Quality Management Plan	E*		ER*
Air Quality Monitoring Program	E		ER
Waste Management Plan	E*		ER*

* At the discretion of Sydney Metro

1.7.1. External consultation

Prior to submission to the ER for endorsement, external consultation during the preparation of the relevant CEMP Sub-plans and construction monitoring programs will be undertaken with government agencies as prescribed by Condition C5 and C13. In accordance with Condition C5, details of issues raised by stakeholders during consultation are recorded and included with the relevant CEMP Sub-plan in the manner described in Condition A6.

2. Structure of this Plan

2.1. Plan Purpose and Objectives

This CEMP forms part of the Project Management System (PMS). The Project Management Plan (PMP) provides an overview of the Project and its overarching management systems. Supporting Project Plans are focused on implementation activities and responsibilities. This Plan forms part of the PMP and details how CPBUIJV will comply with the requirements of the Deed. Figure 2 shows the Project Plan hierarchy and interface with other plans.

This plan has the following structure:

Part A: Overview	This section clearly defines: ▪ Section 1: An introduction to the Plan, and a description of the Project, the SCAW package, staging, environmental objectives and targets, consultation and endorsement ▪ Section 2: Details the Plan structure and revision ▪ Section 3: Details the scope of the Main Works ▪ Section 4: Summary of legislative and approval requirements ▪ Section 5: Roles and responsibilities of CPBUI and our collaborative approach to working with Sydney Metro, the ER, the Independent Certifier and other key stakeholders ▪ Section 6: Sets out environmental management strategies for the Main Works
Part B: Implementation Plan	Section 7 details how the requirements of ISO 14001:2016 will be addressed during the Main Works including: ▪ Element 1: Leadership, accountability and culture ▪ Element 2: Governance and planning ▪ Element 3: Legal and other compliance monitoring and tracking ▪ Element 4: Risk and opportunity management ▪ Element 5: Change management ▪ Element 6: Communication and consultation ▪ Element 7: Training and competency ▪ Element 8: Subcontractor and supplier management ▪ Element 9: Incident management ▪ Element 10: Emergency planning and response ▪ Element 11: Document and record management ▪ Element 12: Auditing, review and improvement
Part C: Appendices	This section includes appendices and annexures providing additional detail that support this CEMP including: ▪ Appendix C1 – Environment and Sustainability Policy ▪ Appendix C2 – Sydney Metro Environmental Incident Classification and Reporting Procedure ▪ Appendix C3 – Site Establishment Layout Plans ▪ Appendix C4 – Sensitive Area Plans ▪ Appendix C5 – Aspect and Impacts Risk Register ▪ Appendix C6 – Compliance Tracking ▪ Appendix C7 - Monitoring, Inspections, Reporting, Review, Audit (MIRRA) Schedule.

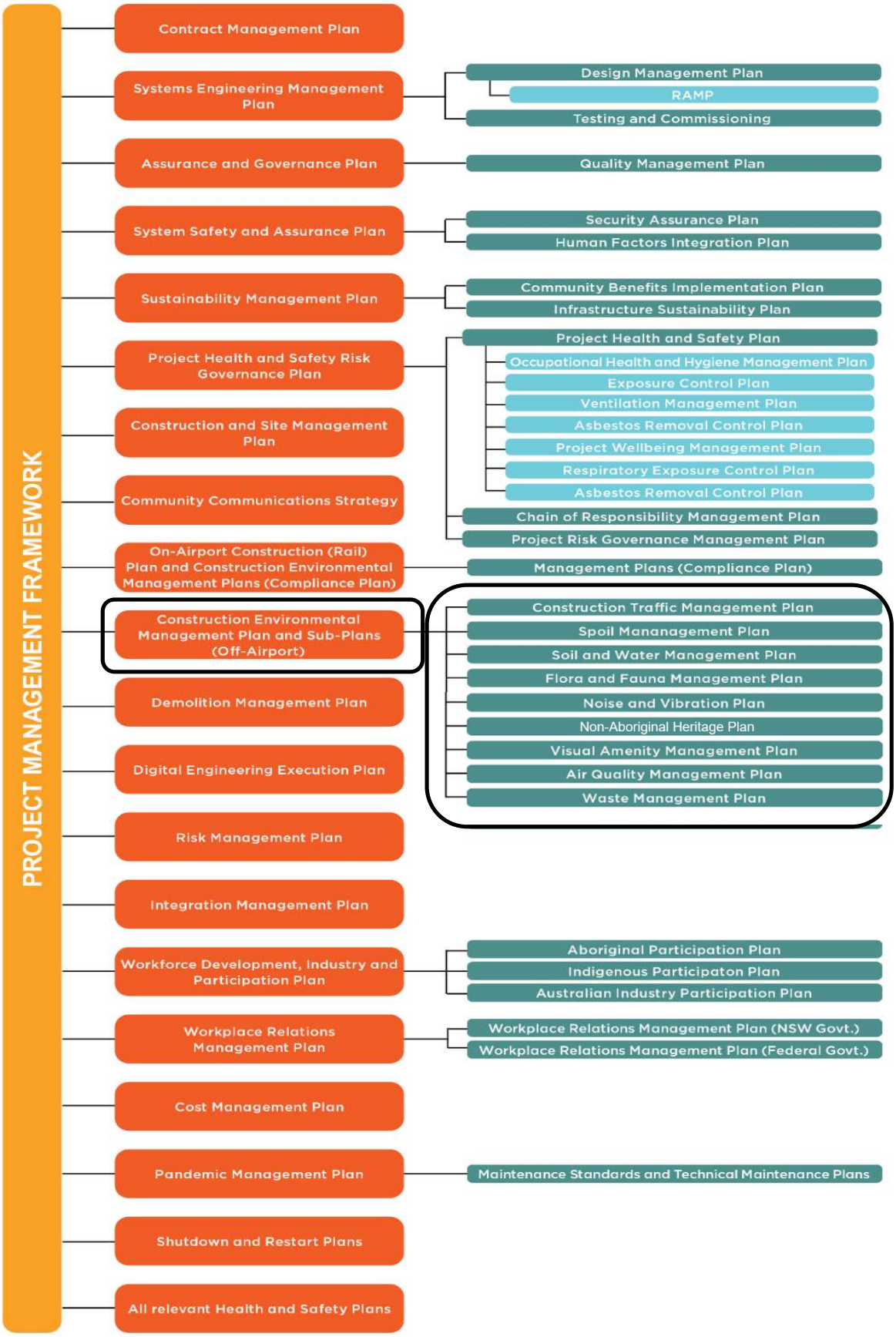

Figure 2 – SCAW Project Management Systems

3. Main works scope

3.1. Site specific Main Works overview

This CEMP applies to the works listed in Table 7. Site layout plans are provided in **Appendix C3 – Site Establishment Layout Plans**.

Table 7 – Main Works addressed in this Plan

Location	Main Works

Off-airport Construction Corridor	• Complete the remainder of the Preparatory Works scope which has not been completed prior to endorsement and/or Planning Secretary Approval of the CEMP and Sub-plans and any other remaining environmental management documentation (as per the Staging Report)
	• Compound establishment,
	• Earthworks including:
	  ○ Bulk excavation,
	  ○ Fill placement,
	  ○ Material importation and stockpiling
	  ○ Haul road construction,
	• Drainage installation
	• Structures Work:
	  ○ Viaduct,
	  ○ Bridge, and
	  ○ Culvert construction
	• Works within riparian zones
	• Landscaping and rehabilitation,
	• Decommissioning of elements that are not handed over to follow-on contractors.

Changes to the scope may be required to facilitate constructability, amenity and staging. This may include but is not limited to refinement of site layouts based on detailed construction planning and safety assessment. For example:

- Relocation of internal access roads to allow for refinements in heavy vehicle/light vehicle movements
- Separation of people and plant
- Alteration to car parking/container and laydown areas to allow for safe working distances
- Movement of portable site offices, workshops and containers for construction staging.

As detailed in Section 7.12.2, any changes to Main Work scope in Table 7 and/or the site establishment layout plans provided in **Appendix C3 – Site Establishment Layout Plans** will be provided to the ER for endorsement in accordance with Condition A32(j).

As detailed in Section 7.12.3, any changes to the Main Works scope in Table 7 and/or the site establishment layout plans provided in **Appendix C3 – Site Establishment Layout Plans** will be provided to the ER for endorsement in accordance with Condition A32(j). The EIS Chapter 8 (Table 8-3 Indicative construction works at proposed construction sites) identified construction sites to be used, and activities that have been assessed to be used during delivery of the Project.
Ancillary facility construction is identified at:

- Lansdowne Road,
- The Stabling and Maintenance Facility,
- Defence Establishment Orchard Hills,
- Luddenham Road North and South,
- Elizabeth Drive,

The indicative works at proposed construction sites are shown in Figure 8-2a to Figure 8-2d of the EIS. The EIS identified that the specific location of construction sites within the off-airport corridor would be confirmed by the construction contractor(s) when appointed. CPBUI have identified the location of the SCAW ancillary facilities.

The requirements of Condition A17 will be considered should CPBUI need to establish additional ancillary facilities for the Main Works.

3.2. Minor Ancillary Facilities

In addition to the activities detailed in Table 7, there may be circumstances during the Main Works where Minor Ancillary Facilities are required. Under Condition A22, additional minor ancillary facilities (e.g. lunch sheds, office sheds and portable toilet facilities) can be established so long as they:

- Are located within or adjacent to the construction boundary
- Have been assessed by the ER to have:
    - Minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (Department of Environment and Climate Change, July 2009) (ICNG), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts
    - Minimal environmental impact with respect to waste management and flooding
    - No impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of the SSI 10051 Planning Approval.

The ER will review the proposed minor ancillary facilities against the above criteria and make an approval determination.

A separate form may be used for assessment and endorsement of minor ancillary facilities if this requirement is triggered.

3.3. Ancillary Facilities not identified in EIS

Where ancillary facilities are required to facilitate Main Works, but they have not been identified by description and location in the EIS, the ancillary facilities must be assessed against Condition A17. Specifically:

a) They are located within or immediately adjacent to the construction boundary of the approved project
b) They are not located next to a sensitive receiver (including where an access road is between the facility and the receiver), unless the sensitive receiver landowner and occupier have given written acceptance to the carrying out of the relevant facility in the proposed location
c) They have no impacts on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval
d) The establishment and use of the facility can be carried out and managed within the performance outcomes set out in the terms of the SSI 10051 Planning Approval, including in relation to environmental impacts.

Prior to the establishment of the ancillary facility ER endorsement will be sought to verify compliance with Condition A17. Where the proposed ancillary facility complies with Condition A17, this CEMP will be updated and the revised CEMP will be submitted to the ER for review and endorsement in accordance with Condition C3.

3.4. Hours of work

Construction hours are set out in Conditions E38 to E41 and are summarised in Table 8.

Table 8 – Construction hours

SSI 10051 Condition	Construction activity	Monday to Friday	Saturday	Sunday and public holidays
E38	Standard construction hours	7.00am to 6.00pm	8.00am to 1.00pm	No work
E39	Highly noise intensive works (+ respite)[1]	8.00am to 6.00pm	8.00am to 1.00pm	No work
E41(a)	Safety and emergency works[2]	During standard hours and outside standard hours	During standard hours and outside standard hours	Outside standard hours
E41(b)	Low impact works[3]	During standard hours and outside standard hours	During standard hours and outside standard hours	Outside standard hours
E41(c)	Works approved under and EPL or Out-of-Hours Work Protocol	During standard hours and outside standard hours	During standard hours and outside standard hours	Outside standard hours

NOTES:

1. Where highly noise intensive works exceed the applicable Noise Management Level (NML) at the same receiver, they must be undertaken in continuous blocks not exceeding three hours, each with a minimum respite from those works of not less than one hour between each block. The applicable NML for residential receivers is the highly noise affected level of 75dB(A).
2. For the delivery of materials required by the NSW Police Force or other authority for safety reasons or where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property, or to prevent environmental harm.
3. Construction that causes $L_{Aeq(15\ minute)}$ noise levels no more than 5dB(A) above the Rating Background Level (RBL) at any residence; and/or no more than the 'noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land user(s). Construction that causes continuous/impulsive/intermittent vibration values at the most affected residence, no more than the preferred values for human exposure to vibration, specified in Table 2.2 and Table 2.4 of the AVTG.

Approval from the EPA via the Environment Protection Licence (EPL) will be obtained for out of hours works (OOHW) in accordance with Condition E41(c). Key examples include essential local area and utility works which cannot be performed during standard hours and require a road occupancy licence and/or disruption to services that is minimised by undertaking night works.

Condition E41(d) lists Prescribed Activities permitted to occur outside of the standard work hours set out in Condition E38, however it is noted that none of these activities are part of the scope of works addressed in this Main Works CEMP.

OOHW that are not subject to an EPL will be conducted in accordance with the Sydney Metro OOHW Protocol.

3.5. Cumulative Impact management

Cumulative impacts of the Project were assessed as part of the EIS and are summarised as follows:

- Transport – Temporary increase in construction vehicles on the road network due to the overlapping construction activities from the M12 Motorway, Elizabeth Drive and Western Sydney International.
- Noise and vibration – Cumulative noise impacts on sensitive receivers at Badgerys Creek would be affected by the future M12 Motorway.
- Biodiversity – Potential cumulative biodiversity due the interaction of surrounding projects, including the Western Sydney International, M12 Motorway and The Northern Road.

When considered in isolation, the environmental and community impacts of an individual project or stage of project may not be significant; however, when combined with the effects of other developments, the resultant cumulative effects can potentially result in a greater extent, magnitude or duration of impacts.

Coordination and consultation with the following stakeholders will occur, as required and in accordance with relevant third party agreements, to coordinate interfacing projects:

- DPE (through Sydney Metro)
- Sydney Metro (with respect to other Sydney Metro packages of works)
- Western Sydney Airport
- TfNSW (via the Traffic and Transport Liaison Group)
- Western Parkland City Authority
- Sydney Water
- Local Councils
- Emergency service providers
- Utility providers.

The procedure for coordination and consultation with these stakeholders will include:

- Provision of regular updates of the detailed construction program, construction sites and haul routes at scheduled interface meetings
- Identification of key potential conflict points with other construction projects and Main Works
- Development of mitigation strategies to manage the cumulative impacts of the Main Works and other interfacing projects. Depending on the nature of the conflict, this could involve:
  - Adjustments to the construction program, work activities or haul routes; or adjustments to the program, activities or haul routes of other construction projects
  - Coordination of traffic management arrangements between projects or work zones
  - Coordination of noise generating activities and respite, such as out of hours works and highly noise intensive works.

The level of coordination required to manage cumulative impacts will be dependent on the level of concurrent works in the vicinity of each station. When concurrent works are occurring, regular meetings will be undertaken to develop coordinated community notifications, share out of hours works schedules and share information on stakeholder preferences.

Further details on the management of cumulative impacts across the Project are included in the Cumulative Construction Impacts Management Plan prepared by Sydney Metro.

4. Key legislative and approval requirements

4.1. Approvals and licences

The Approvals and Licences as relevant to the Main Works are detailed in Table 9. In accordance with Condition A2, all necessary Licences, permits and Approvals required for the Main Works will be obtained and maintained. No Condition of the SSI 10051 Planning Approval removes the obligation to obtain, renew or comply with such necessary Licences, permits or Approvals except as provided under Section 5.23 of the EP&A Act.

Table 9 –Key approval and licencing requirements

Regulatory Authority	Approval/licence required for Main Works
DPE	As detailed in Section 1.3, the Sydney Metro Western Sydney Airport was declared a CSSI Project and is listed in Schedule 5 of *State Environmental Planning Policy (State and Regional Development)*. On 23 July 2021, the Project was approved by the Minister for Planning and Public Spaces on (SSI 10051) under section 5.19 of the EP&A Act. The relevant requirements of the SSI 10051 Planning Approval have been incorporated into this Plan.
NSW Environment Protection Authority (EPA)	As the CPBUI JV is not incorporated, CPB Contractors Pty Ltd has been nominated by the JV to obtain an EPL for Railway Activities – Railway Infrastructure Construction as defined under Schedule 1 of *the Protection of the Environment Operations Act 1997* (POEO Act). In accordance with Section 5.24 of the EP&A Act, the EPL must be substantially consistent with SSI 10051 Planning Approval. Part 5.7A of the POEO Act requires a Licensee to prepare a Pollution Incident Response Management Plan (PIRMP). The Licensee must also ensure that the PIRMP is kept at the premises to which it relates, it is tested in accordance with the regulations and implemented when a pollution incident causes or threatens material harm to the environment. These requirements are integrated into the Emergency Response Plan.
Customer Journey Management and other road authorities	In accordance with the *Roads Act 1993*, CPBUI will obtain the consent of the appropriate roads authority to erect a structure, carry out work in, on or over a public road, or dig up or disturb the surface of a public road. If the applicant is a public authority, the roads authority must consult with the applicant before deciding whether or not to grant consent or concurrence. Consent requirements as applicable to the Main Works are detailed in the Construction Traffic Management Plan.

4.2. Relevant legislation

A register of legal and other requirements for the Main Works is provided in Table 10. This register will be reviewed at regular intervals, such as during management reviews, compliance reviews and audits. Where necessary, changes to the legal requirements register will be communicated to the wider project team, including subcontractors, through toolbox talks, specific training and other methods detailed in Section 7.8 of this Plan.

Table 10 –Relevant legislation

Legislation	Key requirements and relevance to the Main Works
Biosecurity Act 2015	Noxious and priority weeds are to be managed in a way to restrict their dispersal and establishment. Noxious weeds will be managed in accordance with the Flora and Fauna Management Sub-plan.
Biodiversity Conservation Act 2016	Under the provisions of section 5.23(3) of the EP&A Act, directions, Orders or Notices that could otherwise be issued under Part 11 of

Legislation	Key requirements and relevance to the Main Works
	the *Biodiversity Conservation Act 2016* cannot be issued for approved CSSI projects. A biodiversity assessment, in the form of a Biodiversity Development Assessment Report (BDAR), was prepared as part of the EIS. Management and mitigation measures as relevant to the Main Works are detailed in the Flora and Fauna Management Sub-plan.
Contaminated Land Management Act 1997	Contaminated land impacted by the Main Works must be assessed and managed in accordance with the *Contaminated Land Management Act 1997.* Relevant requirements and mitigation measures, including reporting obligations, are detailed in the Soil and Water Management Sub-plan.
Dangerous Goods (Road and Rail Transport) Act 2008	The Dangerous Goods (Road and Rail Transport) Act 2008 ensures that dangerous goods are transported in a safe manner. Relevant requirements and mitigation measures are detailed in the Overarching Construction Traffic Management Plan.
Environmental Planning and Assessment Act 1997	The EP&A Act is the primary land use planning statute in NSW. It governs matters such as planning administration, planning instruments, development assessments, building certification, infrastructure finance, appeals and enforcement. The Sydney Metro Western Sydney Airport was approved by the Minister for Planning and Public Spaces on 23 July 2021 (SSI 10051) under section 5.19 of the Environmental Planning and Assessment Act 1997 (EP&A Act). Relevant Conditions of SSI 10051 Planning Approval are detailed in Appendix C6 – Compliance Tracking**.**
Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)	The EPBC Act provides a legal framework for the protection and management of nationally and internationally important flora, fauna, ecological communities, heritage places and matters of national environmental significance. Relevant assessments against the provisions of the EPBC Act were undertaken as part of the EIS and permit requirements are captured in the Flora and Fauna Management Sub-plan.
Fisheries Management Act 1994	Under the provisions of section 5.23(1) of the EP&A Act, permits that would otherwise be required under sections 201, 205 and 219 of the *Fisheries Management Act 1994* are not required for approved CSSI projects. Similarly, under the provisions of section 5.23(3) of the EP&A Act, directions, orders or notices that could otherwise be issued under Division 7 of Part 7A of the *Fisheries Management Act 1994* cannot be issued for approved CSSI projects.
Heritage Act 1977	Under the provisions of sections 5.23(1) and 5.23(2) of the EP&A Act, an approval under Part 4, or an excavation permit under section 139 of the *Heritage Act 1997* do not apply to approved CSSI projects. In addition, Division 8 of Part 6 of the *Heritage Act 1977* does not apply to prevent or interfere with the carrying out of approved CSSI projects. Risks to heritage during the Main Works will be managed in accordance with the Non-Aboriginal Heritage Management Sub-plan.
National Greenhouse and Energy Reporting (NGER) Act 2007 (Cth)	The NGER Act provides data and accounting obligations in relation to greenhouse gas emissions, energy consumption, and energy production. CPB, on behalf of CPBUI, will undertake reporting of

Legislation	Key requirements and relevance to the Main Works
	the Main Works greenhouse gas emission and energy production and consumption under the NGER Act, inclusive of 'material' Subcontractors in accordance with the Sustainability Management Plan.
National Parks and Wildlife Act 1974	Under the provisions of sections 5.23(1) and 5.23(3) of the EP&A Act, permits under section 90 of the *National Parks and Wildlife Act 1974* and orders and directions pursuant to Part 6A are not applicable to approved CSSI projects. In response to identified Aboriginal heritage impacts, management and mitigation measures are detailed in the Non-Aboriginal Heritage Management Sub-plan.
Protection of the Environment Operations Act 1997	The POEO Act is a key piece of environmental protection legislation in NSW. In addition to defining licencing requirements (refer to Table 9), the POEO Act establishes the environmental protection framework for pollution (air, water and land), noise emissions, and waste management. Pollution event notification requirements are detailed in Section 7.10 and 7.11.
Roads Act 1983	The *Roads Act 1983* requires consent to be obtained from the appropriate road authority for the erection of a structure or the carrying out of works in, on or over a public road, or the digging up or the disturbance of the surface of a public road. The requirements of this Act are detailed in the Overarching Construction Traffic Management Plan.
Waste Avoidance and Resource Recovery Act 2001	This Act aims to encourage the most efficient use of resources to reduce environmental harm in accordance with the principles of ecologically sustainable development. Waste avoidance and resource recovery measures are detailed in the Waste Management Plan and the Spoil Management Plan.
Water Management Act 2000	The objective of this Act is to provide for the sustainable and integrated management of the water sources of the State for the benefit of both present and future generations. Under the provisions of section 5.23(1) of the EP&A Act, relevant requirements of the *Water Management Act 2000* do not apply to approved CSSI projects, including a water use approval (section 89), a work approval (section 90) and an activity approval (section 91).

5. People and collaboration

5.1. Collaboration with Sydney Metro, the ER and the CPBUI team

Under the leadership of the Environmental Manager, CPBUI will work collaboratively with environmental stakeholders to ensure opportunities to minimise impacts are explored and implemented where reasonable and feasible. CPBUI's relationships with Sydney Metro, key regulatory stakeholders, the ER, the Community Complaints Mediator (CCM), and the IC, are shown in Figure 3.

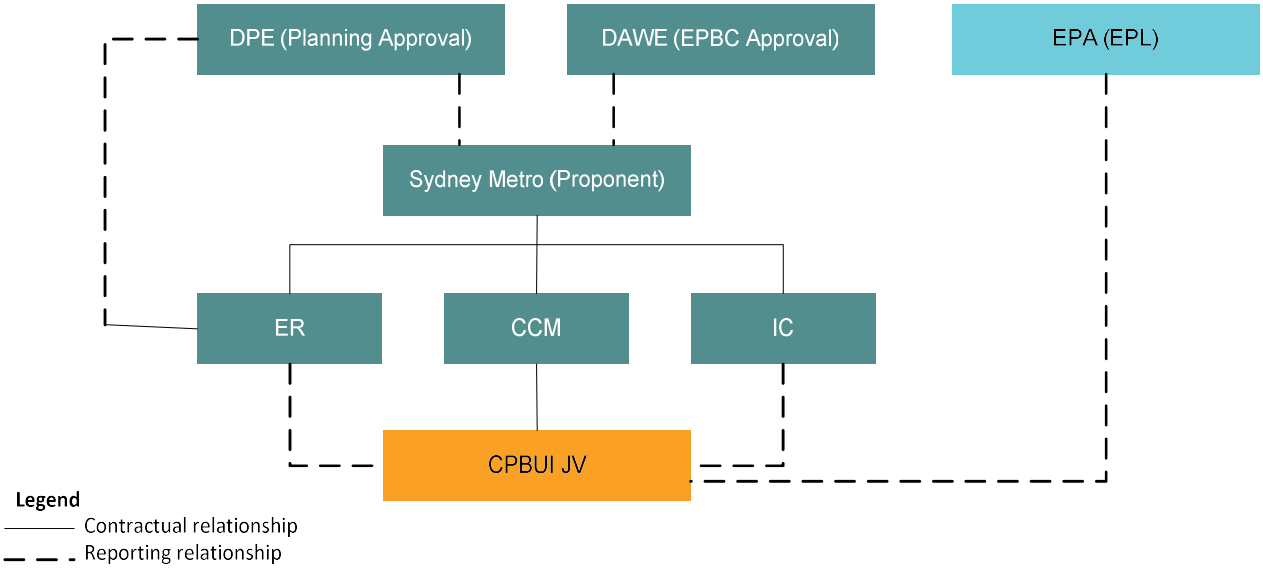

Figure 3 – CPBUI's relationships with key stakeholders

5.2. CPBUI personnel and specialist consultants

5.2.1. CPBUI personnel

The authorities and responsibilities of CPBUI personnel with respect to approvals and environmental management are shown in Table 11. Minimum skill level requirements of each CPBUI role are documented in position descriptions.

Table 11 – Role, authority and responsibility of CPBUI JV personnel – approvals and environmental management

Role	Authority / Key Responsibility
Project Director	▪ Manage the delivery of the Main Works including overseeing the SSI 10051 Planning Approval and environmental management ▪ Hold the authority to direct personnel and/or subcontractors to carry out actions to avoid or minimise unintended environmental impacts ▪ Accountable for the implementation of the CEMP ▪ Act as the Contractor's Representative
Environmental Manager	▪ Implementation of the requirements of the CEMF ▪ Report to the Project Director ▪ Lead the creation of a consultative and proactive culture that ensures environmental compliance as a driver of work behaviours ▪ Be accountable for approvals, environmental and sustainability performance ▪ Effectively lead and manage the development and implementation of a risk-based Environment and Sustainability Management System

Role	Authority / Key Responsibility
	▪ Provide specialist environment, planning and sustainability advice to the Project Director and other functional managers to facilitate design and construction ▪ Oversee the environmental management and sustainability induction and training program ▪ Have the ability to stop works on environmental grounds ▪ Minimum of fifteen years of experience in similar role on a similar project
Commercial Manager	▪ Report to the Project Director ▪ Ensure relevant environment requirements are considered in procuring materials and services
Design Manager	▪ Report to the Project Director ▪ Ensure relevant environmental and planning requirements are addressed in design development ▪ Provide input to and review consistency of assessments on design changes
Work Health and Safety Manager	▪ Report to the Project Director ▪ Ensure environmental and planning requirements are addressed in relevant safety documents ▪ Ensure collaborative incident management and reporting in the event of safety incidents with a potential to cause environmental impact
HR/IR Manager	▪ Report to the Project Director ▪ Ensure the provision of appropriate training in environment and sustainability for relevant project personnel in consultation with the Environmental Manager
Stakeholder and Community Engagement Manager	▪ Report to the Project Director ▪ Assist the Environmental Manager in consulting with regulatory agencies ▪ Communicate sustainability initiatives and potential environmental impacts to the surrounding community ▪ Work collaboratively with the Environmental Manager to resolve environmental complaints
Construction Manager	▪ Report to the Project Director ▪ Lead and manage the delivery of the Main Works in compliance with this Plan ▪ Direct personnel and/or subcontractors to carry out actions to avoid or minimise unintended environmental impacts ▪ Review and approve key environmental management documents relevant to construction of the Main Works ▪ Ensure sufficient resources are allocated to environmental and sustainability management
Sustainability Manager	▪ Report to the Design Manager ▪ Be responsibility for achieving sustainability rating for the SCAW project meeting the sustainability requirements of the General Specification and Particular Specification ▪ Be responsible for a sustainability induction and training program for all personnel involved in the Project ▪ Minimum of five years of sustainability management experience

Role	Authority / Key Responsibility
Site Superintendents	▪ Report to the Construction Manager ▪ Manage environmental aspects of construction in conjunction with the Environment Manager and Environment Coordinators ▪ Direct personnel and/or subcontractors to carry out actions to avoid or minimise unintended environmental impacts ▪ Minimum of five years' experience in similar role on a similar project
Site Supervisors	▪ Report to Site Superintendents ▪ Manage environmental aspects of construction in conjunction with the Site Superintendents and Environment Coordinators ▪ Direct personnel and/or subcontractors to carry out actions to avoid or minimise unintended environmental impacts ▪ Stop works and execute Hold Points (refer to Section 6.4)
Project managers, project engineers, site engineers, supervisors	▪ Report to the Construction Manager ▪ Implement and monitor onsite environmental management and compliance measures across all sites in conjunction with Environment Coordinators ▪ Conduct daily site inspections
Environment Advisor/Coordinator	▪ Report to the Environmental Manager ▪ Assist staff with environmental inquires ▪ Assist in the implementation of site environmental controls ▪ Undertake environmental monitoring, audits, investigations and inspections ▪ Have the ability to stop works on environmental grounds ▪ Minimum of two years' experience in similar role on a similar project
All construction personnel	▪ Raising any environmental impacts, issues or concerns immediately to the relevant supervisor.

5.2.2. Specialist consultants

The CPBUI team will be supported by the specialist environmental consultants detailed in Table 12.

Table 12 – Main Works specialist environmental consultants

Aspect	Consultant	Scope of works
Noise and vibration	Resonate	Expert advice in noise and vibration
Contamination	Douglas Partners	Preparation of Detailed Site Investigations, Remediation Action Plan (if required) and Site Validation reports (if required), including field sampling, analysis and reporting
Soil and water	Strategic Environmental and Engineering Consulting (SEEC)	Expert advice in planning and implementing site water management strategies, discharge impact assessment and soil conservationist services
Flora and fauna	AMBS Ecology and Heritage	Expert advice in ecology, including pre-clearing surveys and management of any unexpected finds
Heritage	AMBS Ecology and Heritage	Expert advice in heritage, including archival recording, and management of any unexpected finds

5.3. Sydney Metro

Sydney Metro is the Proponent under the EP&A Act with ultimate responsibility to DPE for compliance against the SSI 10051 Planning Approval. Personnel from the Sydney Metro project delivery team will:

- Ensure compliance with the SSI 10051 Planning Approval and REMMs held by Sydney Metro, as set out in Schedule D4 of the D&C Deed
- Determine consistency assessments for the Main Works under section 5.25 of the EP&A Act
- Release land in accordance with contractual access schedules.

CPBUI will report to Sydney Metro as required to comply with regulatory approvals, statutory obligations and contractual requirements.

5.4. Environment Representative

The Environmental Representative (ER) is an independent environmental professional engaged by Sydney Metro and approved by DPE in accordance with SSI 10051 Planning Approval. Reflecting the requirements of Condition A32, the roles and responsibilities of the ER include but are not limited to the following:

(a) Receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI

(b) Consider and inform the Planning Secretary on matters specified in the terms of this approval

(c) Consider and recommend to Sydney Metro and CPBUI any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community

(d) Review documents identified in Conditions A10, A18, A20, C1, C5 and C13 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under the SSI 10051 Planning Approval and if so:

- endorse the documents before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or
- endorse the documents before the implementation of such documents (if those documents are only required to be submitted to the Planning Secretary / DPE for information or are not required to be submitted to the Planning Secretary / DPE);
- provide a written statement to the Planning Secretary advising the documents have been endorsed.

(e) For documents that are required to be submitted to the Planning Secretary / DPE for information under (d)(ii) above, the documents must be submitted as soon as practicable to the Planning Secretary / Department after endorsement by the ER, unless otherwise agreed by the Planning Secretary

(f) Regularly monitor the implementation of the documents listed in Conditions A10, A18, A20, C1, C5 and C13 to ensure implementation is being carried out in accordance with the document and the terms of this approval

(g) As may be requested by the Planning Secretary, help plan or attend audits of the development commissioned by DPE including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A36

(h) As may be requested by the Planning Secretary, assist DPE in the resolution of community complaints received directly by DPE

(i) Consider or assess the impacts of minor ancillary facilities as required by Condition A22

(j) Consider any minor amendments to be made to the Site Establishment Management Plan, CEMP, CEMP Sub-plans and construction monitoring programs without increasing impacts to nearby sensitive land use(s), and are consistent with the terms of this approval and the Site Establishment Management Plan, CEMP, CEMP Sub-plans and construction monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of the SSI 10051 Planning Approval

(k) Prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an ER Monthly Report providing the information set out in the ER Protocol under the

heading “Environmental Representative Monthly Reports”. The ER Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER’s engagement for the CSSI or as otherwise agreed by the Planning Secretary

(l) Assess the impacts of activities as required by the Low Impact Work definition.

CPBUI will:

- Facilitate ER inspections
- Notify the ER of any environmental incidents or non-compliances
- Provide the ER with relevant information, documents, and access to the premises as necessary, or reasonably required by the ER, to allow the ER to perform its functions under the SSI 10051 Planning Approval
- Update this Plan to address any relevant requirements and recommendations of the ER
- Review and analyse the cause of any environmental non-compliance raised by the ER and develop a plan of corrective action to minimise the likelihood of recurrence
- Close out corrective actions in accordance with timeframes agreed with the ER.

5.5. Independent Certifier

The role of the Independent Certifier (IC) with respect to the environmental management of the Main Works is set out in the Independent Certifier Deed. The IC will oversee implementation of environmental controls in accordance with the CEMP Sub-Plan/s.

6. Environmental Management and Approvals Documentation

6.1. Environmental risk management

Risk management processes are a key focus in developing and implementing EMS documentation. The objectives of risk assessments are to:

- Identify environmental aspects and impacts that have the potential to adversely affect the local environment, human health or property
- Qualitatively evaluate and categorise each impact
- Assess whether impacts can be managed by environmental protection measures
- Qualitatively evaluate residual risk with implementation of measures.

6.1.1. Initial Environmental Risk Assessment

To inform the development of this Plan, an assessment of potentially significant environmental aspects and impacts was undertaken to determine the controls required for the Main Works (**Appendix C5 – Aspect and Impacts Risk Register**). Informed by the EIS, Submissions Report, and the SSI 10051 Planning Approval, the risk assessment included the identification of mitigation measures and primary controls for each environmental management category.

The risk assessment determined that the residual risk level (after mitigation and management measures have been applied) of each environmental management category is 'Low' or 'Medium' (**Appendix C5 – Aspect and Impacts Risk Register)** and reflected in the Staging Report (specifically Table 4-2). In accordance with the Staging Report, environmental management categories assessed as:

- Residual risk level of 'Medium' will be addressed in the main CEMP document in the form of a procedure
- Residual risk level of 'Low' will be addressed in the main CEMP document only.

The CEMP and Sub-plans respond to the risk assessment outcomes and address the requirements of the SSI 10051 Planning Approval and REMMs as appropriate to the Main Works.

6.1.2. Ongoing Environmental Risk Identification and Management in Construction

Environmental risk assessments are completed at each stage of project planning and during delivery of the CEMP. As detailed in the Risk Management Plan (SMWSASCA-CPU-1NL-NL000-RM-PLN-000001), environmental risks and opportunities will be identified through:

- The Principal Risk Assessment conducted at tender stage
- Project Risk Register
- Construction Area Plan (CAP) Risk Assessments
- Work Pack Risk Assessments
- Environmental Work Method Statements (EWMS) or Safe Work Method Statements (SWMSs), which address environmental risks (as applicable)
- Investigations of environmental incidents, complaints and non-compliances
- Pre-start Meetings.

The Environmental Manager or delegate has approval authority for all risk assessment types to ensure environmental risks and opportunities are adequately identified and addressed.

Environmental risks, controls and accountabilities will be communicated to all relevant personnel through induction, procedures, Environmental Control Maps (ECMs), Work Packs, EWMS, SWMS, toolbox talks, and prestart meetings. Where relevant, material changes in the risk profile will also be communicated to the Principal and ER.

Additional information on the process used to manage environmental risks and opportunities is detailed in Section 7.5.

6.2. Environmental management documents

Reflecting the outcomes of the environmental risk assessment, the following key documentation, procedures and tools have been developed to mitigate significant risks and achieve continual improvement:

- **Environment and Sustainability Policy Statement** (**Appendix C1 – Environment and** Sustainability Policy) – Articulates the environmental and sustainability commitments to be achieved during the Main Works.
- **This CEMP** – Details processes and procedures to be implemented during the delivery of the Main Works.
- **CEMP Sub-plan/s** – Details the processes and procedures to be implemented to address noise and vibration, flora and fauna, non-Aboriginal heritage, spoil, air quality, waste, visual amenity and soil and water impacts (Refer to Figure 4)
- **Aspect Specific Procedures** – Document processes, roles and responsibilities and relevant checklists and forms, including internal hold points. These procedures are a key management tool for the Construction Team. The aspect specific procedures applicable to the Main Works are included within the relevant CEMP Sub-plan.
- **Environmental Checklists and Forms** – Support procedure implementation and provide assurance of environmental compliance. Checklists and forms are referenced in relevant aspect specific procedures.
- **Environmental Control Maps** – Provide a practical translation of environmental risks and controls for workers, including training and competency requirements. ECMs are specific to a site or activity and incorporate an illustration of the site (including significant structures, work areas and boundaries), identify environmentally sensitive receivers and detail control measures as derived from relevant procedures. ECMs will be prepared progressively, endorsed by the Environment Manager or delegate, and communicated to relevant workers prior to commencing works.
- **Sensitive Area Plans** (**Appendix C4 – Sensitive Area Plans**) – Depict environmental sensitivities to inform construction planning and on-site management of works. Sensitive Area Plans will be reviewed quarterly, or when there is a significant change in work activities.

The interrelationship of the above environmental management documents with other project plans and documents is depicted in Figure 4.

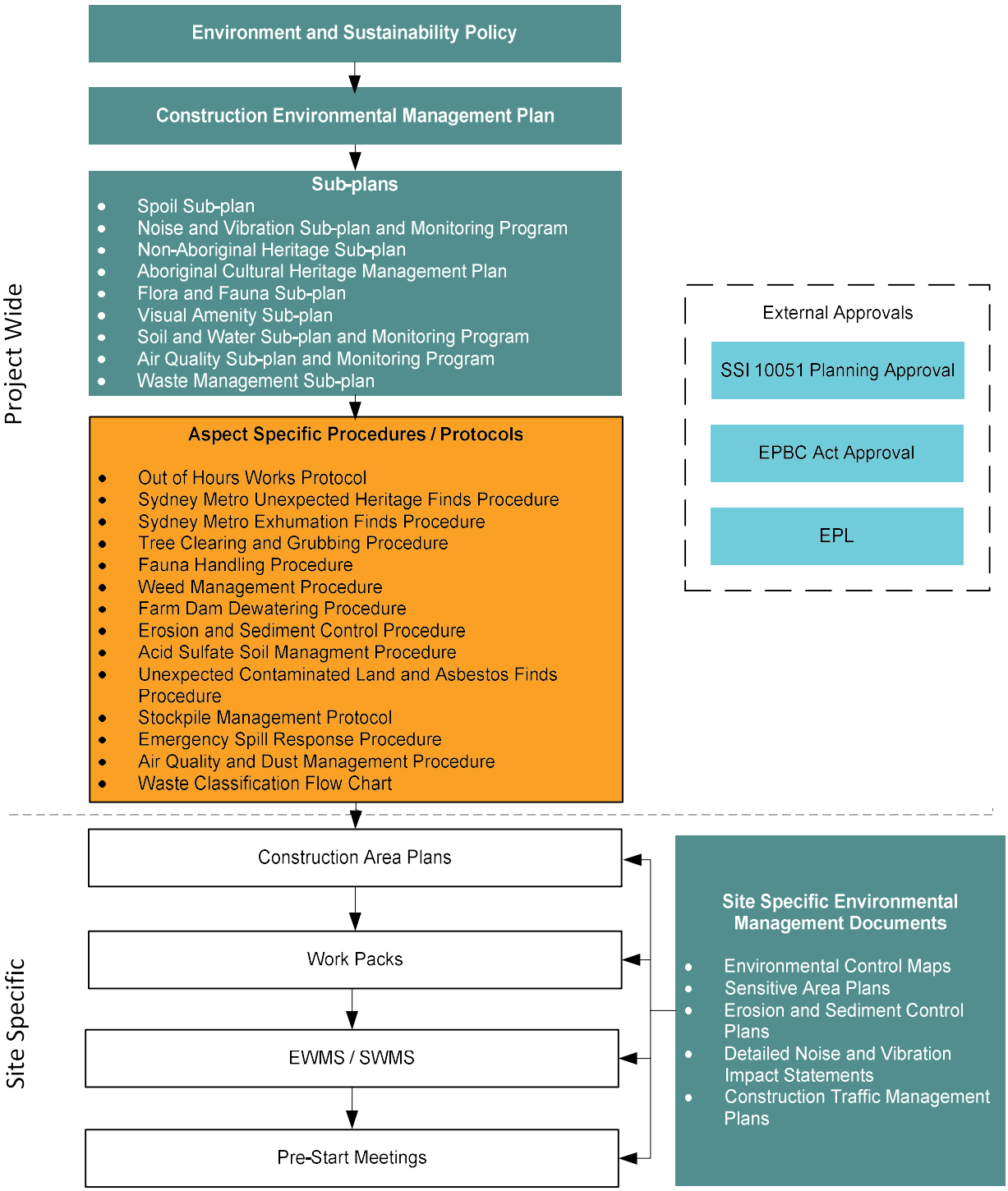

Figure 4 – Overview of environmental management system documents

6.3. Construction planning

To ensure the Main Works are constructed safely, while minimising environmental impacts and achieving compliance with approvals, licences and contractual obligations, CPBUI will prepare and implement the planning documents detailed in Table 13. This robust process will include a cross-functional review and sign-off at key stages.

Table 13 – Key construction planning documents

Key planning document	Description
CAP	The planning document for each construction area, CAPs will include overall construction approach and methodology, CAP Risk Assessment, constructability reviews and associated Work Pack listing. The CAPs will be approved by the Environment Manager or delegate prior to commencement of works described in their scope.
Work Pack	A Work Pack is a document containing all the information required to manage an activity. There will be multiple Work Packs referenced in each CAP. Each Work Pack will include a step-by-step breakdown of the activity to be undertaken, work method statement, sequencing, inspection and test plans (ITPs), SWMSs, relevant drawings, and environmental controls. Work Packs will be developed to provide an integrated approach to the management of safety, quality and environmental risks, as set out in our Construction Management Plan. During construction planning for each work area, work methods will be reviewed, the risks identified during the design phase will be re-assessed, and new risks identified and recorded in the Work Pack for communication to field staff. All controls necessary to ensure compliance will be included in the Work Packs, which will reference the relevant Site Environment Plans (SEPs), procedures, checklists and forms. Work Packs may identify the need for amendment to an existing SEP or preparation of a new SEP. Work Packs will be approved by the Project Environmental Manager or delegate prior to commencement of works described in their scope. Relevance and adequacy of environmental controls identified in Work Packs will be reviewed and where required, updated.
SWMS or EWMS	A SWMS or EWMS description of methodology will be required to complete an activity. It will describe the prescriptive sequence of tasks to be undertaken. Depending on the activity's complexity or if the same activity is being repeated elsewhere, the work method statement may be a separate document included in the Work Pack. The development of SWMSs or EWMSs will be conducted and formally recorded for relevant activities prior to their commencement. They will include environmental hazards and their mitigation for that task. Its purpose will be to communicate task methodology in detail to the workplace personnel who are completing the task. Field staff will review and sign onto these documents, including the risk assessment and safe work systems, as part of a pre-start meeting. SWMS/EWMS task-specific information will include work steps (in sequence) with work-step precautions, associated hazard(s) and hazard control(s), specific personal protective equipment, equipment available onsite, responsibilities, competencies and where applicable, permit conditions. The environmental context of a SWMS will be included to prompt consideration in the task steps, to address the positive actions of environmental care (i.e. dust control, erosion prevention, waste recycling, etc.) and address negative actions that may introduce an environmental impact (i.e. contamination, pollution, etc.).
Pre-start meeting	A pre-start meeting is a review of work progress and activities planned for the incoming shift focused on creating a positive environment, safety and quality culture and continually improving work habits, generating greater workforce involvement and increasing accountability. It will:

Key planning document	Description
	Identify any changes that are to be made to the work or work environment, including impacts of nearby or interfacing work Include any environment or safety hazards reported and incidents that were reported on previous shifts. Construction directors and Project Managers will ensure that site supervisors conduct daily pre-start meetings with all members of the work team prior to commencing work for each shift. These meetings will typically be conducted by a Supervisor or his/her approved delegate with individual work crews. Attendance at the pre-start meeting will be mandatory. Content of the pre-start meeting will be recorded, including any issues raised as well as attendance. Pre-start meetings will be held to ensure all workers are informed about hazards in their work area prior to start of the work. It will be used in conjunction with the SWMS document to ensure current on-site conditions (and hazards) are considered with those identified in the SWMS document, particularly looking for what conditions have changed (e.g. new workers, weather, changed materials, etc.) since the work was previously undertaken, i.e. the day or shift before. The pre-start meetings will contribute to implementing a safe work habit of checking the immediate surroundings and workplace conditions before starting, including considering potential environmental impacts.
SEPs	SEPs are site specific A3 sheets that include detailed plans illustrating key environmental controls, and tables documenting key requirements. These will inform and fully integrate with detailed construction planning.

6.4. Hold points

The activities detailed in Table 14 are recognised as hold points and will not to proceed without objective review and approval by the nominated authority

Table 14 – Environmental hold points

Hold Point Details	Plan	Responsibility	Timing
Air Quality management			
Stop work immediately if visible dust has the potential to leave the site. Dust must be minimised to the greatest extent practicable. Hold Point is released by a review of the adequacy of controls, identifying any corrective actions and implementing any additional or revised controls prior to recommencement of works.	Air Quality Management Sub-plan	Site Supervisor Environmental Coordinator	During works
Heritage management			
Stop work immediately if unexpected heritage finds, including human remains, are discovered. Establish an exclusion zone and immediately contact the Supervisor.	Non-Aboriginal Heritage Management Sub-plan	Site Supervisor Environmental Coordinator	During works
Noise and Vibration Management			
Adequate mitigation measures will be implemented prior to the commencement of works that are	DNVIS	Site Supervisor Environmental Coordinator	Prior to and during works

Hold Point Details	Plan	Responsibility	Timing
predicted to exceed highly noise affected criteria within sensitive land uses to address Condition E47 and Condition E57			
Any work to be undertaken outside of standard construction hours will require an approved OOHW Application Form which needs a DNVIS per Condition E47 and Community Consultation complete per Condition E57.	Noise and Vibration Management Sub-plan	Environment Manager Stakeholder and Community Engagement Manager	Prior to and during works
Spoil and Waste management			
Materials brought onto site require certificates/testing results to be provided to the Environment Team to determine whether material meets EPA requirements. Wastes that are unable to be reused or recycled will be exported to a site licenced by the EPA to accept the waste, or in accordance with a valid Resource Recovery Exemption or Order, or to any other site that can lawfully accept such waste.	Waste Management Sub-plan	Project Engineer Environmental Coordinator	During works
Spill management			
Spills must be immediately contained and cleaned-up. All spills must be reported to the Environment Team regardless of quantity or location	Soil and Water Management Sub-plan	Site Supervisor Environmental Coordinator	During works
Soil and Water management			
An Erosion and Sediment Control Plan (ESCP) must be developed and implemented prior to commencement of ground disturbance.	Soil and Water Management Sub-plan	Environmental Coordinator Site Supervisor	Prior to and during works
No water will be discharged from the site without written approval of the Environment Manager (or delegate). All water will be tested (and treated if required) prior to discharge from the site to ensure compliance. A Water Pollution Impact Assessment must be prepared to meet Condition E130 prior to discharges.		Environment Manager or delegate Site supervisor	Prior to water discharge
Stop work if potential contamination is identified. Notify the Site Supervisor and Environmental Coordinator and establish an exclusion zone.		Site Supervisor Environmental Coordinator	During works
Prior to ground disturbance in high probability salinity areas, testing will be carried out to determine the presence of saline soils. If salinity is encountered, excavated soils will not be reused or will		Environmental Coordinator Site Supervisor	Prior to works

Hold Point Details	Plan	Responsibility	Timing
be managed in accordance with Book 4 Dryland Salinity: Productive Use of Saline Land and Water (NSW DECC 2008).			
A Detailed Site Investigation (DSI) will be undertaken prior to commencement of works on medium and high-risk sites as identified in the EIS or Submissions Report.	Soil and Water Management Sub-plan	Site Supervisor Environmental Coordinator	Prior to Works in AECs
Flora and Fauna Management			
A pre-clearing inspection must be conducted by a qualified ecologist and the clearance area delineated.	Flora and Fauna Management Sub-plan	Project Ecologist	Prior to works
Prior to disturbance, conduct a targeted microbat survey of dwellings and structures proposed for demolition, removal, or modification. Other human-made structures such as culverts and other under-road structures within the construction footprint will also be surveyed for threatened microbats.		Environmental Coordinator Site Supervisor	Prior to works
Stop work if an unexpected threatened flora or fauna species is identified.		Environmental Coordinator Site Supervisor	Prior and during works
Ancillary Facilities			
Minor ancillary facilities and new ancillary facilities that were not identified in the EIS must be assessed against the requirements of the SSI 10051 Planning Approval and approved by the ER prior to establishment.	Section 3.2 Section 3.3	Construction Manager Environmental Manager ER	Prior to establishment of ancillary facilities
Traffic and Access			
A road dilapidation report must be prepared prior to the use of any local road by a heavy vehicle for the purposes of the Main Works.	Construction Traffic Management Plan/s	Suitably qualified and experienced person	Prior to works
Construction Affecting Buildings			
A condition survey must be prepared for all buildings, structures, utilities identified in the EIS and Submissions Report as being at risk of damage. The condition survey must be prepared before commencement of any work that could impact on the subject surface / subsurface structure.	Noise and Vibration Management Sub-plan	Appropriate professional nominated by Construction Manager	Prior and during works

6.5. Environmental monitoring

Environmental monitoring will be undertaken to validate predicted impacts, assess the effectiveness of environmental controls, and to address the conditions of SSI 10051 Planning Approval, specifically the construction monitoring programs required under Condition C13.

An indicative summary of the environmental monitoring that will be carried out as part of the Main Works is provided in Table 15. Appendix C7 contains the SCAW Monitoring, Inspections, Reporting, Review, Audit (MIRRA) schedule for the project.

Where a non-compliance is detected or monitoring results are outside of the expected range, the process described in Section 7.4.3 and Section 7.4.3 will be implemented.

All environmental monitoring equipment will be maintained and calibrated according to manufacturer's specifications and appropriate records retained.

Table 15 –Indicative summary of environmental monitoring (Main Works)

Aspect	Monitoring Activity	Responsibility	Timing
General	Environmental Inspections	Environmental Manager Environmental Coordinators	Weekly
General	ER Inspections	Site Supervisors Environmental Manager Environmental Coordinators ER	Fortnightly (unless otherwise agreed)
General	Complaints reporting	Stakeholder and Community Relations Manager Environmental Manager	Daily
Noise and vibration	Noise and vibration monitoring	Environmental Manager Environment Co-ordinators	Detailed in the Noise and Vibration Management Sub-plan
Soil and water	Site inspection	Environmental Coordinators Site Supervisors	Prior to and following significant rainfall event (>20 mm/24 hr)
	Surface water quality monitoring	Environmental Manager Environmental Coordinators	Monthly
Air quality	Site inspection	Environmental Coordinators Site Supervisors	If visible dust has the potential to leave the site
	Dust deposition gauges	Environmental Manager Environmental Coordinators	Monthly
	Suspended particles (PM2.5/10)	Environmental Manager Environmental Coordinators	Monitoring to be undertaken in real time on an as needs basis in response to a complaint or investigation
Waste	Waste (materials) tracking and reporting	Environmental Manager Environment Coordinators Project Engineers	Waste tracked and reported in accordance with the EPL

6.6. Environment and sustainability in design

As part of the tender process, workshops were undertaken with the design and construction teams to ensure that environmental and sustainability requirements were identified, considered and fully integrated into the tender design and construction methodology. Initiatives will be incorporated into the design where practicable. Any additional initiatives and compliance with environment and sustainability requirements will be documented within Design Reports.

Additional details on sustainability during the Main Works are provided in the Sustainability Management Plan which was prepared in accordance with the Sydney Metro Sustainability Plan (Condition E100).

6.7. Environment and sustainability in procurement

CPBUI will be responsible for the environmental performance of sub-contractors and will specify environmental obligations in the contract documentation. The Environment Manager, or delegate, will participate in the sub-contractor tender assessment and selection process where it is deemed necessary due to associated environmental and sustainability risks. As part of the selection process, consideration will also be given to the past environmental and sustainability performance of preferred sub-contractors.

Prior to commencement of works, all sub-contractor environmental and sustainability documentation will be subject to review and approval by CPBUI to ensure compliance with Sydney Metro contract requirements, the SSI 10051 Planning Approval and the EPL.

All sub-contractors are required to work in accordance with the CEMP. All sub-contractors are required to attend a site induction where the requirements of this Plan will be communicated. A record of all sub-contractors inducted will be maintained as part of the induction and training register.

A standard monitoring form will be developed that will be used to assess:

- Sub-contractors' general work practices
- Adequacy and effectiveness of the sub-contractor's environmental protection measures
- Sub-contractor's compliance with the requirements of this Plan

7. Environmental Management System

7.1. Overview

CPBUI will deliver the Main Works using the CPB EMS which has been developed in accordance with the business and legislative requirements set out in the CPB Management System (CMS). The CPB EMS is certified to comply with AS/NZS ISO 14001:2015 Environmental Management Systems – Requirements with guidance for use. An overview of the EMS elements is illustrated in Figure 5.

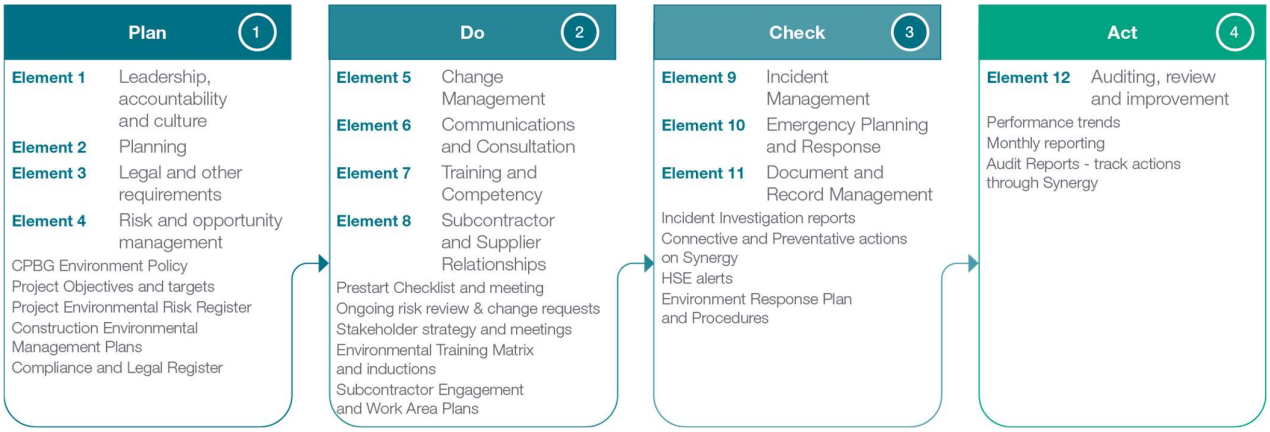

Figure 5 – EMS Elements overview

7.2. Element 1 – Leadership, accountability and culture

Guided by the Environment and Sustainability Policy (Appendix C1 – Environment and Sustainability Policy) CPBUI will demonstrate environmental leadership and accountability by:

- Leading the creation of a consultative and proactive culture that ensures environmental compliance and 'No Harm' as a driver of work behaviours as set out in the CBPUI Environment Policy.
- Communicating approval and environmental expectations, including the objectives and targets set out in Section 1.6 and performance outcomes established in the EIS (Appendix C6 – Compliance Tracking).
- Using environmental procedures as central tools to manage site environmental performance. Any person who fails to follow these procedures while undertaking works will be managed in line with CPBUI's requirements for counselling, discipline and, if needed, termination
- Requiring all personnel with leadership roles to participate in environmental management activities, including environmental toolbox talks, incident response and continual improvement.

This approach will ensure all staff, employees and subcontractors will actively drive continual improvement in the environmental performance of the Main Works.

7.3. Element 2 – Governance and planning

CPBUI will formally and systematically plan and manage environmental performance by:

- Providing comprehensive resources for environmental management, including in-house and expert consultants, as set out in Section 5.2.2, and training and IT systems to streamline environmental reporting and record-keeping
- Preparing required environmental planning documents and obtaining approval in a timely and efficient manner
- Implementing approved environmental planning documents for Main Works

- Attending environment and planning coordination meetings which will include representatives from the CPBUI environment team, ER, IC and Sydney Metro. These meetings will provide an opportunity to discuss:
  - Environment planning approval documents and approvals progress
  - Any observations, issues and trends arising from ER inspections
  - Management of any environmental complaints
  - Any non-compliances
  - Upcoming works.

7.4. Element 3 – Legal and other compliance monitoring and tracking

CPBUI will identify and comply with contractual requirements and all applicable environmental legislation and standards by:

- Compliance Tracking (Section □) – Ensuring relevant legal, contractual and other requirements are identified, embedded in environmental documents, and subject to regular compliance tracking
- Planning and Hold Points (Section 6.4) – Ensuring work is planned and executed in accordance with compliance obligations and implementing internal Hold Points in response to material risks
- Environmental Inspections (Section 7.4.2) – Undertaking regular inspections to assess the adequacy of controls
- Non-Compliance (Section 7.4.3) – Raising corrective actions if a non-compliance is detected that cannot be resolved through an inspection or audit-action process
- Appendix C7 contains the SCAW Monitoring, Inspections, Reporting, Review, Audit (MIRRA) schedule for the project.

7.4.1. Compliance tracking

The Conditions and REMMs that apply to the Main Works are listed in Appendix C6 – Compliance Tracking, including a reference to where each requirement is addressed by this Plan or other project documentation. Compliance against the Conditions and REMMs will be reviewed by the Environment Manager prior to the commencement of the Main Works and ongoing in accordance with the SM-WSA Compliance Tracking Program.

In addition, the Environmental Manager will review updates to legislation, standards and codes of practice received via CPB Contractors subscription services. The relevance of updates will be assessed, and actions undertaken as required.

7.4.2. Environmental inspections

Weekly and rainfall site inspections

The Environment Manager (or delegate) will undertake weekly, pre-rainfall and post-rainfall inspections of work sites to evaluate the adequacy of environmental controls.

Any required maintenance and/or deficiencies in environmental controls will be recorded on an Environmental Inspection Checklist and actions will be closed out in accordance with the identified priority. Evidence of action close-out will be retained on file.

ER and Sydney Metro inspections

The ER and Sydney Metro staff will undertake regular inspections of works sites throughout the Main Works. Inspections by the ER and Sydney Metro project staff will occur on a weekly basis or as agreed, depending on the complexity and anticipated risks associated with the works. A member of the CPBUI environment team will participate in all ER and Sydney Metro inspections.

Deficiencies and required actions will be analysed and prioritised at the completion of the inspection and timeframes for implementation of corrective actions agreed.

Daily inspections

A daily inspection will be carried out by the Supervisor of each work area and will include a check of relevant environmental controls and resources required to ensure effective operation and maintenance.

Shutdown inspections

Shutdown inspections will be undertaken prior to any planned shut down of worksite for more than four days (i.e. Christmas).

7.4.3. Environmental non-compliance

An environmental non-compliance is an occurrence or set of circumstances or development that is a breach of a permit, approval or licence. Sydney Metro and Environmental Representative may raise non-compliances against environmental requirements. Potential and actual non-compliances will be classified and reported in accordance with the Sydney Metro Environmental Incident Classification and Reporting Procedure.

7.4.3.1. Planning Approval non-compliance

Reflecting the requirements of Condition A44 and Appendix A of the SSI 10051 Planning Approval, the Planning Secretary will be notified in writing via the Major Projects website within seven days after CPBUI becomes aware of any non-compliance. The non-compliance notification will identify:

- The CSSI (including the application number for it)
- Set out the Condition that the Main Works is non-compliant with
- Detail the way in which the Main Works does not comply and the reasons for the non-compliance (if known)
- Detail what actions have been or will be undertaken to address the non-compliance.

The ER will also be notified of environmental non-compliances within the ER Monthly Report.

For each non-compliance, suitable corrective or preventative action (or actions) will be identified and implemented to rectify the event and prevent reoccurrence. Corrective / preventative actions and improvement opportunities will be entered into the CPBUI management system database and include details of the issue, action required, timing and responsibilities. The record will be updated with date of close out and any necessary notes. The database will be reviewed regularly to ensure actions are closed out as required

7.4.3.2. EPBC Act Approval non-compliance

A non-compliance against EPBC Act Approval conditions or commitments made in plans will be notified to the Department of Agriculture, Water and the Environment (via the Sydney Metro Environment Manager). The notification will be given in writing as soon as practicable, and no later than two business days after becoming aware of the non-compliance. The notification will specify:

- any condition which is or may be in breach
- a short description of the non-compliance
- the location (including co-ordinates), date, and time of the non-compliance.

Within 10 business days, CPBUI will provide the Department of Agriculture, Water and the Environment (via the Sydney Metro Environment Manager) with additional details of the non-compliance, including:

- any corrective action or investigation which CPBUI has already taken or intends to take in the immediate future
- the potential impacts of the non-compliance
- the method and timing of any remedial action that will be undertaken by CPBUI

7.5. Element 4 – Risk and opportunity management

CPBUI will use a risk-based management approach during all stages of the Main Works to identify, assess, control and review environmental risks and harness opportunities by:

- Holding workshops during design development with the design and construction teams to ensure that environmental requirements are identified, considered and fully integrated into the construction methodology.
- Ensuring environmental controls appropriate to the level of risk are identified, documented and implemented in environment procedures and Work Packs
- Ensuring the accountable person implements controls in accordance with procedural requirements

- Reviewing environmental risks regularly through inspections (Section 7.4.2) and auditing (Section 7.13.1).

7.6. Element 5 – Change management

During delivery, CPBUI will identify and manage environmental consequences arising from permanent and temporary changes to the Main Works by:

- Assessing the consistency of design changes against the SSI 10051 Planning Approval in line with Section 5.25 of the EP&A Act, and in consultation with Sydney Metro and the ER
- Identifying change in construction methodology, and if personnel feel these alternative work practices could adversely affect the environment, they will be altered only after consultation with the approvals, environment and sustainability team.

7.7. Element 6 – Communication and consultation

The CPBUI approvals, environment and sustainability team will effectively and openly engage with external and internal stakeholders to create an environment of trust, openness and involvement. This will include:

- Internal Collaboration – Working collaboratively with the commercial, design, construction and communication teams to formulate integrated management strategies. Interdisciplinary meetings will be held on key multidisciplinary issues.
- Agency Engagement – Effectively managing relationships with Agency stakeholders by:
  - Considering issues identified in the EIS submissions
  - Holding an agency workshop to provide relevant management plans for comment and updating the plans to address any relevant comments received
  - Holding regular meetings with agencies to provide updates on the construction process and receive any feedback
  - Recording and responding appropriately to all written requirements or directions received from DPE (Section 7.7.1).
- Community Engagement (Section 7.7.2) – Proactively engaging with the community and responding to complaints in accordance with the Communications Strategy.

7.7.1. Directions from DPE

All written requirements or directions received from DPE will be complied with at all times (Condition A5), including in relation to:

- The environmental performance of the Main Works
- Any document or correspondence in relation to the Main Works
- Any independent appointment or dismissal made in relation to the Main Works
- Any notification given to the Secretary under the terms of the SSI 10051 Planning Approval
- Any audit of the construction of the Main Works
- The terms of the SSI 10051 Planning Approval and compliance with the terms of the SSI 10051 Planning Approval (including anything required to be done under the SSI 10051 Planning Approval)
- The carrying out of any additional monitoring or mitigation measures

In respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under the SSI 10051 Planning Approval.

7.7.2. Community engagement and/or notification

Sydney Metro has developed an Overarching Community Communication Strategy (OCCS) for the Project. The OCCS incorporates both on and off-airport works, with the on-airport components being developed in consultation with Western Sydney Airport.

In accordance with the OCCS, CPBUI have developed a Communication Strategy for the SCAW package. The Communication Strategy provides details on the mechanisms to facilitate communication between project parties, stakeholders and the community in accordance with the Condition B1.

Consultation and engagement with the community will occur in accordance with the Communication Strategy, the SSI 10051 Planning Approval, REMMs and SCAW EPL Conditions. Regular engagement will occur with the community to discuss environmental performance, upcoming works, and any planned high-risk activities. Community liaison officers will be available at all times that works occur to assist the public with questions and complaints they may have in accordance with the Complaints Management System.

Additional community consultation will be undertaken prior to commencement of works that are scheduled outside of standard hours (Section 3.4). Reflecting the requirements of Condition E57, appropriate respite periods will be identified in consultation with the community at each affected location on a regular basis. This consultation will include (but not be limited to) providing the community with:

- A progressive schedule for periods no less than three months, of likely out-of-hours work
- A description of the potential work, location and duration of the OOHW
- The noise characteristics and likely noise levels of the work
- Likely mitigation and management measures which aim to achieve the relevant NMLs under Condition E43 (including the circumstances of when respite or relocation offers will be available and details about how the affected community can access these offers).

The outcomes of the community consultation, the identified respite periods and the scheduling of the likely OOWH will be provided to the ER, EPA and the Planning Secretary prior to the work commencing.

A Project website has been established by Sydney Metro. CPBUI have established a SCAW website and approval documents prepared by CPBUI will be accessible to the public in accordance with Condition B11.

7.7.3. Complaints management

In accordance with Condition B2 to B10, a Complaints Management System has been developed by Sydney Metro. Relevant information to the captured by CPBUI in the Complaints Register includes:

- Number of complaints received
- Date and time of the complaint
- Number of people (in the household) affected in relation to a complaint, if relevant
- Method by which the complaint was made
- Any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect
- Issue of the complaint
- Means by which the complaint was addressed and whether resolution was reached, with or without mediation
- If no action was taken, the reason(s) why no action was taken.

Complainants will be advised of the following Collection Statement before, or as soon as practicable after, providing personal information:

- The Complaints Register may be forwarded to government agencies, including DPE, to allow them to undertake their regulatory duties
- By providing personal information, the complainant authorises CPBUI to provide that information to government agencies
- The supply of personal information by the complainant is voluntary
- The complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information.

Sydney Metro will include the Collection Statement on the Project website to make prospective complainants aware of their rights under the *Privacy and Personal Information Protection Act 1998*

(NSW). For any complaints made in person, the complainant will be made aware of the Collection Statement.

The Complaints Register will be provided to the Planning Secretary upon request, within the timeframe stated in the request. The Complaints Register will also be provided to the ER on a weekly basis or as requested.

The Environmental Manager will ensure that corrective actions arising from community complaints are applied in consultation with the appropriate construction staff and reflected in the CEMP as required. The Environment Manager will also manage compliance with complaint management conditions of the EPL.

Further details on the Complaints Management System, the complaints register, and the Community Complaints Mediator are provided in the Communication Strategy

7.8. Element 7 – Training and competency

To ensure effective implementation of this CEMP during the Main Works, a Training Needs Analysis will be prepared which:

- Identifies that all staff are to receive environmental training
- Identifies the competency requirements of staff that hold environmental roles and responsibilities (as documented in this CEMP)
- Identifies appropriate training courses/events and the frequency of training to achieve and/or maintain these competency requirements

A summary of the Training Needs Analysis is contained in Table 16. Reflecting the outcomes of the Training Needs Analysis, a training schedule will be prepared that plans attendance at environmental training events, provides mechanisms to notify staff of their training requirements, and identifies staff who do not attend scheduled training events or who have overdue training requirements. Environmental training events to be included in the training schedule are detailed in the sections that follow.

7.8.1. Environmental induction

Prior to commencement of on-site work, all personnel (including sub-contractors) are required to attend a compulsory site induction that includes an environmental component. The purpose of the induction is to ensure all personnel are aware of the requirements of the CEMP, SSI 10051 Planning Approval and EPL.

Visitors to site for purposes such as deliveries and undertaking inspections will be required to be accompanied by inducted personnel at all times.

The environmental component of the induction will capture all elements of the CEMP, including:

- Requirements of Environment and Sustainability Policy and key performance indicators
- Due diligence, duty of care and responsibilities
- Environmental and compliance obligations under the terms of the SSI 10051 Planning Approval, EPL and other statutory instruments
- Potential environmental emergencies on site and the emergency response procedures
- Reporting and notification requirements for pollution and other environmental incidents
- Site specific issues and controls, including those described in environmental procedures
- Demarcation of construction boundary
- Requirements of the Driver's Code of Conduct
- Spoil Management
- Information about the community what to do when approached by a member of the public or media
- Summary of the significance of surrounding vegetation and fauna habitat in a regional context
- Location of mapping of environmentally sensitive areas marked as no-go zones
- Threatened species that may be encountered on site (where applicable)
- Points of contact for personnel if threatened species are encountered

- Descriptions of works where ecologists may be required to supervise or support personnel (where applicable)
- Overview of dam dewatering protocols (where applicable)
- Site weed and pathogen protocols
- Bushfire management procedures.

A record of all environment inductions and attendees will be maintained and provided weekly to Sydney Metro. The Environment Manager may authorise amendments to the induction at any time.

7.8.2. Toolbox talks, role-specific training and awareness

Toolbox talks will be delivered throughout the Main Works to educate personnel on environmental issues, recurring hazards and procedural requirements. Toolbox talk topics are risk and/or aspect focussed, delivered on site and may include the following topics:

- Incident response and reporting procedures
- Waste management, minimization and recycling
- Spoil management and transportation
- Site environmental plan/s and compliance with designated no-go zones
- Erosion and sediment control, and
- Dust control procedures.

Toolbox talk attendance is mandatory; attendees will sign an attendance form and the records will be maintained.

In addition to toolbox talks, targeted environmental awareness training will be provided to personnel with a specific authority or responsibility for environmental management or those undertaking an activity with an increased risk of environmental impact.

Environmental training will be enhanced through posters, booklets, or Alerts in worker crib sheds / break facilities

7.8.3. Pre-Start Meetings

The Supervisor will conduct a pre-start meeting with the site workforce before the commencement of each shift. The pre-start meeting will be used to inform the workforce of activities to be undertaken during the shift, environmental protection practices, work area restrictions, hazards and other relevant information. All attendees will be required to sign on to the pre-start and acknowledge their understanding of the issues explained.

The environmental component of the pre-start meeting will be determined by relevant Supervisor and environmental personnel.

Table 16 –Training Needs Analysis Summary

	Site induction	Incident response and notification	Erosion and sedimentation management	Chemical Management	Environmental permits	Environmental monitoring	Works around waterways	Heritage management	Flora and fauna management	Environmental due diligence
Project Director	X	X								X
Construction Manager	X	X			X					X
Commercial Manager	X									X
Design Manager	X									X
Health & Safety Manager	X	X								X
Environmental Manager	X	X	X	X	X	X	X	X	X	X
Project Engineers	X	X	X	X	X		X			X
Site Engineers	X	X	X	X	X		X			X
Supervisors	X	X	X	X	X		X			X
Environmental Coordinators/ Advisors	X	X	X	X	X	X	X	X	X	X
Administration Staff	X									X
Leading Hands	X	X	X	X	X	X	X	X	X	X
Labourers	X	X	X	X	X		X	X	X	X
Subcontractors	X	X	X	X	X		X	X	X	X

7.9. Element 8 – Subcontractor and supplier management

CPBUI will proactively consider environment and sustainability when procuring all supplier agreements and subcontracts, particularly:

- Specifying environmental and sustainability obligations in tender documentation where relevant
- Using the pre-award tender interview questionnaire to request detailed information on environmental performance, sustainability compliance and workforce details
- Appling environment, sustainability and workforce criteria in selecting subcontractors and suppliers
- Using the Supply Nation network to actively engage with Aboriginal enterprises
- Assessing compliance with local regulations and human rights standards for proposed supply contracts with a value over $5m where the proposed supplier undertakes some manufacturing in a developing country

Providing sustainability training to high impact suppliers using the Supply Chain School.

7.10. Element 9 – Incident management

An incident (as defined in the SSI 10051 Planning Approval) is an occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance with the terms of the SSI 10051 Planning Approval.

Material harm is defined in the SSI 10051 Planning Approval as harm that:

- Involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial, or
- Results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding $10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good the harm to the environment).

In accordance with the Sydney Metro Environmental Incident Classification and Reporting Procedure 'Environmental harm' includes pollution (air, water, noise, and land), contamination, impact to flora and fauna (either individual species or communities), damage to heritage items and adverse community impacts. Incidents will be classified and reported in accordance with the Sydney Metro Environmental Incident Classification and Reporting Procedure (**Appendix C2 – Sydney Metro Environmental Incident Reporting and Classification Procedure**).

7.10.1. Internal reporting

Incidents that cause or threaten to cause material harm (Class 1 or 2) will be notified immediately (verbally) to the Sydney Metro Environment Manager in accordance with the Sydney Metro Environmental Incident Classification and Reporting Procedure.

Other incidents (Class 3) will be reported to the Sydney Metro Environment Manager and the ER within 48 hours in accordance with the Sydney Metro Environmental Incident Classification and Reporting Procedure.

Incident reports will be provided to Sydney Metro Environment Manager and the ER, including lessons learnt and proposed measures to prevent the re-occurrence of a similar event. All reasonable efforts will be implemented to avoid and reduce impacts of incidents, with suitable controls enacted. Incidents will be closed out as quickly as possible, taking required action to resolve each environmental incident.

7.10.2. External Reporting

7.10.2.1. DPE Reporting

In accordance with Conditions A41 and A44, incidents that cause or threaten to cause material harm, require immediate written notification to be made to DPE (compliance@planning.nsw.gov.au) and the ER. The notification will identify the CSSI (including the application number and the name of the CSSI if it has one), and set out the time, date, location and nature of the incident. It will also describe any consequent non-compliance with the SSI 10051 Planning Approval.

A subsequent notification and report will be submitted to DPE within seven days in accordance with the requirements set out in Appendix A of the SSI 10051 Planning Approval.

Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, CPBUI will provide the Planning Secretary (via the Sydney Metro Environment Manager) and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements set out in Appendix A of the SSI 10051 Planning Approval, and such further reports as may be requested

7.10.2.2. EPA Pollution Incidents

The EPA will be immediately notified of pollution incidents which satisfy the definition of material harm (Section 7.10). Notification will be completed via the EPA Environment Line (telephone 131 555) in accordance with Part 5.7 of the POEO Act. In addition, the following agencies will be notified:

- Ministry of Health (NSW Health) (02 9391 9000)
- SafeWork NSW (131 050)
- Penrith City Council (where relevant) (02 4732 7777)
- Liverpool City Council (where relevant) (1300 362 170)
- Fire and Rescue NSW (1300 729 579).

A Pollution Incident Response Management Plan (PIRMP) has been prepared and will be implemented in accordance with the requirements of the EPL for the works. The PIRMP is included in the project Emergency Response Plan.

7.10.2.3. Department of Agriculture, Water and the Environment

Incidents associated with unauthorised impact to EPBC Act listed flora and fauna species and/or vegetation communities will be notified to the Department of Agriculture, Water and the Environment (via the Sydney Metro Environment Manager). The notification will be given in writing as soon as practicable, and no later than two business days after becoming aware of the incident. The notification will specify:

- any condition which is or may be in breach
- a short description of the incident
- the location (including co-ordinates), date, and time of the incident.

Within 10 business days, CPBUI will provide the Department of Agriculture, Water and the Environment (via the Sydney Metro Environment Manager) with additional details of the incident, including:

- any corrective action or investigation which CPBUI has already taken or intends to take in the immediate future
- the potential impacts of the incident
- the method and timing of any remedial action that will be undertaken by CPBUI

7.10.2.4. Heritage NSW

Where an incident involves a potential impact to an Aboriginal site, relevant authorities such as Heritage New South Wales, and Registered Aboriginal Parties will be notified, and their input sought in closing out the incident.

7.11. Element 10 – Emergency planning and response

CPBUI will actively prepare for and respond to emergencies by ensuring:

- The Emergency Response Plan includes the NSW PIRMP as set out in Section 7.10.2.2 and is consistent with the requirements of Section 3.12 of the CEMF
- Emergency response is appropriately resourced and relevant personnel are adequately trained
- Emergency drills are conducted regularly, including testing of the Emergency Response Plan.

7.12. Element 11 –Document and record management

7.12.1. Environmental records

In accordance with the EMS, the Environmental Manager is responsible for maintaining and controlling all environmental management documents and records including:

- Monitoring, inspection, audit and compliance reports/records
- Correspondence with public authorities
- Reports/records as required by the SSI 10051 Planning Approval, EPL, CEMF and compliance obligations
- Induction and training records
- Regulatory licences and permits
- Reports on environmental incidents, environmental non-compliances, and complaints
- Minutes of review meetings and evidence of any action taken
- CEMP and revision records
- EWMS
- Archival recordings
- Unexpected finds and stop work orders
- Records of any impacts avoided or minimised through design or construction methods
- Pre-clearing inspections
- Records of the release of pre-clearing hold points
- Ecological inspections
- ESCPs
- Water testing records
- Records on the release of the hold point to discharge water
- Records of any meteorological condition monitoring
- Records of any management measures implemented as a result of adverse, windy weather conditions
- Any relevant reports submitted to the regulatory authorities or government agencies.

All environmental management records will be accessible onsite for the duration of the SCAW Works and retained for a minimum of seven years. Records will be made available to Sydney Metro (or their representative) on request and within an agreed timeframe

7.12.2. CEMP Revision

The review of this CEMP may be initiated in response to:

- Status and progress of the Main Works
- Changes in design and construction processes and conditions
- Lessons learnt during delivery of the Main Works
- Changes in other related Project Plans
- Changes requested by Sydney Metro in accordance with the contract
- Audit/inspection findings
- Environmental incidents and non-compliances
- Management review process
- Changes in compliance obligations.

Should document review processes identify issues or items within the CEMP that are either redundant or in need of updating, the Environmental Manager will prepare changes to the revised documents. The revised CEMP will then be issued to Sydney Metro for review and to the ER as the approval authority for minor updates as per Table 6. Minor changes would generally comprise updating or are of an

administrative or minor nature, and are consistent with the terms of the SSI 10051 Planning Approval and the documents listed in Conditions C1, C5 and C13 or other documents approved by the Planning Secretary and, if satisfied such amendment is necessary, the ER may approve the amendment.

7.12.3. Changes to the Main Works

Refinements to the Main Works may result from detailed design or changed circumstances during construction. The Environmental Manager will undertake a consistency assessment in consultation with Sydney Metro to determine if a project modification may be required. Reflecting the requirements of the CEMF, the consistency assessment will include:

- A description of the existing surrounding environment
- Details of the ancillary works and construction activities required to be carried out including the hours of works
- An assessment of the environmental impacts of the works, including, but not necessarily limited to, traffic, noise and vibration, air quality, soil and water, ecology and heritage
- Details of mitigation measures and monitoring specific to the works that would be implemented to minimise environmental impacts
- Identification of the timing for completion of the construction works, and how the sites would be reinstated (including any necessary rehabilitation).

A copy of the consistency assessment will be provided to the ER before the commencement of the subject work.

Should the consistency assessment determine that a project modification is warranted, the ER will be informed and a modification application under Section 5.25 of the EP&A Act will be prepared and lodged by Sydney Metro to the Planning Secretary for determination.

Following the approval of consistency assessments and/or project modifications, this CEMP will be reviewed to assess if an update is required. Where the CEMP requires revision, the process in Section 7.12.2 will be followed.

7.13. Element 12 – Auditing, review and improvement

CPBUI will continually improve environmental systems and performance through the following measures, which are detailed in the sections that follow:

- Auditing (Section 7.13.1) – Undertaking risk-based internal and external audits to ensure ongoing compliance
- Reporting (Section 7.13.2) – Reporting on performance and trends in accordance with the SSI 10051 Planning Approval and contractual requirements
- Management Review (Section 7.13.3) – Undertaking an annual review of environmental performance trends and implementing corrective actions as required
- Continual Improvement (Section 7.13.4) – Achieving continual improvement of environmental performance through policy implementation, construction planning, risk management, corrective and preventive actions auditing, design review and auditing/review processes.

7.13.1. Appendix C7 contains the SCAW Monitoring, Inspections, Reporting, Review, Audit (MIRRA) schedule for the project.Auditing

The project-wide audit and compliance activities, including health, safety, environment and quality, will be monitored by the Compliance Working Group (CWG). The CWG will be established in accordance with the D&C Deed and include representatives of Sydney Metro, the IC, the ER and CPBUI.

A combined audit schedule will be prepared by CPBUI for review and acceptance by the CWG. The combined audit schedule will be reviewed monthly and incorporate the following environmental audits:

- Independent audits facilitated by Sydney Metro
- Internal audits (CPBUI or JV partner companies)

The above environmental audit requirements are detailed in Table 17. Environmental audit reports will be submitted to Sydney Metro at an agreed frequency.

Table 17 – Indicative audit schedule

No.	Audit	Requirement	Timing	Responsibility
1	Independent audit (Condition A36)	Verify compliance with approval and legal requirements, Sydney Metro specifications, construction documentation and any other commitments	Independent Audits will commence 12 weeks after commencement of construction and at six monthly intervals there-after. Independent Audit Reports and the Sydney Metro's response to audit findings will be submitted to the Planning Secretary within two months of undertaking the independent audit, unless otherwise agreed by the Planning Secretary.	Sydney Metro
2	Independent Audit (EPBC Act Approval)	Verify compliance with EPBC Act Approval	Conducted as requested in writing by the Minister.	Sydney Metro
3	Sydney Metro Audit	Verify compliance with CEMP, environmental aspects of contract documentation and the CEMF.	Periodic	Sydney Metro
4	Internal audit	Verify compliance with SSI 10051 Planning Approval and legal requirements, EPL and the CEMP. Assess the adequacy of community consultation and complaint response, environmental training, environmental monitoring and inspections.	6-monthly	Environmental Manager

7.13.2. Reporting

During and following the Main Works, various reports will be prepared to fulfil Sydney Metro's reporting needs, and requirements under the SSI 10051 Planning Approval. Table 18 details reporting requirements applicable to the Main Works, including timing of the reporting, and who is responsible for managing preparation of the reports.

Table 18 – Reporting requirements

No.	Report	Requirement	Timing	Responsibility
1	Monthly environmental compliance report	For incorporation in Project Monthly Reports including environmental statistics (i.e. incidents, regulatory action, complaints on environmental issues), outcome of any environmental surveillance activity	Monthly	Environmental Manager

No.	Report	Requirement	Timing	Responsibility
		including internal and external audits, regulatory and authority considerations, monitoring program performance and key environmental issues.		
2	EPL monthly report	Pollution monitoring data as required by section 66(6) of the POEO Act.	Monthly Upload to Project website within 14 working days of obtaining the results	Environmental Manager
3	EPL annual returns	Report on compliance with EPL.	Annually	Environmental Manager
4	ER monthly report	Report including information required by Condition A32.	Monthly	Environment Representative
5	Environmental risk assessment	Conducted for each construction stage, material changes and significant issues.	Prior to construction, during development of CEMP, and as required thereafter	Environmental Manager
6	Construction Compliance Reporting (C22)	The results of the Air Quality Monitoring Program, Noise and Vibration Monitoring Program and Surface Water Quality Monitoring Program	Six monthly	Environmental Manager

7.13.3. Management review

Management reviews will be undertaken annually by the Environmental Manager and include:

- A review of the aspects and impacts register and environmental risk assessment
- Analysis of the causes of non-compliances
- Consideration of incidents and lessons learnt
- A review of the adequacy and effectiveness of environmental controls, resources and training programs
- Identification of potential improvements to the environmental management documentation
- A review of compliance with legal and other requirements and consideration of new issues
- Issues raised during environmental surveillance and monitoring
- Upon an expanded scope of work.

The Senior Management Team will contribute to the annual performance review. The outcomes of the management review will be documented. Any corrective / preventative actions or improvement opportunities will be entered into the CPBUI quality system database, including details of the issue, action required, timing and responsibilities. Refer to Section 7.12.2 for the process should the review result in a change to this Plan and/or Sub-plan.

7.13.4. Continual improvement

In addition to specifying the day-to-day environmental management of a project, this CEMP details activities to be performed to deliver continual improvement in environmental performance. The continual improvement process is illustrated in Figure 6:

- Policy implementation at all levels of CPBUI
- Construction and environmental planning
- Risk Management
- Corrective and preventive actions
- Audits and reviews

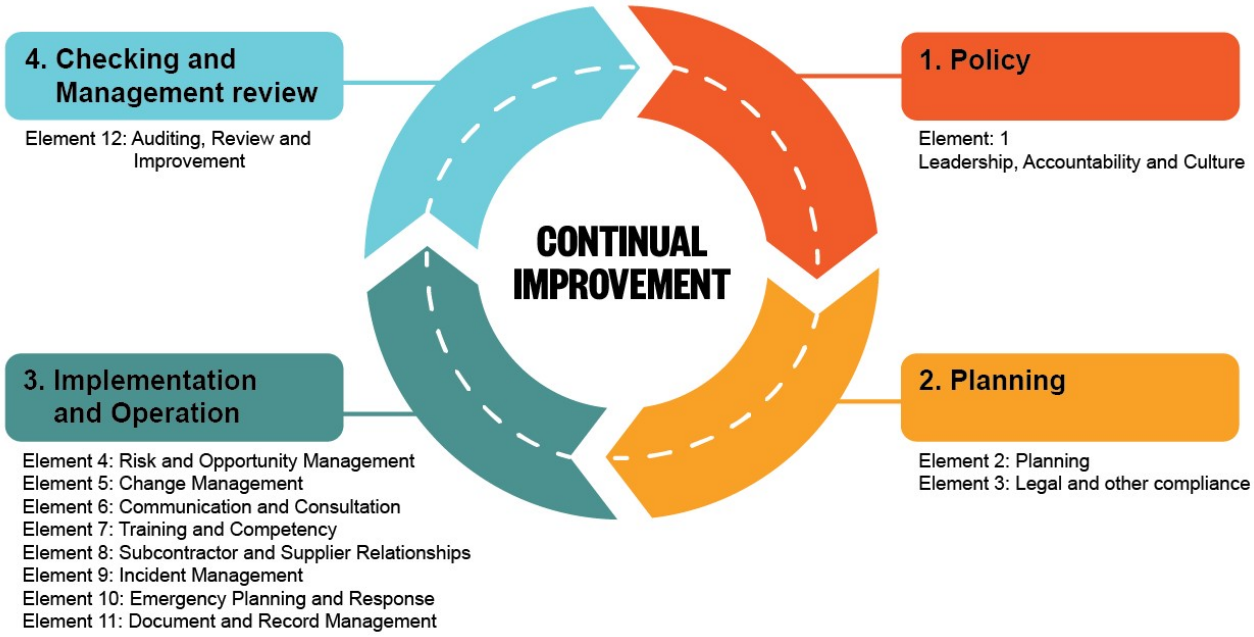

Figure 6 – Continual Improvement Process

Appendix C1 – Environment and Sustainability Policy

Environment Policy

For the CPB Contractors United Infrastructure Joint Venture (CPBUI JV), excellence in environmental and sustainability management is integral to the way CPBUI JV works. CPBUI JV strives to deliver environmentally and socially sustainable outcomes. At all times, CPBUI JV actively involves all employees, subcontractors, suppliers and consultants, and work collaboratively with Sydney Metro to:

- Demonstrate environmental and sustainability leadership through implementing co-ordinated and transparent decision making
- Promote a culture of shared responsibility for environmental and sustainability outcomes
- Meet or exceed applicable legislation and other regulatory requirements
- Identify, assess and manage risks to the environment
- Develop our people and provide resources to enable us to meet our objectives and performance criteria and deliver a workforce legacy which benefits individuals, the construction industry and communities
- Improve our energy, water and resource use efficiency, and take all reasonable and practicable steps to minimise pollution and reduce waste and other adverse environmental effects
- Value cultural heritage and respect traditional land owner groups
- Improve knowledge, awareness and skills of our employees related to environmental and sustainability requirements and practices
- Implement sustainable procurement initiatives that provide environmental and social improvement and meet the requirements of the BS8903 Principles and Framework for Procuring Sustainably
- Pursue sustainability initiatives and programs to achieve net positive benefits for the environment and community and embed requirements that are consistent with technical design solutions
- Strive to achieve leading industry practice and develop, implement and maintain management systems and practices that meet the requirements of AS/NZS ISO 14001
- Regularly monitor, review and evaluate our performance to ensure continuous improvement in the way CPBUI JV works
- Fully and transparently investigate environmental incidents to identify all causal factors and actions taken to prevent recurrence
- Engage with Sydney Metro, the communities CPBUI JV works within and other stakeholders on sustainability and protection.

This Policy is consistent with the CPB Contractors policies, and applies to all employees and third parties engaged by CPBUI JV.

Sustainability Policy

CPBUI JV will work collaboratively with Sydney Metro to ensure sustainable outcomes through integration of environmental, social and governance factors into everything we do.

Employees, subcontractors, suppliers and consultants will strive together to identify and implement excellence and innovation throughout design, procurement and construction of the Surface and Civil Alignment Works.

CPBUI JV are committed to:

Demonstrating leadership
- Embedding sustainability governance practices into all processes for the delivery of a "Leading" IS rating
- Monitoring, tracking and reporting progress against Sustainability Targets
- Engaging with internal and external stakeholder to drive best practice
- Conducting trials of recycled and/or low carbon materials to support innovation

Tackling climate change
- Incorporating climate change adaption in design in response to the climate change risks and baseline adaptation measures
- Ensuring the Project Works are resilient to the effects of climate change over the asset Design Life
- Updating and refining the climate change risk assessment and adaptation measures through the project life cycle
- Integrating onsite and offsite renewable energy, using fuel efficient plant and equipment and delivering Net Zero emissions for construction energy

Valuing community
- Implementing community benefit initiatives which target identified local community needs
- Engaging social enterprises or social benefit organisations during construction
- Providing tangible benefits to the broader local community beyond the construction period to leave a lasting legacy

Drive supply chain best practice by:
- Integrating the projects' Sustainable Procurement Policy into procurement processes and practices

Managing resources efficiently
- Developing strategies and initiatives to reduce the environmental footprint of materials consumed and waste generated
- Minimising the quantity of materials required and selecting materials with lower embodied impacts to business-as-usual materials
- Improving the durability of materials to reduce frequency of replacement or repair
- Using recycled materials and recovering materials from waste and minimising waste to landfill
- Prioritising local sourcing of materials where this reduces transport emissions and allows greater recycled content
- Diverting all clean reusable spoil from landfill
- Reducing potable water use and increasing non-potable water substitution
- Prioritising high embodied carbon materials such concrete, steel and asphalt
- Informing design through whole-of-lifecycle impacts, costs and opportunities

Protecting the environment
- Limiting the construction footprint to minimise clearing of vegetation, particularly of native vegetation
- Protecting the ecological value of areas adjacent to our works
- Support retention and enhancement of vegetation as habitat and as means of sequestering carbon
- Applying construction methods that protect the ecological value of riparian vegetation at viaduct crossings and avoid impact on water flow and water quality
- Minimising impacts on stormwater quality during construction phase and operations
- Minimising noise and vibration impacts on the community
- Complying with laws to protect the environment and avoid or reduce pollution

[redacted]

SCAW Project Director

26 May 2022

Appendix C2 – Sydney Metro Environmental Incident Reporting and Classification Procedure

Environmental Incident and Non-compliance Reporting Procedure

SM-17-00000096

Sydney Metro Integrated Management System (IMS)

Applicable to:	Sydney Metro
Document Owner:	Manager, Environment
System Owner:	Executive Director, Safety, Sustainability & Environment
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1. Purpose and scope

This procedure documents the process to be used when classifying and reporting Environmental Events.

This procedure applies to Sydney Metro and any contractor Sydney Metro engages to carry out works. Principal Contractors must ensure their processes for managing Environmental Events is consistent with this document. The requirement for consistency is documented in the Construction Environmental Management Framework (Section 3.3(f)) and shall be allocated as a contractual requirement to each delivery partner.

2. Introduction

Sydney Metro is committed to minimising risks to the environment, the rapid identification and rectification of breaches to Environmental Requirements and efficient and effective responses to Environmental Incidents that grows our ability to minimise harm and prevent future re-occurrences.

This procedure defines an approach to classifying Environmental Issues, Incidents and Non-compliances and establishes the immediate, interim and long term actions that are taken in response to Environmental Events.

3. Definitions

All terminology in this Procedure is taken to mean the generally accepted or dictionary definition with the following exceptions:

Term	Definition
Environment	means components of the earth, including: a) land, air and water, and b) any layer of the atmosphere, and c) any organic or inorganic matter and any living organism, and d) human-made or modified structures and areas, and includes interacting natural ecosystems that include components referred to in (a)-(c).
Environmental Event	An occurrence that identifies actual or potential environmental impacts or non-compliances. Events cans include conversations, inspections, incidents, or failures of process.
Environmental Harm	Includes any direct or indirect alteration of the environment that has the effect of degrading the environment and, without limiting the generality of the above, includes any act or omission that results in pollution.
Environmental Incident	An occurrence or set of circumstances, as a consequence of which pollution (air, water, noise, and land) or an adverse environmental impact has occurred or is likely to have occurred.
Environmental Issue	An occurrence or set of circumstances where Environmental Harm or Non-compliance could occur if not rectified.
Environmental Non-compliance	A breach of an Environmental Requirement originating from Planning Approvals, Environment Protection Licenses, lease agreements, and other requirements documented in environmental management plans.

Term	Definition
Material Harm to the Environment	harm to the environment is material if: a) it involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial, or b) it results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding $10,000 (or such other amount as is prescribed by the regulations), and c) loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment. It does not matter that harm to the environment is caused only in the premises where the pollution incident occurs.

Terms and jargon specific to this procedure are defined within the Sydney Metro Glossary.

4. Accountabilities

The Executive Director, Safety, Sustainability & Environment is accountable for this Procedure. Accountability includes authorising the document, monitoring its effectiveness and performing a formal document review.

Direct Reports to the Chief Executive are accountable for ensuring the requirements of this document are implemented within their area of responsibility.

The Direct Reports to the Chief Executive who are accountable for specific projects/programs are accountable for ensuring associated contractors comply with the requirements of this document if specified in the relevant contracts.

5. Environmental Events

Environmental surveillance data is relied upon to inform Sydney Metro of performance trends, to provide assurance that legislative requirements are being met and indicate where surveillance activities should be directed. In order to rely upon environmental data for this purpose there needs to be a high degree of consistency in the manner by which it is collected and interpreted. Due to the need for consistency, any incident/Non-compliance procedure produced by a delivery partner to Sydney Metro is required to be consistent with the requirements of this document.

The concept of Environmental Events forms a common starting point for understanding what types of occurrences should be managed and reported as Incidents and what should be reported as Non-compliances or Issues. When an Environmental Event occurs a series of questions can be asked to consistently determine what type of event it is. Commonly, Environmental Events lead to three different processes:

1. Reporting of an Environmental Incident;
2. Reporting of an Environmental Non-compliance; or
3. Reporting of an Environmental Issue.

Incidents and Non-compliances are recorded using the Environmental Incident and Non-compliance Report Form (SM ES-FT-403) and Environmental Issues are recorded through environmental inspection reports using the Environmental Inspection Information & Summary Form (SM ES-FT-406). These paper based records are subsequently entered into the Sydney Metro Compliance Register (Section 6.7) which is used to disseminate the data and facilities reporting internally and externally. Note where a Principal Contractor has submitted alternative processes and these have been approved by Sydney Metro they may also be used.

The figure below shows the process by which Environmental Events are classified (Figure 1).

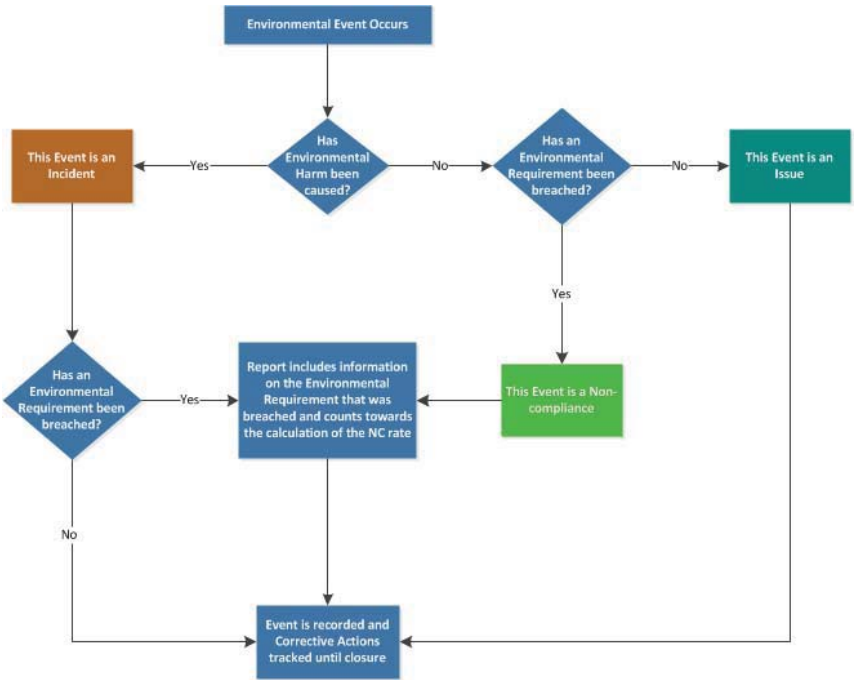


Figure 1: Environmental Event Classification Process

Where Environmental Harm has been caused the event will always be classified as an Environmental Incident regardless of whether one or more Environmental Requirements have been breached. Only when an event occurs without harm being caused to the environment will it be classified as a Non-compliance or Issue. It should be noted that the Incident management process still captures any breaches of Environmental Requirements and these incidents contribute towards the calculation of the NC Rate (Section 7.1).

This flowchart above is intended to be a guide and there may be situations where it is unclear exactly how an Environmental Event should be classified. In these situations a judgement call should be made in consultation with your Manager.

5.1. Worked Example – Classifying Environmental Events

This Section provides a fictitious example of Environmental Events which fall into each of the three different categories. The situations outlined below are provided to explain how event classifications are made. The background for these worked examples is as follows:

Sydney Metro is carrying out works in a newly established site and substantial earthworks are occurring to construct piers for an elevated viaduct. A nearby creek contains a variety of important fish species and the local community are known to use this creek for recreational fishing. The Environmental Impact Statement identified the creek as being at risk of increased sedimentation from dirty water run-off and the Conditions of Approval include a requirement to have a Progressive Erosion and Sediment Control Plan in place. This plan has been produced and indicates that sediment fences must be in place at specific locations to capture dirty water run-off. Regular daily inspections of the sediment controls are carried out by the contractor's Environment Manager and an Independent Environmental Representative has commenced a monthly inspection on this site at 7 am on Thursday morning.

5.1.1. Soil and Water Issue

The Environmental Representative notices a sediment fence has been knocked over in one of the areas indicated as requiring fencing on the ERSED plan. It appears to have occurred recently and there is no record of rainfall in the last few days. During the course of the inspection all other ERSED controls appeared to be in good condition and erected in accordance with the requirements of the Blue Book. In this example no harm has yet been caused and no environmental requirement has been breached so the event is classified as an Environmental Issue which is raised on the inspection report with an action to reinstall the fence.

5.1.2. Soil and Water Non-compliance

Alternatively, the Environmental Representative might have noticed many sediment fences had been knocked down and in some areas an absence of sediment fences where the plan indicates they are required. Despite there being no rain in recent days the Environmental Representative concludes that the requirements of the plan are not being followed and have been breached. The event is raised as non-compliance and actions are set in place to re-enforce the requirements of the ERSED plan for that sites workforce as well as the immediate reinstatement of controls.

5.1.3. Soil and Water Incident

Finally, in a third scenario the Environmental Representative notices many sediment fences are down and some are absent where required by the plan. However, significant rainfall has occurred in recent days and the Environmental Representative determines that it is likely dirty water has escaped through the area into the nearby creek potentially causing harm to the fish population. This event is classified as an Incident by the inspector and immediate notification is undertaken. Similar controls are implemented as described above.

5.2. Notifiable Events

There are a number of Acts and regulations that include a specific requirement to notify a Regulatory Authority. When an Environmental Event triggers one of these notification requirements we then also refer to that event as a Notifiable Event (Table 1).

The Principal Contractor's Environment Manager must determine whether an event is notifiable, and may rely upon advice from Sydney Metro if it is provided.

Table 1: Examples of Notifiable Events

Event type	Legislation		Trigger for Notification
Pollution Incident[1]	POEO Act 1997	Part 5.7	Where Material Harm has occurred contact the EPA Pollution Line as soon as practicable
	POEO (General) Regulation 2009	Section 101	
Land contamination	Contaminated Land Management Act 1997	Section 60(1)	As soon as practicable, after becoming aware of contamination that exceeds the relevant investigation levels in the National Environment Protection Measure, where a person has or will be exposed to the contamination
Discovery of an Aboriginal relic	National Parks & Wildlife Act 1974	Section 89A	Director General of EPA in writing within a reasonable time after becoming aware. Note this is not required for Projects approved under Part 5.2 of the Environmental Planning and Assessment Act (see section 115ZG). Notification and reporting is addressed in the relevant Infrastructure Approval
Discover Aboriginal Remains	Commonwealth Aboriginal & Torres Strait Islanders Heritage Protection Act 1984	Section 20	Commonwealth Minister of the Environment in writing as soon as practicable after becoming aware
Discovery of a relic	Heritage Act 1977	Section 146	Heritage Council in writing within a reasonable time after becoming aware Note -this is not required for Projects approved under Part 5.2 of the Environmental Planning and Assessment Act (see section 115ZG). Notification and reporting is addressed in Infrastructure Approvals

5.3. Event Types

Each Environmental Event is assigned a secondary classification of an Event Type for the purpose of data analysis and general environmental management. They are grouped by areas of environmental management so that targeted auditing, training or awareness initiatives can be initiated in response to emergent trends. Each Event Type is explained in Table 2.

[1] Further information on reporting pollution incidents to EPA is provided in Section 6.6 Environmental Incident/Non-compliance Report

Table 2: Environmental Event Types and their descriptions

Event Type	Applies To:			Description
	Issue	Incident	Non-compliance	
Soil and Water	●	●	●	Covers the physical location, chemical composition and ecology of soils and waterways. Any event which changes these compositions is a Soil and Water event. Within this event type all instances of contamination, erosion and sedimentation of waterways is covered.
Flora and Fauna	●	●	●	Covers vegetation and vegetation communities as well as animals and animal habitat. Any event where vegetation is felled or damaged, animals are killed or injured, or habitat is harmed or destroyed is covered.
Waste and Spoil	●	●	●	Covers the management of Excavated Natural Material (ENM) and Virgin Excavated Natural Material (VENM) including on-site management, and disposal and also the classification and management of Waste materials. **Note:** that the transportation of spoil is covered under Traffic, Transport and Access.
Heritage	●	●	●	Covers the management of known heritage artefacts or sites, and the treatment of unexpected finds, archaeological investigations and other impacts.
Air Quality	●	●	●	Covers the management of emissions of particulate matter, odours, and gasses used as air quality parameters from worksites.
Noise and Vibration	●	●	●	Covers the management of airborne and ground borne noise and vibration and includes hold points on the commencement of any work where Out of Hours Works permits or Construction Noise Impact Statements are required.
Community Stakeholder and Business	●	●	●	Covers the management of Community and Stakeholder requirements and includes complaint response procedure, community management protocols, and the maintenance of information on websites.
Traffic Transport and Access	●	●	●	Covers the management of traffic inside and outside of sites including access points and parking requirements. This event type also covers any requirements in relation to vehicles and vehicle maintenance or the transportation of waste and spoil.
Spills and Leaks	●	●	●	Covers all instances where environmentally sensitive substances are held within a container which has the potential to leak or spill and covers pipes, hoses, fuel tanks, storage tanks and plastic containers. **Note:** Spills and Leaks specifically exclude anything in relation to the transport and deposition of sedimentation.
Management Systems	●	●	●	Covers procedural or administrate processes that are common across all areas. It specifically does not cover procedural or administrate processes which are unique to any of the other event types. For example, not completing a vegetation removal form prior to vegetation clearing is still a Flora and Fauna event. **Note:** A good example of a Management Systems NC would be not reporting an Environmental Incident within required timeframes.

6. Environmental Incident Classification and Management

Sydney Metro has defined an Environmental Incident as:

An occurrence or set of circumstances, as a consequence of which pollution (air, water, noise, and land) or an adverse environmental impact has occurred or is likely to have occurred.

Adverse environmental impact includes contamination, harm to flora and fauna (either individual species or communities), damage to heritage items, or adverse community impacts.

Planning Approvals and Environment Protection Licences permit some environmental impacts and these are not intended to be captured as Environmental Incidents.

Table 3: Examples of Environmental Incidents

Type	Example Incident
Air Quality	Odour that travels beyond the site boundary
Air Quality	Dust exceeding reasonable levels without active management measures in place
Air Quality	Operation or maintenance of plant in a manner that causes or has likely caused excessive air pollution
Soil and Water	Discharge of water on or off site in a manner that causes or has likely caused water pollution without required approvals.
Noise and Vibration	Noise that travels beyond the site boundary as a result of poorly maintained plant or operation of plant in an inefficient manner
Noise and Vibration	Failure to comply with the approved hours of work
Soil and Water	Where the chemical composition of soil or water has been detrimentally modified by a contaminant leading to potential or actual environmental harm. For example, rainfall causes a flow of water across a site that erodes soil and enters a waterway increasing the total suspended solids of that water body.
Spills and Leaks	Where a substance has leaked from, or spilt from a container that is designed to prevent that substance from escaping into the environment (including bunds, fuels tanks, chemical bottles and other containers). Spills and Leaks specifically exclude anything in relation to the transport and deposition of sedimentation.
Soil and Water	Dispose of waste in a manner that harms or is likely to harm the environment
Flora and Fauna	Harm or “pick” a threatened species, endangered population or endangered ecological community without required approvals
Flora and Fauna	Damage to vegetation, fauna or habitat including watercourses without required approvals
Heritage	Damage, disturbance, destruction or works to heritage items/relics without required approvals
Heritage	Damage, disturbance, or destruction of Aboriginal objects or places without required approvals

6.1. Incident Classification

Environmental Incidents are classified into one of three Classes that are based upon the consequence descriptors for environmental risks in the Sydney Metro Risk Matrix (refer to Sydney Metro Risk Management Standard). Each of these classifications trigger a variety of management actions and/or legislative requirements depending on the severity of the consequence described where Class 3 represents minor consequences and Class 1 represents major consequences.

This matrix is further sub-divided into consequence ratings ranging from C6 (low impact) to C1 (high impact). An incident transitions between a Class 3 to a Class 2 incident once material harm has been caused, and transitions into a Class 1 incident once it is determined that the Environmental Harm caused in large-scale and cannot be remediated (Table 4).

Table 4: Classification System for Environmental Incidents

Class 3			Class 2		Class 1
C6	C5	C4	C3	C2	C1
No appreciable changes to environment and/or highly localised event	Change from normal conditions within environmental regulatory limits and environmental effects are within site boundaries	Short-term and/or well-contained environmental effects. Minor remedial actions probably required	Impacts external ecosystem and considerable remediation is required	Long-term environmental impairment in neighbouring or valued ecosystems Extensive remediation required	Irreversible large-scale environmental impact with loss of valued ecosystems

6.1.1. Class 3 Incidents

These Incidents are events which cause Environmental Harm, but do not cause Material Harm to the environment. Normally Class 3 Incidents are not Notifiable Events and therefore a simple notification protocol is adopted whereby Sydney Metro must be notified within 48 hours verbally, and in writing.

In some cases it will be unclear whether Material Harm has been caused in the early stages of Incident Management. If this is the case then the process for Class 2 Incidents is followed (see Section Class 2 Incidents) until it is clear that Material Harm has not been caused.

A formal Incident Investigation report is not required for Class 3 Incidents, however, it is expected that the person responsible for completing the Incident Notification Report makes appropriate enquiries to determine the likely causal factors involved and assigns effective corrective actions.

6.1.2. Class 2 Incidents

These Incidents are events which cause Material Harm to the environment and they always trigger notification of Regulatory Authorities. These Incidents represent events that are far more serious than Class 3 Incidents and therefore strict communication protocols are required to ensure that effective and informed decisions are made (Figure 2).

The Environmental Lead, contract Environment Manager and the Independent Environmental Representative must be notified verbally as soon as possible after the observer becomes aware of a Class 2 Incident.

Class 2 Incidents must be investigated and the investigation must produce an investigation report containing corrective or preventative actions. This investigation report must be provided to Sydney Metro within 7 days of the event unless another timeframe is agreed with the EL.

Despite any arrangements for the submission of investigation reports, an Incident Notification Report must be provided with all available information and submitted to Sydney Metro within 48 hours. It is not expected that initial Incident Notification Reports for Incidents under investigation initially include actions as these will be informed by the findings of the investigation. The report should be updated with actions resulting from the investigation when available.

6.1.3. Class 1 Incidents

Class 1 Environmental Incidents are managed in the same manner as Class 2 Incidents expect where a determination is made by the Chief Executive (or delegate) that a Crisis Management Team should be activated. In this situation the Sydney Metro Crisis Management Implementation Plan is followed.

6.2. Incident Notification

When and Environmental Event occurs which causes Environmental Harm in all cases both verbal and written communication of the incident must be carried out immediately and within 48 hours respectively. For Class 1 and 2 Incidents the notification process shown in Figure 2 must be followed. Written communication of Environmental Incidents is via an Incident Notification Report (Section 6.3).

This process includes specific roles and responsibilities within Sydney Metro and our delivery Partners who are required to take notification actions in response to Incidents.

This notification process has been developed to ensure that crucial information about Incidents is captured early and communicated to specific individuals who can ensure the Environmental Impacts are minimised and efficient and effective responses to the event are implemented.

In particular the Principals Representative and the Environmental Lead for Sydney Metro play a crucial role in the communication of Incidents within Sydney Metro and these roles are explained in more detail below.

6.2.1. Principal's Representative (PR)

Each works package establishes a contractual interface for communication between the contracted party and Sydney Metro. Generally this interface is between the Principal Contractors Project Director and an appointed representative of Sydney Metro called the Principals Representative.

All formal written communications must pass between these two individuals electronically using TeamBinder. The Principals Representative holds certain responsibilities in the Incident management Process outlined in Figure 2.

6.2.2. Environmental Lead (EL)

Where this procedure is applied to a works package an Environmental Lead (EL) will be selected for the relevant works package. The Environmental Lead must possess environmental experience and competency in managing Incidents and be a representative of Sydney Metro for those works. This representative holds specific responsibilities outlined in Figure 2.

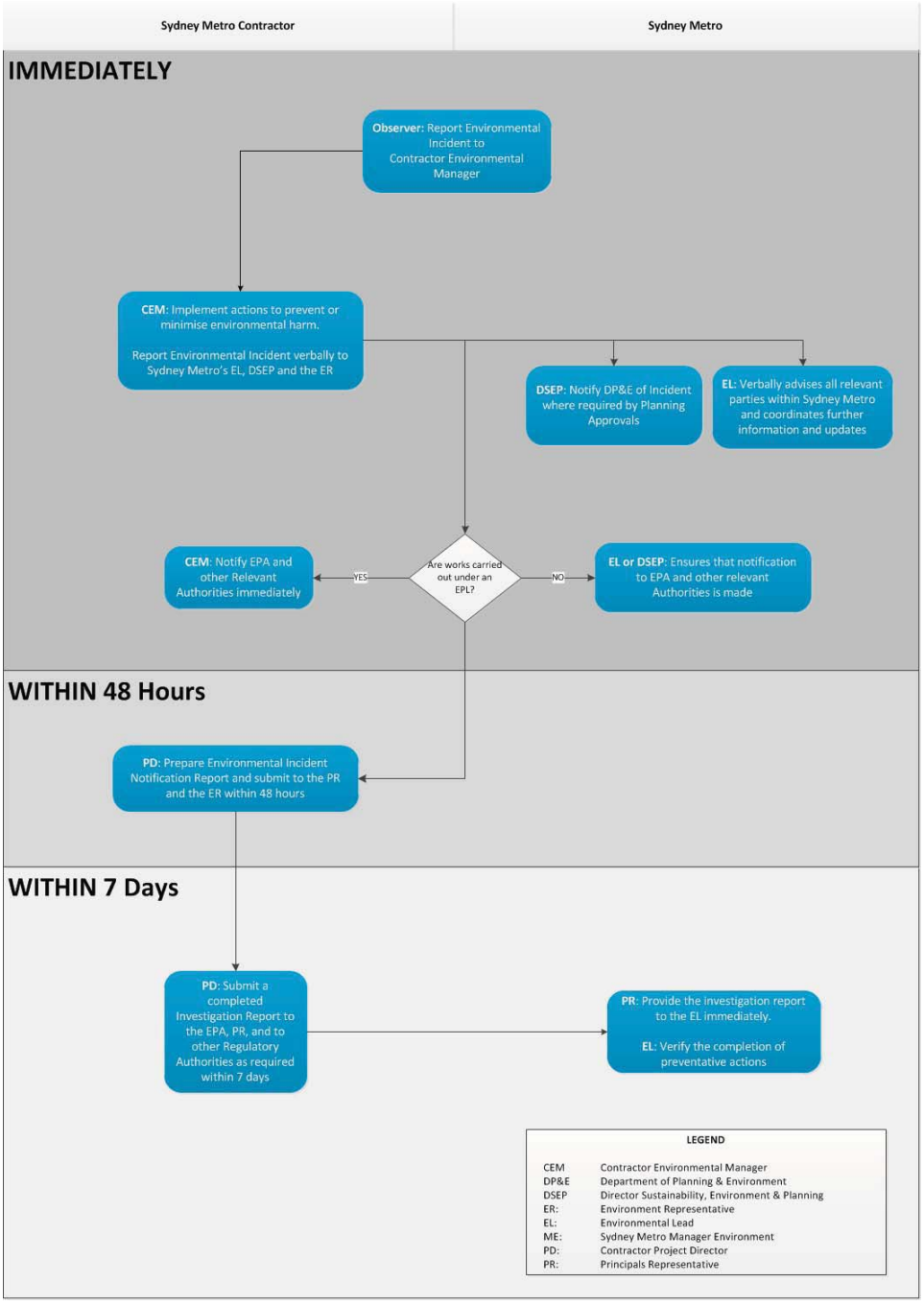


Figure 2: Environment Incident notification process for Class 1 and 2 Incidents

6.3. Incident Notification Reports

For all Incidents an Incident Notification Report must be completed and submitted to Sydney Metro within 48 hours. These reports satisfy the requirement for written communication to Sydney Metro and are completed using the Environmental Incident and Non-compliance Notification Report (SM ES-FT-403) or a similar and consistent form approved by Sydney Metro.

6.4. Incident Investigations

Environmental Incident Investigations must be carried out for all Class 1 and Class 2 Incidents. Investigations may also be requested for any other Environmental Event at the discretion of Sydney Metro. This discretion is likely to be exercised where incidents of a similar nature are occurring repetitively.

When conducting an Environmental Incident investigation, they must:

- Be led by a lead investigator who is suitably independent investigator capable of arriving at objective findings and is experienced in conducting environmental incident investigations;
- Consider the need for legal privilege during the investigation process in consultation with legal counsel;
- Be informed by all available information that is relevant to the investigation;
- Analyse the timeline of events which led up to and followed the occurrence of Environmental Harm including the immediate incident response;
- Be conducted in a manner that is consistent with recognised investigation techniques such as ICAMS;
- Gather and record evidence;
- Seek the input of key stakeholders; and
- Identify Preventative and Corrective actions and document these in the Incident Notification Report.

6.5. Environmental Incidents with Health and Safety Impacts

It is possible that where an Event occurs that causes Environmental Harm, harm is also caused to the health, safety or wellbeing of people. In these situations there will also be a Health and Safety Incident process undertaken which is separate to the process outlined in this document.

While the definition of the Environment covers people under the POEO Act, the management of impacts upon them are carried out using the Health and Safety Incident Management protocols. This is because Health, Safety and Wellbeing requirements are governed by a range of legislation other than the POEO Act and this procedure is not comprehensive in that regard. Sydney Metro has well established processes to manage impacts on people without the need for the Environmental Incident Process to intervene.

Furthermore, where Environmental Events cause harm to both the 'environment' and people it is possible that the root causes for the respective impacts are different. It is also possible that differences in the severity of the impacts trigger inconsistent notification requirements and investigation levels. It is prudent to identify appropriate and effective corrective actions that reduce the risk of impacts to both people and the environment, therefore separate Incident Management Processes are undertaken in these situations.

For more detail on the management of Health and Safety Incidents please refer to the Health & Safety Incident Reporting & Investigation Standard (SM-17-00000040).

6.6. Reporting Pollution Incidents to Relevant Authorities

If an Incident or Non-compliance is a Notifiable Event, then a report must be provided to the relevant Regulatory Authority within the timeframe(s) specified by the relevant legislation. Pollution Incidents which are causing or threatening Material Harm to the environment must be reported to each of the following authorities immediately after project personnel become aware of the Incident, as required by Section 148 of the POEO Act 1997. The contact numbers for these authorities are listed in Table 5.

Table 5: Contact details for Relevant Authorities

Type	Example incident
EPA Environment Line	131 555
Local Authority	Local Council (specific to area)
Ministry of Health	Public Health Unit (refer to http://www.health.nsw.gov.au/Pages/default.aspx to confirm local area contact details)
SafeWork NSW	131 050 or contact@safework.nsw.gov.au
Fire and Rescue NSW	000

Relevant information required to be given to EPA when making a notification is specified in Section 150 of the POEO Act 1997 as follows:

- Time, date, nature, duration and location of the incident;
- Location of the place where pollution is occurring or is likely to occur;
- Nature, the estimated quantity or volume and the concentration of any pollutants involved;
- Circumstances in which the Incident occurred (including the cause of the Incident, if known);
- Action taken or proposed to be taken to deal with the Incident and any resulting pollution or threatened pollution; and
- Other information prescribed by the regulations.

All relevant information known at the time of making the notification must be reported. If the information required by (c), (d) or (e) above is not known at the time of initial notification but becomes known afterwards, it must be reported to each authority immediately after it

becomes known. Verbal notification must be followed by notification in writing within seven days of the date on which the Incident occurred.

Pollution Incidents are not required to be reported if the Incident has already come to the attention of the EPA or the Incident involves only the emission of an odour.

Failure to report a pollution Incident as required by the POEO Act 1997 is an offence.

Where any work or activity is regulated by an Environment Protection License (EPL), notification of a pollution Incident to the EPA should be made by the licensee. Thus, where the contractor holds the EPL for the project, notification to EPA shall be made by the contractor.

For any work or activity that is not regulated by an EPL, notification of pollution Incidents to EPA shall be made by Sydney Metro, unless the contractor is instructed otherwise by Sydney Metro. This includes pollution Incidents that occur as a result of pre-construction activities which may be undertaken prior to an EPL being required for a project. Pre-construction activities are determined by the Planning Approval and may include, for example, geotechnical investigations or surveys.

Where the Environmental Representative determines there to have been a significant off-site impact on people or the biophysical environment, the program Director Sustainability Environment and Planning will notify the Secretary of the Department of Environment and Planning within 48 hours in accordance with Project Infrastructure Approval Conditions. This notification will be followed by a full written report within seven days of the date on which the incident occurred.

6.6.1. Maritime Related Incident Notification and Reporting

Marine Incidents involving vessels and personnel on board vessels must be reported to the Australian Maritime Safety Authority in accordance with the guidance published on their website at:

- Australian Maritime Safety Authority Incident Reporting; and
- Reporting obligations of owners and masters of domestic commercial vessels.

6.7. Environmental Compliance Register

The Environmental Compliance Register is used to manage the information associated with reporting of Environmental Events. This register is maintained by the Manager Environment and may be used by a variety of individuals to input data. For access to the register or information on its use contact the Manager Environment.

This register analyses the data it contains and produces environmental compliance statistics that are used to meet a range of reporting and environmental management requirements.

7. Environmental Non-compliance

An Environmental Non-compliance is a breach of an Environmental Requirement originating from Planning Approvals, Environment Protection Licenses, lease agreements, and other requirements documented in environmental management plans. It is important to note that regardless of whether an event is classified as a Non-compliance or an Incident the process behind managing the event remains the same, with the following exceptions:

- Non-compliances are not notifiable to Regulatory Authorities under the POEO Act;
- Non-compliances are reported to have occurred on the day the breach was raised as opposed to the date when the requirement was breached (this is to preserve historical reporting and analysis – see Section 7.1);
- Non-compliances are not divided into severity classes (Section 5.2);
- Non-compliances do not have the potential to trigger crisis or emergency management processes; and
- There is an informal notification process in the immediate timeframe following a Non-compliance being raised.

When an Environmental Event occurs that causes Environmental Harm and also breaches one or more Environmental Requirements, then an Incident Notification Report will be created which records what requirements were breached.

If a Non-compliance is identified then it must be raised using the Environmental Incident and Non-compliance Report Form within 48 hours by the party responsible for the breach.

7.1. Non-compliance Rate

A key environmental performance statistic used by Sydney Metro is the Non-compliance Rate. This statistic provides a standardised way of comparing the performance of different projects or contractors. The NC Rate is calculated using the following formula:

$$= \left(\frac{NCs + Incidents\ with\ breaches\ raised\ in\ month) + (Open\ NCs + Open\ Incidents\ with\ breaches\ from\ previous\ months)}{Total\ Number\ of\ Ongoing\ Requirements} \right) X\ 100$$

Each month a count of the number of NCs raised, and Incident raised where Environmental Requirements have also been breached is counted. Added to this number is the number of these events which were raised in previous months that still held an Open status in the current reporting period. Non-compliance and incident Events are considered Open if any of the associated Actions are Open. The total is divided by the number of Environmental Requirements which are actively being complied with (Ongoing Requirements) and a multiplying factor of 100 is applied.

8. Corrective and Preventative Actions

Whenever an Environmental Event is raised actions will be assigned to the event irrespective of whether it is an Issue, Incident or Non-compliance. These actions will generally be Corrective Actions which are implemented to eliminate the cause of the Incident, Non-compliance or Issue and can be thought of as reactive measures in response to the Environmental Event.

Preventative Actions may also be assigned to prevent the occurrence of an Incident, Non-compliance or Issue and can be considered pro-active measures which may be recommended following a detailed investigation of the event.

Actions must:

- Limit impacts as far as is reasonably practicable;
- eliminate risk where practicable;
- where is it not practicable to eliminate the risk, follow the hierarchy of controls;
- address root causes and contributing factors; and
- be prioritised based on risk.

The Executive Director, Safety Sustainability & Environment must ensure there are systems in place to:

- monitor corrective action status;
- escalate issues to the executive where progress on a corrective action is inadequate; and
- retain all corrective action responses for recording purposes.

8.1. Action Status

Actions are allocated to a person who will take accountability for ensuring it is carried out within a timely manner and completed by the due date.

Actions are either closed immediately if the Action has already been carried out and verified by Sydney Metro, or are created with an open status. The Action will remain in an open state until such a time as Sydney Metro verifies that the responsible person has completed the Action in a satisfactory manner. Until all actions associated with an Incident, Non-compliance or Issue are closed the original Environmental Event is considered to be open as well. This is relevant when calculating the NC Rate as open Non-compliances and Incidents contribute toward the calculation of this statistic.

Verification is determined by the Environmental Lead by sighting evidence of the Actions implementation.

9. Related Documents and References

Related Documents and References
• Environmental & Sustainability Management Manual • Risk Management Standard • Health & Safety Incident Reporting & Investigation Standard (SM-17-00000040) • Crisis Management Implementation Plan • Environmental Incident and Non-compliance Notification Report • Environmental Inspection Information & Summary • Sydney Metro Glossary

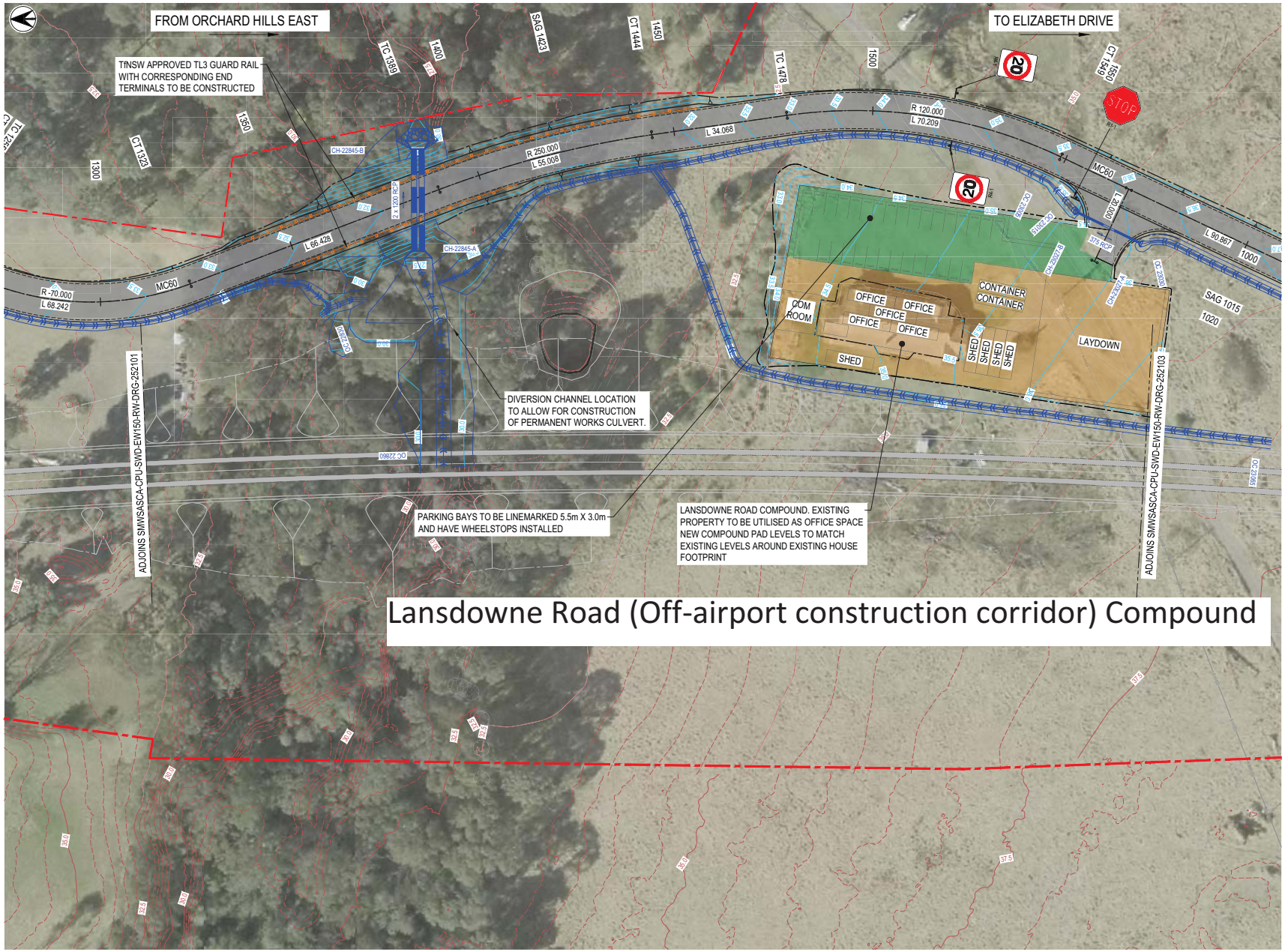
10. Superseded Documents

Superseded Documents
There are no documents superseded as a result of this document.

11. Document History

Version	Date of approval	Notes
1.0	31 March 2015	New document
2.0	7 July 2016	IMS Review
3.0	7 April 2017	IMS Review
4.0	23 November 2018	IMS Review
5.0	11 February 2019	IMS Review
5.1	18 February 2019	Minor correction to formula

Appendix C3 – Site Establishment Layout Plans



LAYOUT PLAN
SCALE 1:500

LEGEND

TEMPORARY SITE ACCESS ROAD ALIGNMENT

- TEMPORARY CONSTRUCTION HAUL ROAD AND ALIGNMENT CONTROL
- TL3 CONCRETE BARRIER
- TL3 GUARD RAIL
- CRANE PLATFORM
- PILING PLATFORM
- PAVEMENT TYPE T1
- PAVEMENT TYPE T2
- PAVEMENT TYPE T4
- PAVEMENT TYPE T7
- TRANSGRID ACCESS TRACK
- TRANSGRID EASEMENT
- GUIDE POSTS
- SIGN SUPPORT LOCATION
- TRAFFIC SIGN

GENERAL

- FUTURE INFRASTRUCTURE ALIGNMENT - BY OTHERS
- SURVEY
- PROPOSED CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- MAIN LINE TRACKS (TRACK AND SLAB DESIGN BY SSTOM CONTRACTOR)
- PROJECT PERMANENT BOUNDARY
- TEMPORARY AREA BOUNDARY
- 1.8m CHAINLINK FENCE
- RAIL DESIGN
- BRIDGE OR VIADUCT

TEMPORARY DRAINAGE

- TEMPORARY DRAINAGE CHANNEL
- TEMPORARY DRAINAGE GRASS CHANNEL
- TEMPORARY DRAINAGE CULVERT
- TEMPORARY DRAINAGE RIPRAP
- BIO FILTRATION BASIN
- OC 27910 CHANNEL LABEL

UTILITIES

- PROPOSED COMMUNICATION OPTIC FIBRE CONDUIT
- PROPOSED WATER MAIN
- EXISTING ELECTRIC
- EXISTING ELECTRICITY MAJOR TRANS OVERHEAD
- EXISTING ELECTRICITY MAJOR TRANS OVERHEAD
- EXISTING ELECTRICITY HIGH VOLTAGE OVERHEAD
- EXISTING COMMUNICATIONS OPTICAL FIBRE
- EXISTING UTILITIES MADE REDUNDANT

FOR REVIEW AND COMMENT

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
B	ISSUED FOR REVIEW AND COMMENT	S.M.	T.W.	R.M.	07.09.22
A	ISSUED FOR REVIEW AND COMMENT	S.M.	T.W.	R.M.	01.07.22

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CLIENT: NSW GOVERNMENT | sydney METRO

CPB / UNITED INFRASTRUCTURE / AHJV / Tony Gee / COX / WOODS BAGOT	DRAWN	JARUNEE RASAMEEMANEEPONG	07.09.2022
	DESIGNED	SOPHIE MIREYLEES	07.09.2022
	DRG CHECK	LUBOS AVUK	07.09.2022
AURECON HATCH JOINT VENTURE	DESIGN CHECK	TIM WALTON	07.09.2022
CIVIL	APPROVED	ROB MUNRO	07.09.2022

SYDNEY METRO WESTERN SYDNEY AIRPORT
SURFACE AND CIVIL ALIGNMENT WORKS
CIVIL
SCARW2520 SCAW SITE ACCESS AND HAUL ROADS PACKAGE #2
LAYOUT PLAN
FILE No: | SHEET:0002 OF 20 | ©
STATUS: DETAILED DESIGN - STAGE 3 | EDMS No:
DRG No: SMWSASCA-CPU-SWD-EW150-RW-DRG-252102 | REV B | VER

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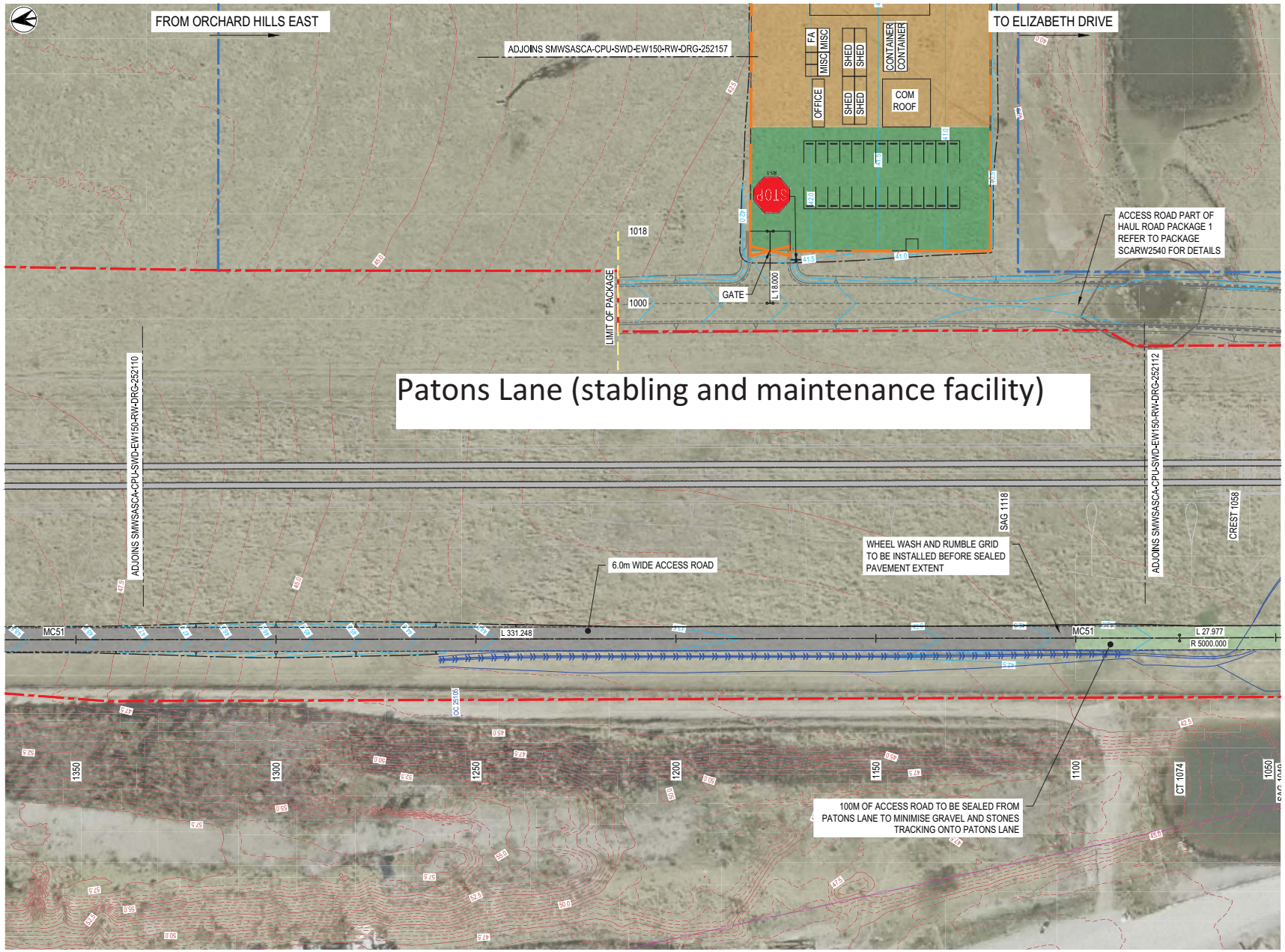
Title block Revision: v6.1



LAYOUT PLAN
SCALE 1:500

LEGEND

TEMPORARY SITE ACCESS ROAD ALIGNMENT

170 TEMPORARY CONSTRUCTION HAUL ROAD AND ALIGNMENT CONTROL
TL3 CONCRETE BARRIER
TL3 GUARD RAIL
CRANE PLATFORM
PILING PLATFORM
PAVEMENT TYPE T1
PAVEMENT TYPE T2
PAVEMENT TYPE T4
PAVEMENT TYPE T7
TRANSGRID ACCESS TRACK
TRANSGRID EASEMENT
GUIDE POSTS
SIGN SUPPORT LOCATION
TRAFFIC SIGN

GENERAL

FUTURE INFRASTRUCTURE ALIGNMENT - BY OTHERS
SURVEY
PROPOSED CONTOUR
EXISTING MAJOR CONTOUR
EXISTING MINOR CONTOUR
MAIN LINE TRACKS (TRACK AND SLAB DESIGN BY SSTOM CONTRACTOR)
PROJECT PERMANENT BOUNDARY
TEMPORARY AREA BOUNDARY
1.8m CHAINLINK FENCE
RAIL DESIGN
BRIDGE OR VIADUCT

TEMPORARY DRAINAGE

TEMPORARY DRAINAGE CHANNEL
TEMPORARY DRAINAGE GRASS CHANNEL
TEMPORARY DRAINAGE CULVERT
TEMPORARY DRAINAGE RIPRAP
BIO FILTRATION BASIN
OC 27910 CHANNEL LABEL

UTILITIES

PROPOSED COMMUNICATION OPTIC FIBRE CONDUIT
PROPOSED WATER MAIN
EXISTING ELECTRIC
EXISTING ELECTRICITY MAJOR TRANS OVERHEAD
EXISTING ELECTRICITY MAJOR TRANS OVERHEAD
EXISTING ELECTRICITY HIGH VOLTAGE OVERHEAD
EXISTING COMMUNICATIONS OPTICAL FIBRE
EXISTING UTILITIES MADE REDUNDANT

FOR REVIEW AND COMMENT

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
B	ISSUED FOR REVIEW AND COMMENT	S.M.	T.W.	R.M.	07.09.22
A	ISSUED FOR REVIEW AND COMMENT	S.M.	T.W.	R.M.	01.07.22

SCALE: 1:500
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SCALE 1:500

CLIENT: NSW GOVERNMENT | sydney METRO

AURECON HATCH JOINT VENTURE
CIVIL

DRAWN	JARUNEE RASAMEEMANEEPONG	07.09.2022
DESIGNED	SOPHIE MIREYLEES	07.09.2022
DRG CHECK	LUBOS AVUK	07.09.2022
DESIGN CHECK	TIM WALTON	07.09.2022
APPROVED	ROB MUNRO	07.09.2022

SYDNEY METRO WESTERN SYDNEY AIRPORT
SURFACE AND CIVIL ALIGNMENT WORKS
CIVIL
SCARW2520 SCAW SITE ACCESS AND HAUL ROADS PACKAGE #2
LAYOUT PLAN
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Title block Revision: v6.1

LAYOUT PLAN
SCALE 1:500

LEGEND

TEMPORARY SITE ACCESS ROAD ALIGNMENT

170 TEMPORARY CONSTRUCTION HAUL ROAD AND ALIGNMENT CONTROL

TL3 CONCRETE BARRIER

TL3 GUARD RAIL

CRANE PLATFORM

PILING PLATFORM

PAVEMENT TYPE T1

PAVEMENT TYPE T2

PAVEMENT TYPE T4

PAVEMENT TYPE T7

TRANSGRID ACCESS TRACK

TRANSGRID EASEMENT

GUIDE POSTS

SIGN SUPPORT LOCATION

TRAFFIC SIGN

GENERAL

FUTURE INFRASTRUCTURE ALIGNMENT - BY OTHERS

SURVEY

PROPOSED CONTOUR

EXISTING MAJOR CONTOUR

EXISTING MINOR CONTOUR

MAIN LINE TRACKS (TRACK AND SLAB DESIGN BY SSTOM CONTRACTOR)

PROJECT PERMANENT BOUNDARY

TEMPORARY AREA BOUNDARY

1.8m CHAINLINK FENCE

RAIL DESIGN

BRIDGE OR VIADUCT

TEMPORARY DRAINAGE

TEMPORARY DRAINAGE CHANNEL

TEMPORARY DRAINAGE GRASS CHANNEL

TEMPORARY DRAINAGE CULVERT

TEMPORARY DRAINAGE RIPRAP

BIO FILTRATION BASIN

OC 27910 CHANNEL LABEL

UTILITIES

PROPOSED COMMUNICATION OPTIC FIBRE CONDUIT

PROPOSED WATER MAIN

EXISTING ELECTRIC

EXISTING ELECTRICITY MAJOR TRANS OVERHEAD

EXISTING ELECTRICITY MAJOR TRANS OVERHEAD

EXISTING ELECTRICITY HIGH VOLTAGE OVERHEAD

EXISTING COMMUNICATIONS OPTICAL FIBRE

EXISTING UTILITIES MADE REDUNDANT

FOR REVIEW AND COMMENT

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
B	ISSUED FOR REVIEW AND COMMENT	S.M.	T.W.	R.M.	07.09.22
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AURECON HATCH JOINT VENTURE

CIVIL

DRAWN	JARUNEE RASAMEEMANEEPONG	07.09.2022
DESIGNED	SOPHIE MIREYLEES	07.09.2022
DRG CHECK	LUBOS AVUK	07.09.2022
DESIGN CHECK	TIM WALTON	07.09.2022
APPROVED	ROB MUNRO	07.09.2022

SYDNEY METRO WESTERN SYDNEY AIRPORT
SURFACE AND CIVIL ALIGNMENT WORKS
CIVIL
SCARW2520 SCAW SITE ACCESS AND HAUL ROADS PACKAGE #2
LAYOUT PLAN

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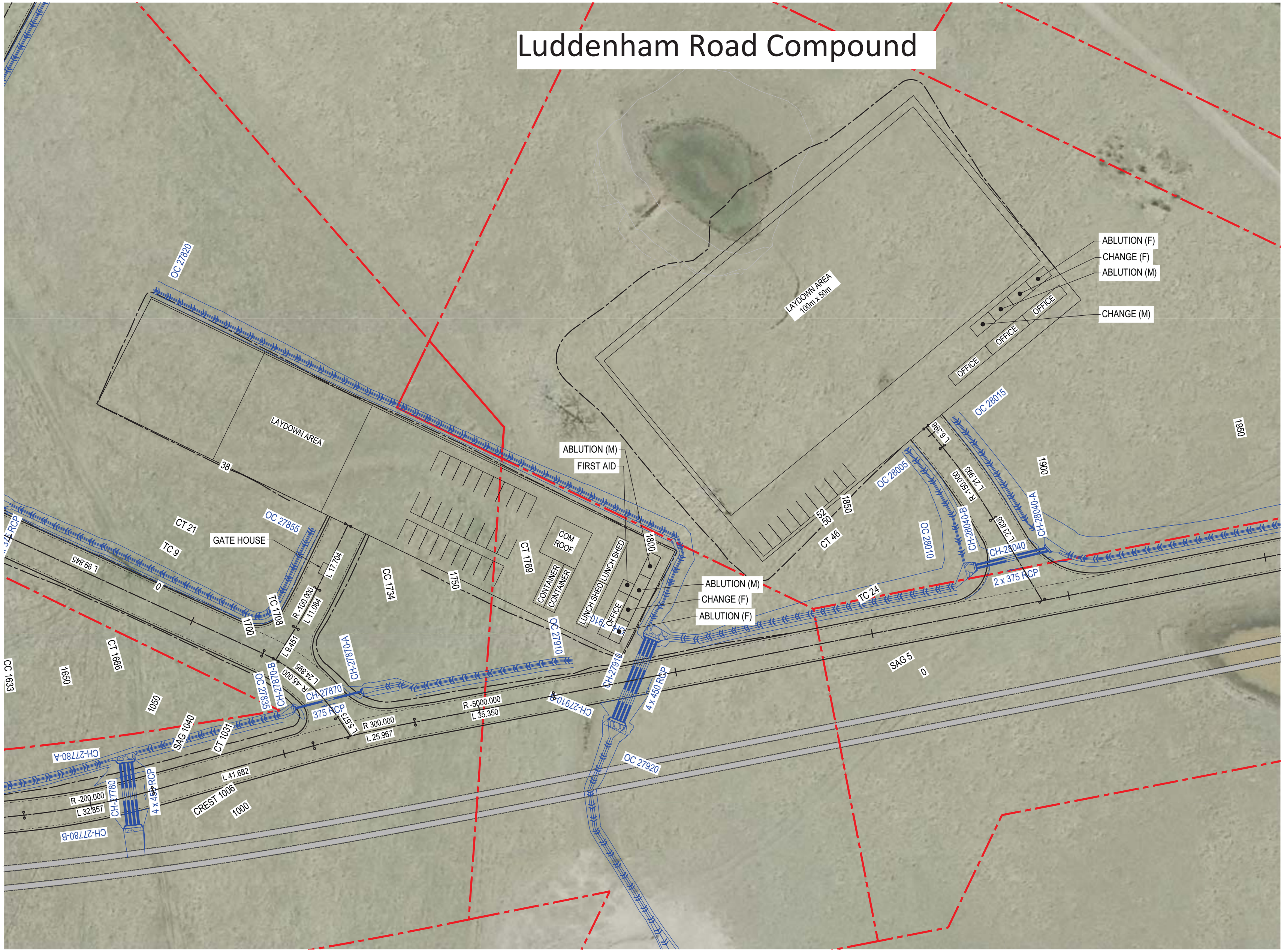
Title block Revision: v6.1



LAYOUT PLAN

SCALE 1:500

LEGEND

GENERAL

- PROJECT PERMANENT BOUNDARY
- TEMPORARY AREA BOUNDARY
- 1.8m CHAINLINK FENCE
- RAIL DESIGN

TEMPORARY DRAINAGE

- TEMPORARY DRAINAGE CHANNEL
- TEMPORARY DRAINAGE GRASS CHANNEL
- TEMPORARY DRAINAGE CULVERT
- TEMPORARY DRAINAGE RIPRAP

FOR REVIEW AND COMMENT

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
A	ISSUED FOR REVIEW AND COMMENT	R.D.	T.W.	R.M.	29.07.22

SCALE: 1:500

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SCALE 1:500

CLIENT: NSW GOVERNMENT | sydney METRO

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CPB CONTRACTORS | UNITED INFRASTRUCTURE | AHJV | COX WOODS BAGOT

AURECON HATCH JOINT VENTURE

CIVIL

DRAWN	JARUNEE RASAMEEMANEEPONG	29/07/2022
DESIGNED	ROWAN DEW	29/07/2022
DRG CHECK	LUBOS AVUK	29/07/2022
DESIGN CHECK	TIM WALTON	29/07/2022
APPROVED	ROB MUNRO	29/07/2022

SYDNEY METRO WESTERN SYDNEY AIRPORT
SURFACE AND CIVIL ALIGNMENT WORKS
CIVIL
SCARW2550 SCAW SITE ACCESS AND HAUL ROADS PACKAGE #3
GENERAL ARRANGEMENT PLAN COMPOUND

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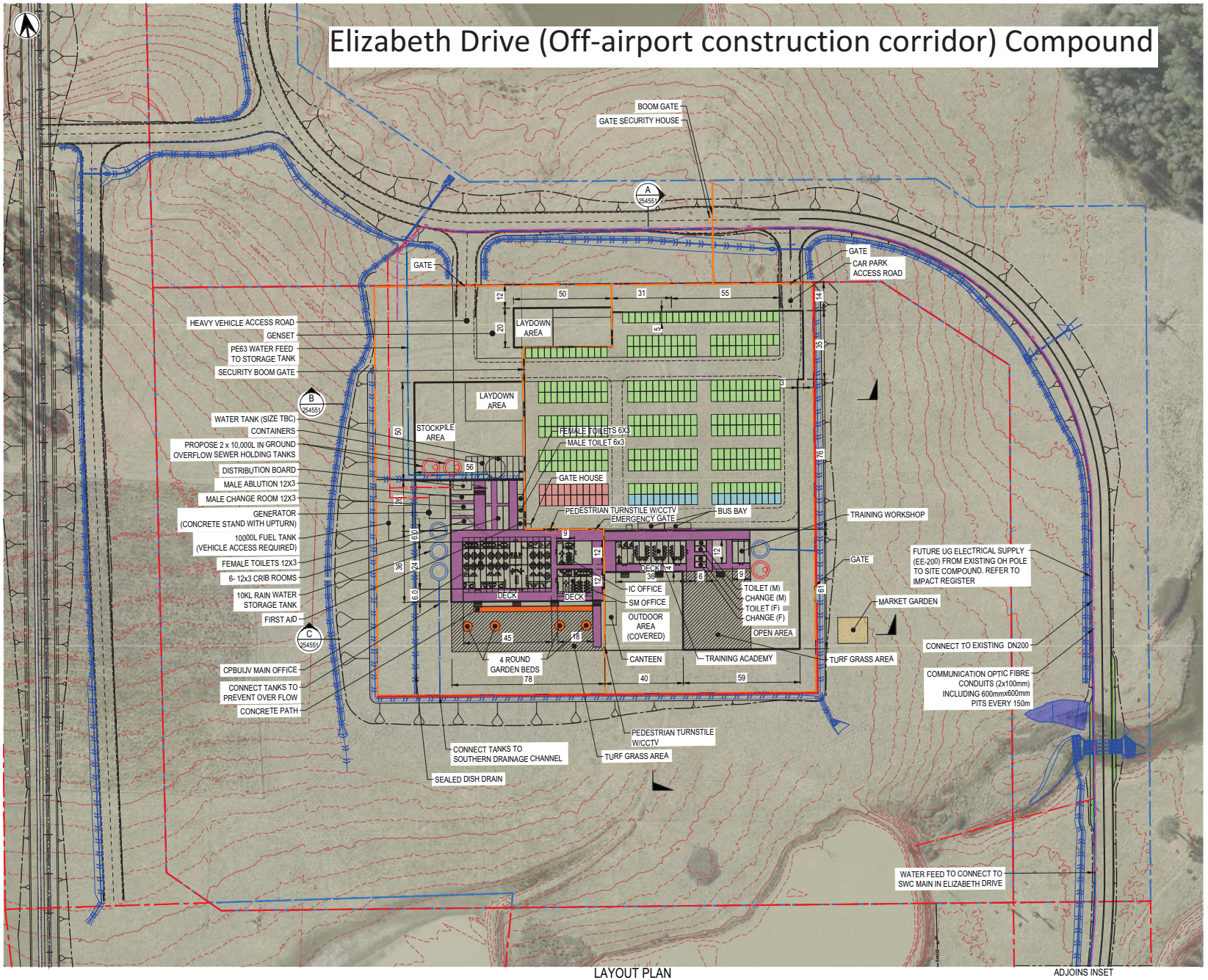
Title block Revision: v6.1

Elizabeth Drive (Off-airport construction corridor) Compound



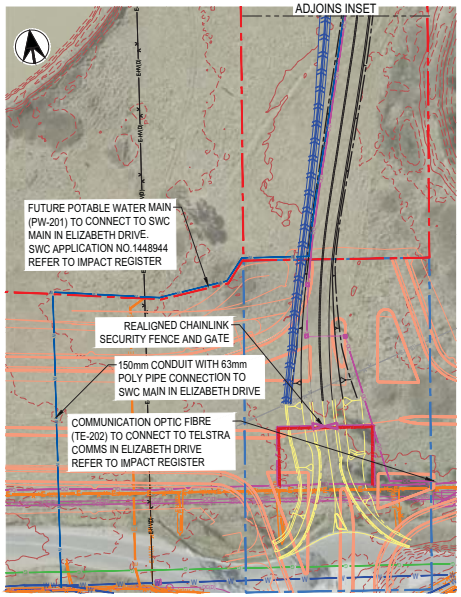
LEGEND

COMPOUND
- MAIN LINE TRACKS (TRACK AND SLAB DESIGN BY SSTOM CONTRACTOR)
- WALKWAY
- CLIENT AND IC PARKING
- VISITOR PARKING
- CPBUI & TRAINING FACILITY PARKING

GENERAL
- FUTURE INFRASTRUCTURE ALIGNMENT - BY OTHERS
- ELIZABETH DRIVE RAB LEG - BY OTHERS
- PROJECT PERMANENT BOUNDARY
- TEMPORARY AREA BOUNDARY
- TEMPORARY SITE BARRIER
- PROJECT BOUNDARY FENCE
- 1.8m CHAINLINK FENCE
- NEW PROPERTY BOUNDARY / FENCE
- SHADE CLOTH

TEMPORARY DRAINAGE
- TEMPORARY DRAINAGE CULVERT
- TEMPORARY DRAINAGE DRAINAGE PIPE WITH PIT AND HEADWALL
- TEMPORARY DRAINAGE DRAINAGE SLOTTED PIPE
- TEMPORARY DRAINAGE CONCRETE CHANNEL
- TEMPORARY DRAINAGE GRASS CHANNEL
- DESIGN WATER MAIN
- DESIGN RAIN WATER TANK
- DESIGN WATER FEED

UTILITIES
- DESIGN ELECTRICAL SERVICE
- DESIGN SEWER SERVICE
- DESIGN COMMUNICATION OPTIC FIBRE CONDUIT
- DESIGN SEWER HOLDINGS TANK
- EXISTING COMMUNICATION OPTIC FIBRE CONDUIT
- EXISTING ELECTRICITY HIGH VOLTAGE OVERHEAD
- EXISTING ELECTRIC OH HIGH VOLTAGE



LAYOUT PLAN
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FOR CONSTRUCTION

REV.	AMENDMENT DESCRIPTION	R.D. Design by	T.W. Verified by	R.M. Approved by	Date
00	ISSUED FOR CONSTRUCTION				26.08.22

SCALE: 1:1000
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SCALE 1:1000

CLIENT: NSW GOVERNMENT | sydney METRO

AURECON HATCH JOINT VENTURE

DRAWN	SOPHIE MIREYLEES	26.08.2022
DESIGNED	ROWAN DEW	26.08.2022
DRG CHECK	LUBOS AVUK	26.08.2022
DESIGN CHECK	TIM WALTON	26.08.2022
APPROVED	ROB MUNRO	26.08.2022

CIVIL

SYDNEY METRO WESTERN SYDNEY AIRPORT
SURFACE AND CIVIL ALIGNMENT WORKS
CIVIL
SCARW2540 SCAW SITE ACCESS AND HAUL ROADS PACKAGE #1
GENERAL ARRANGEMENT PLAN COMPOUND

FILE No: | SHEET: 1 OF 1 | ©
STATUS: FOR CONSTRUCTION | EDMS No:
DRG No: SMWSASCA-CPU-SWD-EW150-RW-DRG-254601 | REV 00 | VER

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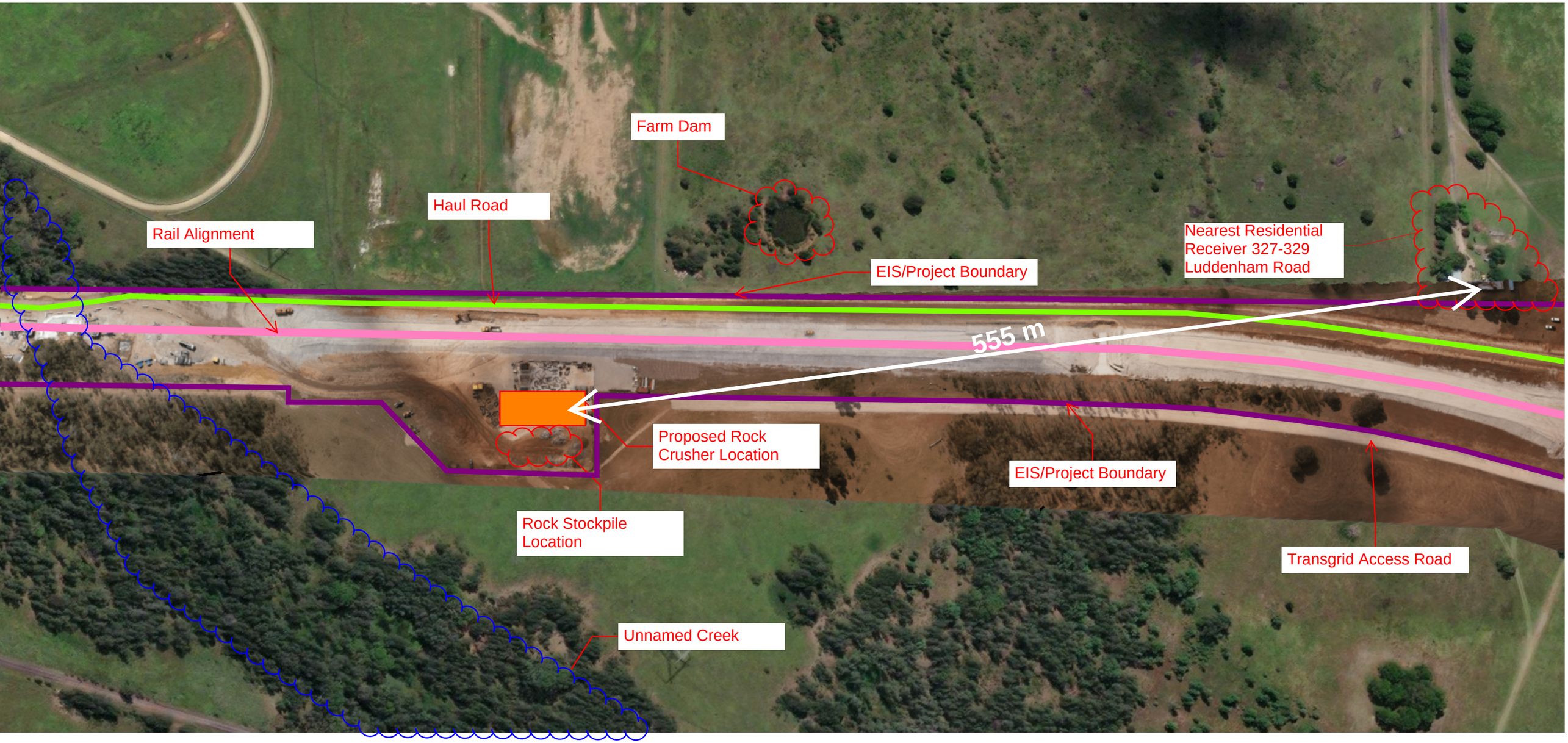
100mm AT FULL SIZE

Title block Revision: v6.1

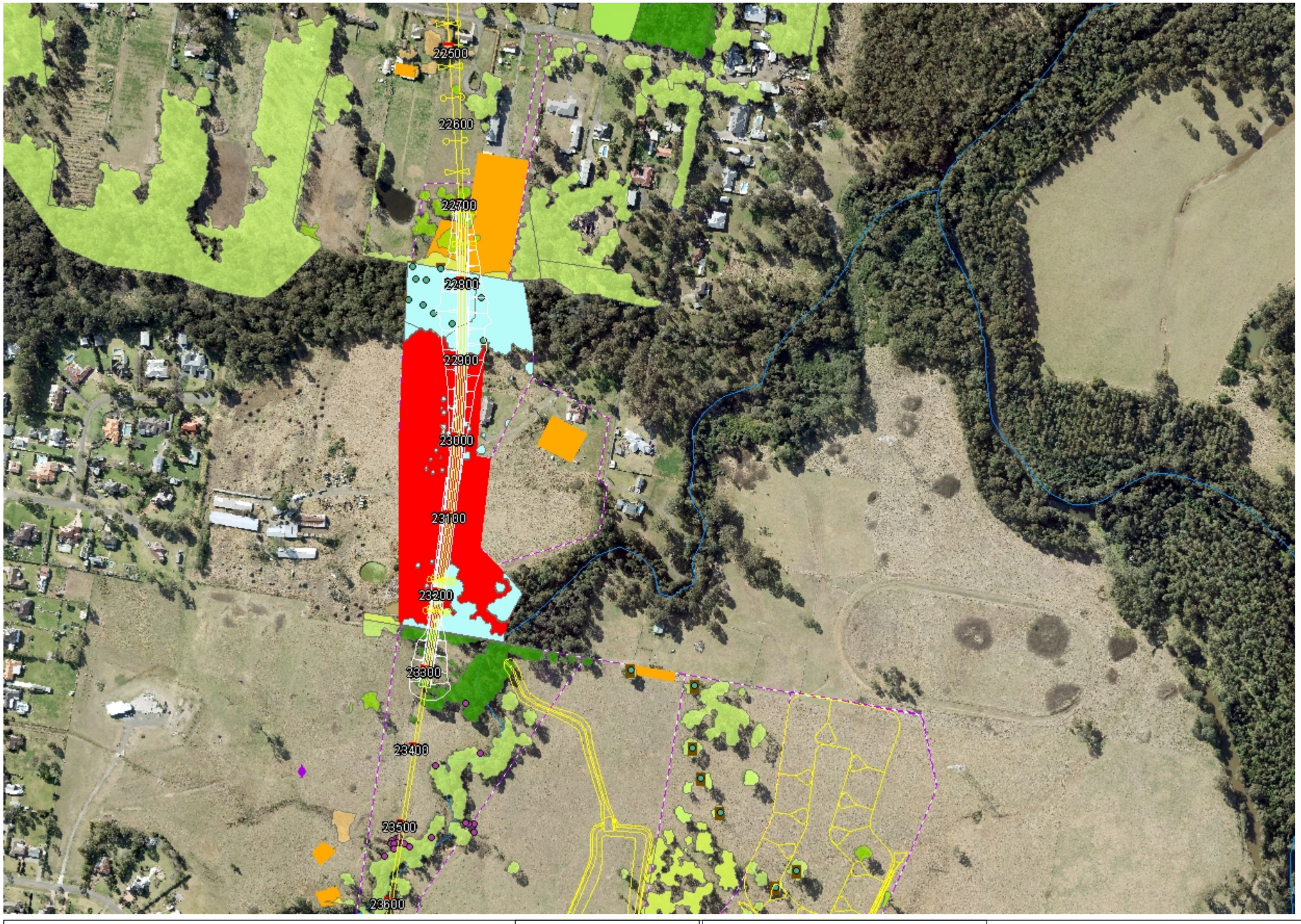
Ancillary Facility - Crusher Patons Lane North (North of SMF)

Ancillary Facility - Patons Lane South (Former Defence Land)



NOTE: Existing photo features a structures laydown area. The area will vacated prior to the arrival of rock crusher

Appendix C4 – Sensitive Area Plans



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- T-TRAK-KMET-CARD-SYMB
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- Hollow Bearing
- Grevillea juniperina
- Cumblerland Land Snail Habitat
- Structure For Microbat Potential
- Grevillea Juniperina
- Grevillea Juniperina (30m Buffer)
- Hollow Bearing Trees
- TEC Environment Protection and Biodiversity Conservation Act (DPIE)
  - Unknown
  - Intact
  - Thinned
- GPEC - TEC Biodiversity Conservation Act
  - Unknown
  - Intact
  - Scattered Trees
  - Thinned
  - Urban native / exotic
- TEC Biodiversity Conservation Act
  - Unknown
  - Derived
  - Intact
  - Low
  - Miscellaneous ecosystem landscape plantings
  - Miscellaneous ecosystem water body
  - Scattered Trees
  - Thinned
  - miscellanous ecosystem - non native
  - miscellanous ecosystem water bodies
- TEC Environment Protection and Biodiversity

Environmental Control Map - CPB - DRG - DWG - LOT No. - DRG No. - REV

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Scale 1: 5,000

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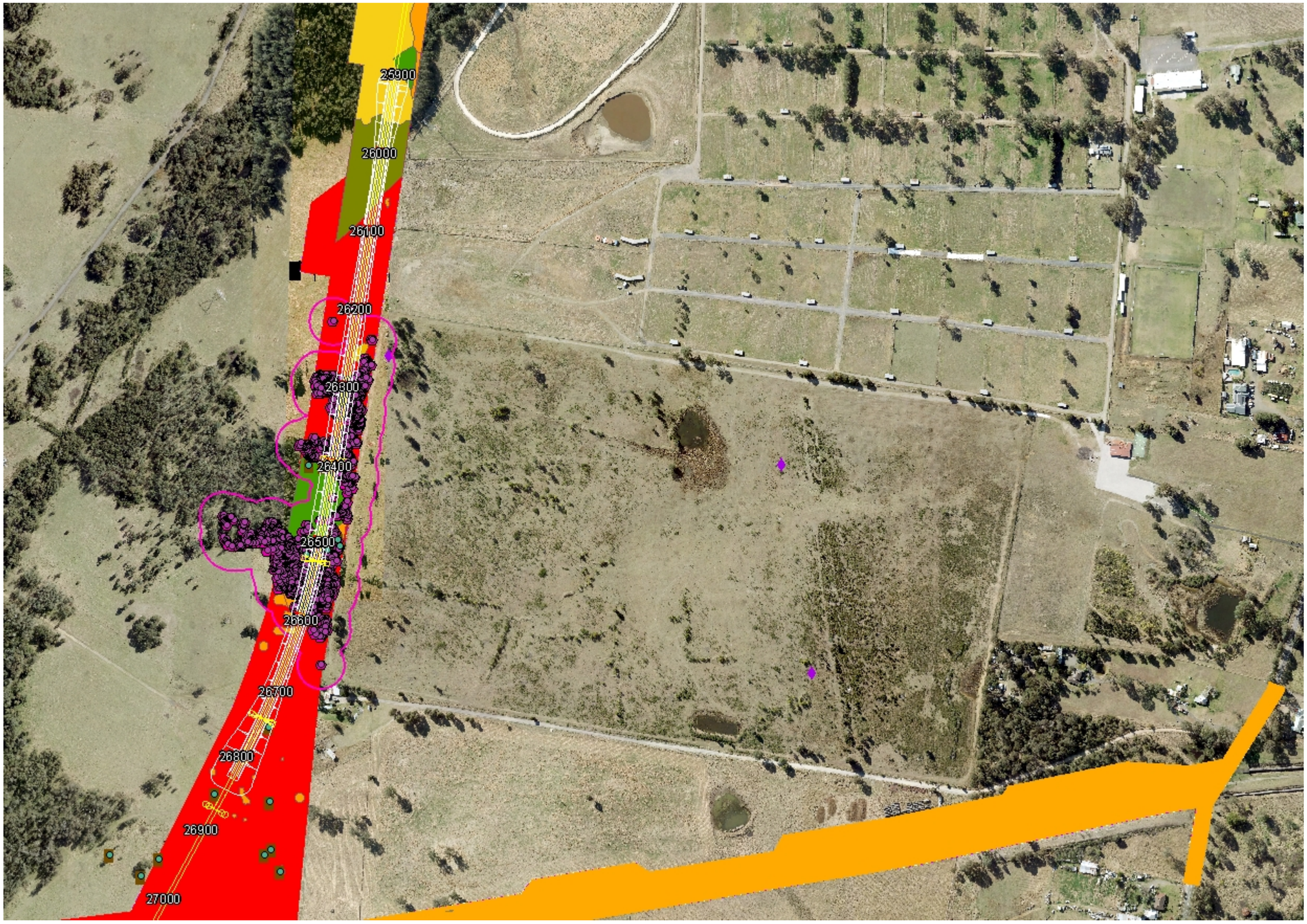

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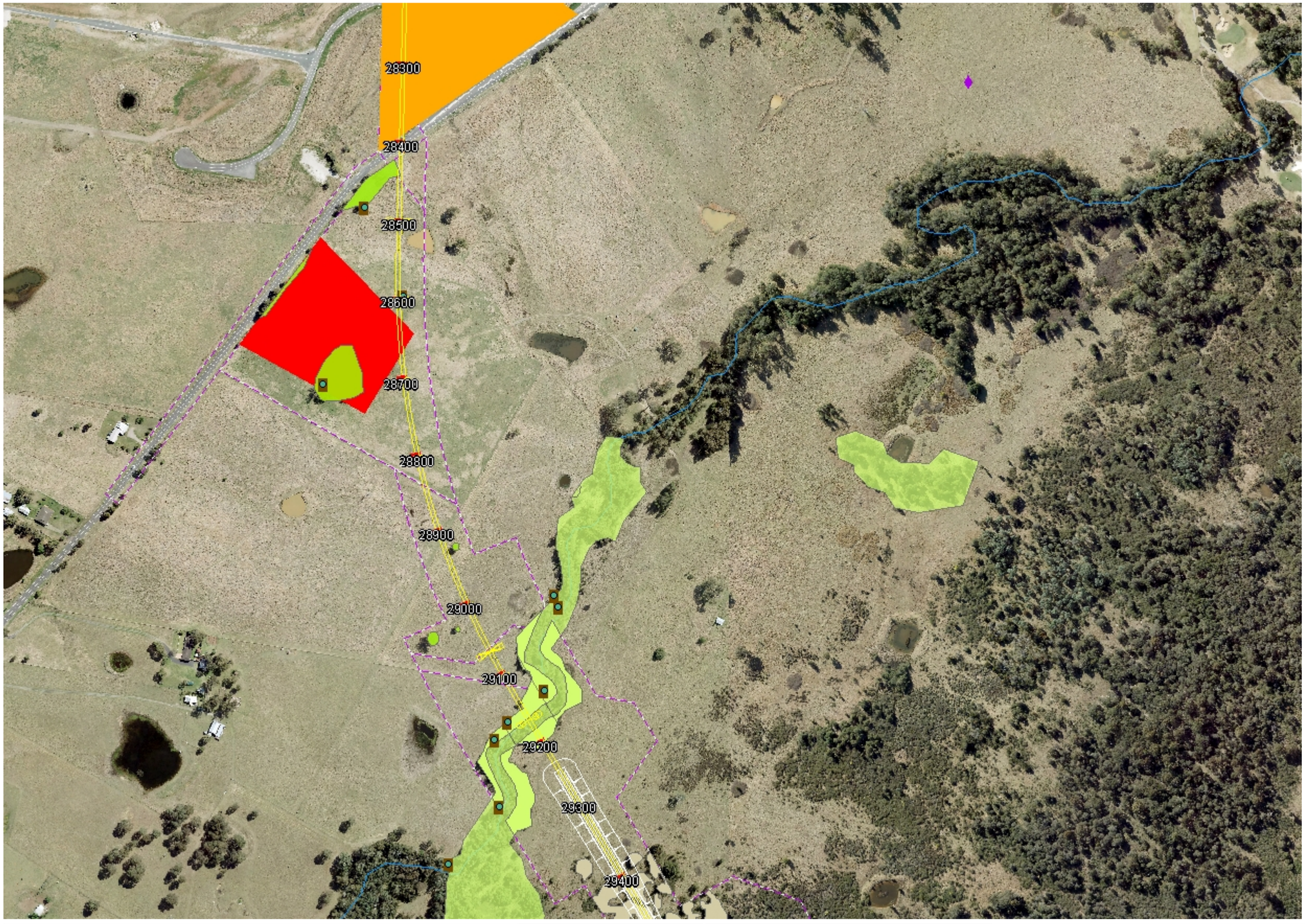

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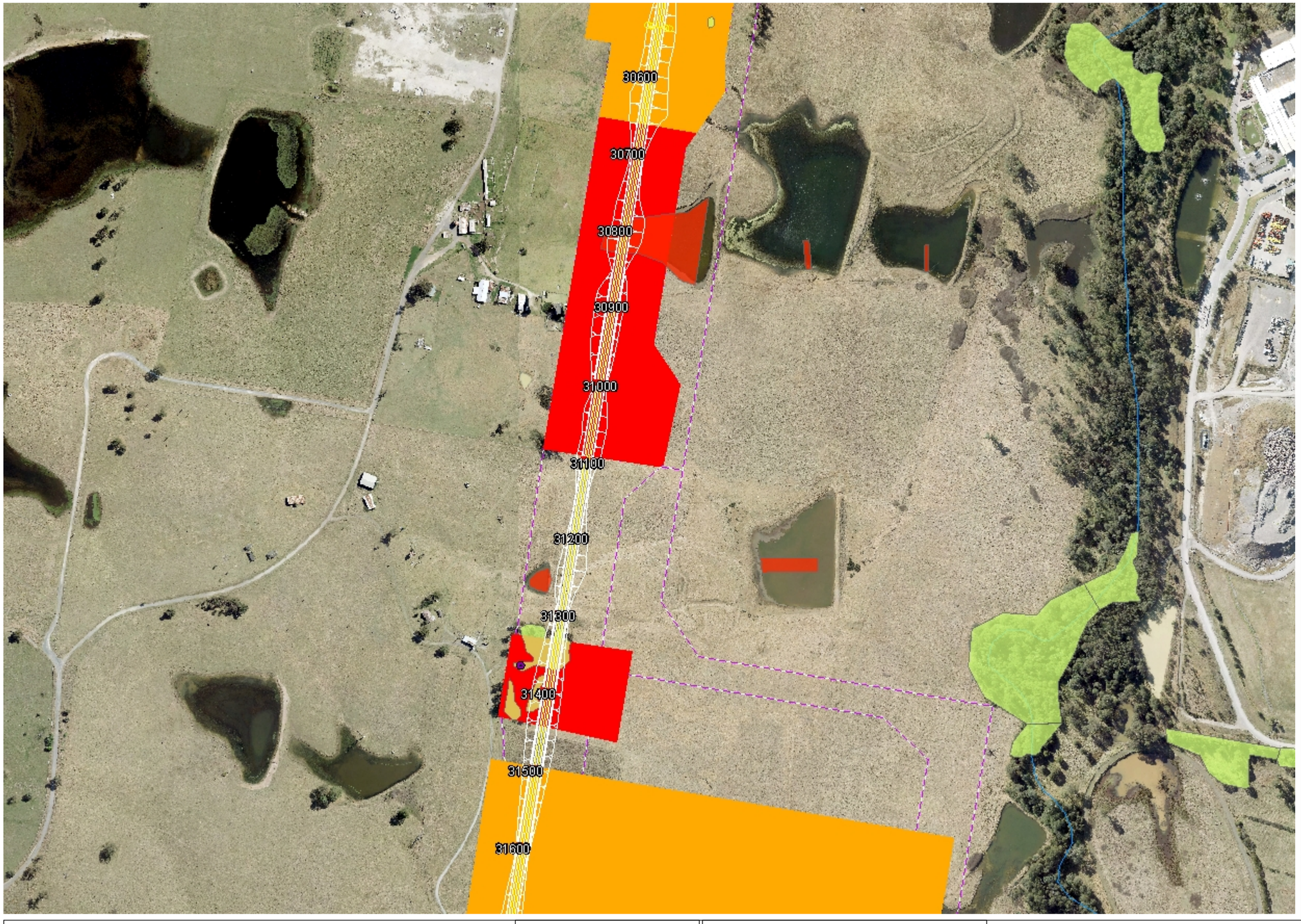

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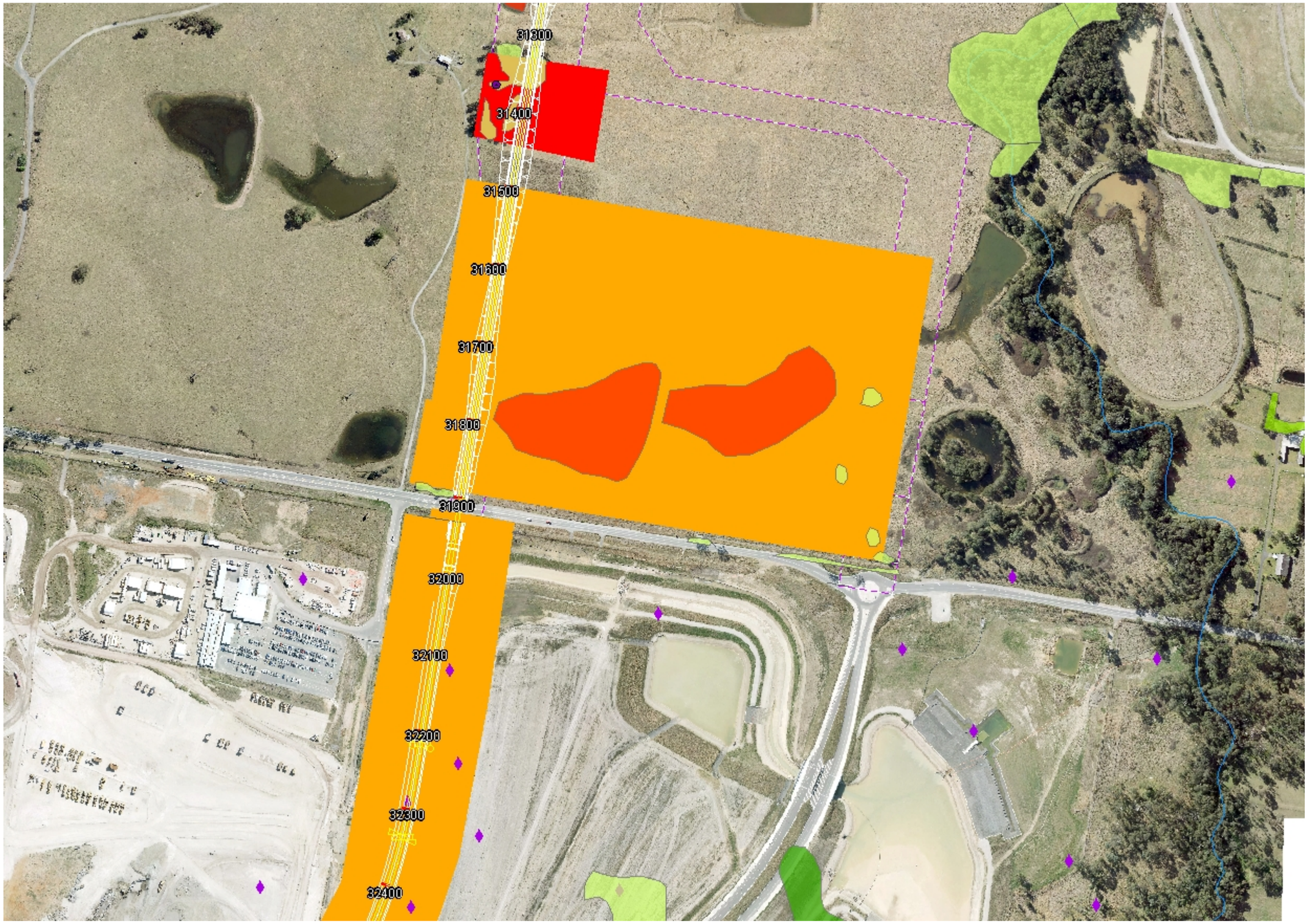

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Appendix C5 – Aspect and Impacts Risk Register

Appendix C5 – Aspect and Impacts Risk Register

This Environmental Risk Assessment identifies activities and associated impacts that could eventuate during the undertaking of low impact works to the selection of appropriate environmental safeguards.

The risk management process involved an assessment of all specific project activities/aspects in or near environmentally sensitive areas and resulted in the development of a list of environmental risks (effects and impacts) and a corresponding risk mitigation strategy and risk ranking. Environmental risks were categorised, based on the following:

- The environmental aspect
- Relative scale of the potential impact
- Type of potential impact
- Likelihood of occurrence.

The identification of risks included a review of the proposed works, the CoA, REMM, EPBC Act Approval, the Sydney Metro CEMF and review of the environmental risks identified by the EIS and subsequent Submissions Report.

The following risk assessment process has been implemented, together with a review of proposed activities and known risks based on past project experience

Risk Assessment Process

The following tables outline the risk assessment process using the Sydney Metro Risk Management Standard (SM-17-00000182) steps to identify the appropriate management measures required.

Table 1 is used to determine the likelihood that the aspect will have an impact on the environment.

Table 2 is used to determine the potential consequence rating of the risk identified.

From these two tables, a risk rating can then be assigned by using Table 3 to determine how severe the potential impact may be and what level of management each type of risk will require.

Table 1 – Likelihood criteria

Rating	L6	L5	L4	L3	L2	L1
Descriptor	**Almost unprecedented**	**Very unlikely**	**Unlikely**	**Likely**	**Very likely**	**Almost certain**
Probability	Not expected to ever occur during time of activity or project. Less than 10% chance of occurring	Not expected to occur during the time of activity or project. A 10-25% chance of occurring	More likely not to occur than occur during time of activity or project. A 25-50% chance of occurring	More likely to occur than not occur during time of activity or project A 50-75% chance of occurring	Expected to occur occasionally during time of activity or project. A 75-90% chance of occurring	Expected to occur frequently during time of activity or project. Greater than a 90% chance of occurring.
Frequency	Less than once every 100 years	Once every 10 to 100 years	Once every 1 to 10 years	Once each year	1-10 times every year	10 times or more every year

Table 2 – Consequence criteria

	C6	C5	C4	C3	C2	C1
	Insignificant	Minor	Moderate	Major	Severe	Catastrophic
Environment	No appreciable changes to environment and/or highly localised event	Change from normal conditions within environmental regulatory limits and environmental effects are within site boundaries	Short-term and/or well-contained environmental effects. Minor remedial actions probably required	Impacts external ecosystem and considerable remediation is required	Long-term environmental impairment in neighbouring or valued ecosystems. Extensive remediation required	Irreversible large-scale environmental impact with loss of valued ecosystems.
Regulatory or Legal Breach	Low-level non-compliance with legal and/or regulatory requirement or duty by individuals or TfNSW.	Minor non-compliance with legal and/or regulatory requirement or duty. Investigation and/or report to authority	Moderate non-compliance. Subject to comment and monitoring from applicable regulator. Small fine and no disruption to services	Systemic non-compliance/Major breach resulting in enforcement action and/or prohibition notices. Substantial fine and no disruption to services	Substantial breach resulting in prosecution, fines and/or litigation. Licence or accreditation restricted or conditional affecting ability to operate.	Prosecution leading to imprisonment of TfNSW/CPB executive. Loss of operating licence

Table 3 – Likelihood Criteria and Risk Matrix

Risk Ratings	A = Very High (31 – 36)		Consequence					
	B = High (22 – 30)							
	C = Medium (11 – 21)		Insignificant	Minor	Moderate	Major	Severe	Catastrophic
	D = Low (1 – 10)		C6	C5	C4	C3	C2	C1
Likelihood	Almost certain	L1	20	22	29	32	34	36
	Very likely	L2	14	18	23	28	31	35
	Likely	L3	9	12	16	24	27	33
	Unlikely	L4	6	7	11	17	25	30
	Very unlikely	L5	3	4	8	13	19	26
	Almost unprecedented	L6	1	2	5	10	15	21

Table 4 – Aspects and impacts

Issue	Construction activity/aspect	Potential impact	Risk level prior to mitigation	Mitigation Measures	Risk level following mitigation	Management Documents / Training Required
Air quality	▪ General earthworks ▪ Vegetation clearing ▪ Spoil handling ▪ Stockpiling ▪ Vehicular movements on unsealed roads ▪ Material haulage ▪ Vehicle emissions ▪ Handling of chemicals, waste and hazardous goods	Complaints from neighbours, including loss of amenity, dust in living areas	L1 C5 **22 (High)**	▪ Use water carts on unsealed surfaces and stockpiles ▪ Utilise safe dust suppressants to reduce dust generation ▪ Use street sweepers to reduce dust in areas of dust build up ▪ Modify or cease operations during high winds ▪ All trucks on public roads to cover loads ▪ All disturbed areas stabilised, revegetated and/or landscaped as soon as practicable ▪ Dust monitoring ▪ Avoid “hot-work” during total fire bans and obtain any necessary permits/exemptions from the Rural Fire Service	L3 C6 **9 (Low)**	▪ Air Quality Management Sub-plan (AQMP) ▪ Environmental Work Method Statements (EWMS) ▪ Soil and Water Management Sub-plan (SWMP) ▪ Complaints Procedure ▪ Project induction
		Potential adverse health effects	L3 C5 **12 (Medium)**		L4 C5 **7 (Low)**	
		Degradation of water quality and other aspects of the natural environment	L3 C5 **12 (Medium)**		L4 C5 **7 (Low)**	
		Health risks to neighbours and members of the public from release of gases and/or smoke	L3 C5 **12 (Medium)**		L5 C5 **4 (Low)**	
Flora and Fauna	▪ Clearing of native vegetation. ▪ Stockpile/haul road construction near vegetation. ▪ General earthworks near vegetation. ▪ Vehicular movements. ▪ Bushfires	Loss of habitat for threatened species beyond minimum clearing footprint	L3 C5 **12 (Medium)**	▪ Verify vegetation clearing boundaries prior to clearing ▪ Prior to construction – identify and fence all flora and fauna habitat areas required to be protected as identified in the Sensitive Area Plans ▪ Minimise clearing of all vegetation and undertake progressive revegetation. ▪ Existing trees to be retained would be protected prior to the commencement of construction in the vicinity of these trees in accordance with AS4970-2009 Protection of Trees on Development Sites	L4 C5 **7 (Low)**	▪ Flora and Fauna Management Sub-plan (FFMP) ▪ Biodiversity Offsets ▪ Sensitive Area Plans ▪ EWMS ▪ Vegetation Clearing procedure ▪ Fauna handling procedure ▪ Project induction
		Potential longer term impacts associated with increased habitat fragmentation	L3 C4 **16 (Medium)**		L5 C5 **4 (Low)**	
		Direct impact to flora or fauna during construction	L3 C3 **24 (High)**		L5 C5 **4 (Low)**	
Flooding	▪ Works in waterways ▪ Stockpiling ▪ Haul roads	Changes to flood levels – increased impact to receivers.	L3 C3 **24 (High)**	▪ Locate compounds / plant / storage above 1 in 20 years flood level events. ▪ Design and build temporary crossings to be stabilised and minimise scour / erosion during flood events. ▪ Install scour protection as early as possible. ▪ Look at predicting flood events from gauges or rainfall predictions. ▪ Design and construct Project in accordance with CoA .	L4 C5 **7 (Low)**	▪ SWMP ▪ EWMS ▪ Emergency Response Plan
		Stormwater inflow to site – clean stormwater getting mixed with dirty site water.	L1 C4 **29 (High)**		L3 C5 **12 (Medium)**	
		Flood damage to plant / equipment / satellite compounds.	L3 C4 **16 (Medium)**		L4 C5 **7 (Low)**	
		Erosion of haul/ access road during large flood events.	L3 C5 **12 (Medium)**		L4 C5 **7 (Low)**	
Aboriginal heritage	▪ Initial removal of topsoil. ▪ Construction of site compounds and stockpile areas. ▪ Temporary access roads during construction.	Impact to undiscovered or undocumented heritage sites	L4 C2 **25 (High)**	▪ Induct personnel on heritage issues and mitigation measures. ▪ For ancillary sites, identify and assess Aboriginal heritage items and predict potential impacts. ▪ Implement unexpected find procedures as required.	L5 C5 **4 (Low)**	▪ Aboriginal Cultural Heritage Management Plan (ACHMP) ▪ Unexpected Heritage Items Procedure ▪ Project induction
		Finding / disturbing burials or human remains	L4 C5 **7 (Low)**		L5 C5 **4 (Low)**	

Issue	Construction activity/aspect	Potential impact	Risk level prior to mitigation	Mitigation Measures	Risk level following mitigation	Management Documents / Training Required
Non-Aboriginal heritage	▪ Initial clearing and/or grubbing of vegetation. ▪ Initial removal of topsoil. ▪ Construction of site compounds and spoil and / or equipment stockpile areas. ▪ Temporary access roads during construction ▪ Excavations and earthworks. ▪ Pile driving causing vibration. ▪ Use of other vibratory equipment such as rollers.	Impact to identified heritage items.	L3 C4 **16 (Medium)**	▪ Induct personnel on heritage issues and safeguards. ▪ Protect identified heritage items with protective fencing or flagging from being disturbed during construction. ▪ Undertake archival recording as required ▪ Implement unexpected find procedures ▪ Landholder consultation.	L4 C5 **7 (Low)**	▪ Non-Aboriginal Heritage Management Sub-plan (NAHMP) ▪ Noise and Vibration Management Sub-Plan (NVMP) ▪ Unexpected Heritage Items Procedure ▪ Project induction
		Vibration damage during the construction period to identified sites.	L3 C5 **12 (Medium)**		L4 C5 **7 (Low)**	
		Impact to undiscovered or undocumented heritage sites.	L3 C4 **16 (Medium)**		L4 C5 **7 (Low)**	
		Change in visual integrity of heritage sites.	L4 C5 **7 (Low)**		L4 C6 **6 (Low)**	
Soil and water quality	▪ Clearing and grubbing. ▪ Earthworks and stockpile management. ▪ Storage of fuels and chemicals ▪ Maintenance of plant and equipment, including servicing and refuelling ▪ Sediment basin management ▪ Drainage works ▪ Concrete works ▪ Temp access road construction ▪ Viaduct construction ▪ Waterway works	Erosion and movement of soils.	L1 C4 **29 (High)**	▪ Appropriately designed erosion control structures will be installed, maintained and cleaned regularly. ▪ Locate spoil stockpiles, plant and equipment away from drainage lines, watercourses or stormwater drains in accordance with established criteria. ▪ Install clean water diversions to ensure clean and dirty water are not mixed on site. ▪ Storage, compound access and parking areas sealed, as early during works as practicable. ▪ Chemical storage meets bunding requirements. ▪ Wheel mud reduction/ cleaning measures at exit of all sites where required. ▪ Buffer zones of vegetation will be maintained as long as practical. ▪ Rehabilitation and landscaping works of disturbed areas undertaken as soon as the works are completed and/or progressively where possible. ▪ Implement concrete washout process within bunded areas. ▪ Design drainage to maximise dirty water to sediment basins.	L3 C5 **12 (Medium)**	▪ SWMP ▪ EWMS ▪ Permit to dewater ▪ Project induction ▪ Targeted ERSED training
		Captured dirty water in ERSED controls.	L2 C4 **23 (High)**		L3 C5 **12 (Medium)**	
		Dirty water not captured and leaves site without controls.	L2 C4 **23 (High)**		L3 C5 **12 (Medium)**	
		Haul road washout from flood event.	L3 C5 **12 (Medium)**		L4 C5 **7 (Low)**	
Noise and vibration	▪ Site establishment. ▪ Earthworks ▪ Stockpiling ▪ Piling ▪ Out of hour works	Noise impacts on sensitive receivers during construction.	L1 C5 **22 (High)**	▪ Consult with local communities and affected residents. ▪ Adherence to working hours in CEMP and respite periods for noisy activities ▪ Construction equipment selected, operated and maintained to minimise noise impacts. ▪ Regular noise monitoring. ▪ Modelling vibration impacts and monitoring where impacts are predicted. ▪ Complaints management system. ▪ Building condition reports as required by Project approval.	L2 C5 **18 (Medium)**	▪ CEMP ▪ NVMP ▪ EWMS ▪ Detailed Noise and Vibration Impact Statement ▪ Out of hours works (OOHW) protocol ▪ Noise and vibration monitoring ▪ Complaints procedure ▪ Project induction
		Vibration impacts on nearby receptors, including heritage.	L2 C5 **18 (Medium)**		L3 C5 **12 (Medium)**	

Issue	Construction activity/aspect	Potential impact	Risk level prior to mitigation	Mitigation Measures	Risk level following mitigation	Management Documents / Training Required
Spoil and waste	▪ Cuts ▪ Fill areas ▪ Haulage of spoil and fill ▪ Stockpiling ▪ Spoil areas ▪ Site establishment ▪ Earthworks ▪ Drainage works ▪ Offsite disposal	Demand on local resources – local quarries / suppliers.	L2 C6 **14 (Medium)**	▪ Design for balanced earthworks. ▪ Offsite spoil movements to be monitored and tracked. ▪ Spoil to be beneficially reused, on or off site, where applicable and meeting environmental requirements. Includes reuse of excavated material onsite, either as fill. ▪ All loads accessing public roads to be covered to prevent any loss of material, which may cause driver safety issues. ▪ Only locate stockpiles in accordance with criteria in SWMP	L3 C6 **9 (Low)**	▪ Spoil Management Plan ▪ Waste Management Plan ▪ SWMP ▪ EWMS and Work Packs ▪ AQMP
		ERSED issues from stockpiles.	L2 C5 **18 (Medium)**		L3 C5 **12 (Medium)**	
		Meeting POEO Act requirements for Resource Recovery Exemptions VENM, ENM	L3 C4 **16 (Medium)**		L4 C5 **7 (Low)**	
Traffic and transport	▪ Haulage of material. ▪ Import of material / plant / equipment. ▪ Travel to / from site.	Accidents - Safety of commuters, pedestrians, cyclists, contractors and subcontractors. Noise, vibrations and dust nuisance to residents on haul routes	L2 C3 **28 (High)**	▪ Traffic Control Plans for all work stages ▪ Identify and assess roads likely to be affected by Project construction and develop methods to minimise traffic increases. ▪ Undertake before and after dilapidation surveys on local roads ▪ Traffic controllers and / or signage for both egress and ingress off the work sites.	L3 C4 **16 (Medium)**	▪ Traffic Control Plans ▪ EWMS ▪ AQMP ▪ Project induction
Contamination	▪ Discovery of contaminated soils/ asbestos	Contamination of land and /or waterways from spills/ asbestos/ land contamination.	L2 C4 **23 (High)**	▪ Detailed site investigations (DSIs) ▪ Implement unexpected finds contamination management measures ▪ Remedial Action Plans (RAP) approved by a NSW Site Auditor	L4 C5 **7 (Low)**	▪ SWMP ▪ Spoil Management Plan ▪ DSIs ▪ RAPs ▪ Site Audit Statements ▪ EPA guidelines
Visual Impact and Landscaping	▪ Temporary stockpile ▪ Site establishment ▪ Cuttings and cut finishes. ▪ Viaduct design and landscaping. ▪ Light spill during evening / night works.	General public aesthetic impacts	L3 C6 **9 (Low)**	▪ Embankments and cuttings will be stabilised by the use of appropriate landscape treatments. ▪ The use of night-lighting will be minimised where possible and directed away from residential areas. ▪ Site compounds and areas surrounding them will be kept tidy and be regularly cleaned and maintained.	L4 C6 **6 (Low)**	▪ Place, Urban Design and Corridor Landscape Plan ▪ AQMP ▪ FFMP

Appendix C6 – Compliance Tracking

SSI 10051 Planning Approval

Ref	Description	Reference	How Addressed
A1	The Proponent must carry out the CSSI in accordance with the terms of this approval and generally in accordance with: (a) Sydney Metro – Western Sydney Airport Environmental Impact Statement dated 21 October 2020; and (b) Sydney Metro – Western Sydney Airport Submissions Report submitted April 2021.	This Plan	This CEMP provides a framework for ensuring compliance with the requirements of the SSI 10051 Planning Approval and REMMs.
A2	The CSSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	This Plan	This CEMP provides a framework for ensuring compliance with the requirements of the SSI 10051 Planning Approval and REMMs.
A3	In the event of an inconsistency between: (a) the conditions of this approval and any document listed in Condition A1, the conditions of this approval will prevail to the extent of the inconsistency; and (b) any document listed in Condition A1, the most recent document will prevail to the extent of the inconsistency. Note: For the purpose of this condition, there is an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document.	This Plan	Condition noted.
A4	In the event that there are differing interpretations of the conditions of this approval, including in relation to a condition of this approval, the Planning Secretary's interpretation is final.	This Plan	Condition noted.
A5	The Proponent must comply with all written requirements or directions of the Planning Secretary, including in relation to: (a) the environmental performance of the CSSI; (b) any document or correspondence in relation to the CSSI; (c) any notification given to the Planning Secretary under the terms of this approval; (d) any audit of the construction or operation of the CSSI; (e) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval);	Appendix C6 – Compliance Tracking	Condition noted. In the event that a written requirement or direction is received from the Planning Secretary, relevant information and/or records will be provided to Sydney Metro for submission.

Ref	Description	Reference	How Addressed
	(f) the carrying out of any additional monitoring or mitigation measures; and (g) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under the terms of this approval.		
A6	Where the terms of this approval require a document or monitoring program to be prepared, or a review to be undertaken, in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Planning Secretary with the document. The evidence must include: (a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval; (b) a log of the dates of engagement or attempted engagement with the identified party and a summary of the issues raised by them; (c) documentation of the follow-up with the identified party(s) where feedback has not been provided to confirm that the party(s) has none or has failed to provide feedback after repeated requests; (d) outline of the issues raised by the identified party(s) and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party(s) and the reasons why they have not been addressed.	Section 1.7	This CEMP has been prepared in accordance with Conditions C2 and C3. In accordance with the Staging Report, this Plan will be submitted to the ER for endorsement. There are no agency consultation requirements triggered in the preparation of this CEMP.
A7	This approval lapses five (5) years after the date on which it is granted, unless work has physically commenced on or before that date.	Appendix C6 – Compliance Tracking	Condition noted.
A8	References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, standards or policies in the form they are in as at the date of this approval.	Appendix C6 – Compliance Tracking	Condition noted.
A9	Any document that must be submitted or action taken within a timeframe specified in or under the conditions of this approval may be submitted or undertaken within a later timeframe agreed with the Planning Secretary. This condition does not apply to the written notification required in respect of an incident under Condition A39.	Appendix C6 – Compliance Tracking	Condition noted.

Ref	Description	Reference	How Addressed
A10	The CSSI may be constructed and operated in stages. Where staged construction and/or operation is proposed, a Staging Report must be prepared. The Staging Report must be submitted to the Planning Secretary for information no later than one (1) month before the lodgement of any CEMP or CEMP sub plan for the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation), unless otherwise agreed with the Planning Secretary.	Section 1.5	The Staging Report is prepared by Sydney Metro. Details on construction staging, as relevant to the Main Works, are provided in Section 1.5.
A11	The Staging Report must: (a) set out how construction of the whole of the CSSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish; (b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including details of each stage and the general timing of when operation of each stage will commence; (c) specify conditions that apply to each stage of construction and operation including how compliance with conditions will be achieved across and between each of the stages of the CSSI; (d) set out mechanisms for managing any cumulative impacts arising from the proposed staging; and (e) for the purposes of informing Conditions C2, C7 and C17, include an assessment of the predicted level of environmental risk and potential level of community concern posed by the construction activities required to construct each stage of the CSSI. With respect to (e) above, the risk assessment must use an appropriate process consistent with AS/NZS ISO 31000: 2018; Risk Management - Guidelines and must be endorsed by the ER. Note: 1. A Staging Report may reflect the staged construction and operation of the project through geographical activities, temporal activities or activity-based staging.	Section 1.5	The Staging Report is prepared by Sydney Metro. Details on construction staging, as relevant to the Main Works, are provided in Section 1.5.

Ref	Description	Reference	How Addressed
	2. The risk matrix must reflect the stages of construction identified in the Staging Report		
A12	The CSSI must be staged in accordance with the Staging Report, as submitted to the Planning Secretary for information.	Section 1.5	The Staging Report is prepared by Sydney Metro. Details on construction staging, as relevant to the Main Works, are provided in Section 1.5.
A13	Where staging is proposed, the terms of this approval that apply or are relevant to the work or activities to be carried out in a specific stage must be complied with at the relevant time for that stage.	Section 1.5	The Staging Report is prepared by Sydney Metro. Details on construction staging, as relevant to the Main Works, are provided in Section 1.5.
A14	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared and submitted to the Planning Secretary for information before the commencement of changes to the stage of construction or the stage of operation.	Section 1.5	The Staging Report is prepared by Sydney Metro. Details on construction staging, as relevant to the Main Works, are provided in Section 1.5. Where changes are proposed by CPBUI, a revised Staging Report will be prepared by Sydney Metro and submitted to the Planning Secretary prior to commencement of the changes.
A15	Where changes are proposed to the risk assessment related to the staging of construction or operation, a revised Staging Report must be submitted to the Planning Secretary for information one (1) month before the lodgement of any CEMP or CEMP sub plan associated with the stage where change in risk assessment is proposed.	Section 1.5	The Staging Report is prepared by Sydney Metro. Details on construction staging, as relevant to the Main Works, are provided in Section 1.5. Where changes to the risk assessment are proposed by CPBUI, a revised Staging Report will be prepared by Sydney Metro and submitted to the Planning Secretary one month prior to lodgement of any CEMP or CEMP sub plan associated with the stage where change in risk assessment is proposed.
A16	The Proponent may submit any strategies, plans or programs required by this approval on a progressive basis, within each stage of the CSSI.	Section 1.5	Condition noted.

Ref	Description	Reference	How Addressed
	Notes: 1. While any strategy, plan or program may be submitted on a progressive basis, the Proponent will need to ensure that the existing activities on site are covered by suitable strategies, plans or programs at all times; and 2. If the submission of any strategy, plan or program is to be submitted on a progressive basis, then the relevant strategy, plan or program must clearly describe the activities to which the strategy, plan or program applies, the relationship of this activity to any future activities within the stage, and the trigger for updating the strategy, plan or program. 3. The staged submission of strategies, plans or programs may reflect the construction and operation of the project through geographical activities, temporal activities or activity-based staging.		The Staging Report is prepared by Sydney Metro. Details on construction staging, as relevant to the SCAW scope, are provided in Section 1.5.
A17	Ancillary facilities that are not identified by description and location in the documents listed in Condition A1 can only be established and used in each case if: (a) they are located within or immediately adjacent to the Construction Boundary of the CSSI; and (b) they are not located next to sensitive land use(s) (including where an access road is between the facility and the receiver), unless the landowner and occupier have given written acceptance to the carrying out of the relevant facility in the proposed location; and (c) they have no impacts on Heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and (d) the establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts. Note: This condition does not apply to any ancillary facilities or work that are exempt or complying development, established before the commencement of construction under this approval or minor ancillary facilities established under Condition A22.	Section 3.3 Section 6.4 Appendix C3 – Site Establishment Layout Plans	The requirements of this condition are reflected in Section 3.3. As detailed in Appendix C3 – Site Establishment Layout Plans, the scope of this CEMP is limited to ancillary facilities that are listed in Condition A1.

Ref	Description	Reference	How Addressed
A18	Before establishment of any ancillary facility (excluding exempt or complying development, minor ancillary facilities determined by the ER to have minimal environmental impact and those established under Condition A22 and those considered in an approved CEMP), the Proponent must prepare a Site Establishment Management Plan which outlines the environmental management practices and procedures to be implemented for the establishment of the ancillary facilities. The Site Establishment Management Plan must be prepared in consultation with the Relevant Council(s) and relevant government agencies. The Site Establishment Management Plan must include: (a) a description of activities to be undertaken during establishment of the ancillary facility (including scheduling and duration of work to be undertaken at the site); (b) figures illustrating the proposed operational site layout and the location of the closest sensitive land use(s); (c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of site establishment work; (d) details of how the site establishment activities described in subsection (a) of this condition will be carried out to: (i) meet the performance outcomes stated in the documents listed in Condition A1; and (ii) manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; and (e) a program for monitoring the performance outcomes, including a program for construction noise monitoring, where appropriate or required. Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each ancillary facility.	Appendix C3 – Site Establishment Layout Plans	Ancillary facilities, including site layouts and approvals processes, are detailed within this CEMP (Appendix C3 – Site Establishment Layout Plans). Reflecting the requirements of Condition C3, this CEMP will be endorsed by the ER prior to commencement of works. Given that the ancillary facilities will be included within an approved CEMP, a Site Establishment Management Plan is not triggered.
A19	With the exception of a Site Establishment Management Plan expressly nominated by the Planning Secretary to be endorsed by the ER, all Site Establishment Management Plans must be submitted to the Planning	Appendix C3 – Site Establishment Layout Plans	Ancillary facilities, including site layouts and approvals processes, are detailed within this CEMP (Appendix C3 – Site Establishment Layout Plans).

Ref	Description	Reference	How Addressed
	Secretary for approval one (1) month before the establishment of any ancillary facilities.		Reflecting the requirements of Condition C3, this CEMP will be endorsed by the ER prior to commencement of works. Given that the ancillary facilities will be included within an approved CEMP, a Site Establishment Management Plan is not triggered.
A20	A Site Establishment Management Plan expressly nominated by the Planning Secretary to be endorsed by the ER must be submitted to the ER for endorsement one (1) month before the establishment of that ancillary facility or as otherwise agreed with the ER.	Appendix C3 – Site Establishment Layout Plans	Ancillary facilities, including site layouts and approvals processes, are detailed within this CEMP (Appendix C3 – Site Establishment Layout Plans). Reflecting the requirements of Condition C3, this CEMP will be endorsed by the ER prior to commencement of works. Given that the ancillary facilities will be included within an approved CEMP, a Site Establishment Management Plan is not triggered.
A21	The use of ancillary facility for construction must not commence until the CEMP required by Condition C1 relevant CEMP Sub-plans required by Condition C5 and relevant Construction Monitoring Programs required by Condition C13 have been approved by the Planning Secretary or endorsed by the ER (whichever is applicable). Note: This condition does not apply to Condition A22 or where the use of an ancillary facility is Low Impact Work or for Low Impact Work.	Section 1.7	The use of ancillary facilities for construction will not commence until this CEMP has been endorsed by the ER.
A22	Lunch sheds, office sheds, portable toilet facilities and the like, can be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria: (a) are located within or adjacent to the Construction Boundary; and (b) have been assessed by the ER to have -	Section 3.2	Lunch sheds, office sheds, portable toilet facilities and the like, will be assessed in accordance with the requirements of this condition and endorsed by the ER prior to establishment.

Ref	Description	Reference	How Addressed
	(i) minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the ICNG, traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and (ii) minimal environmental impact with respect to waste management and flooding, and (iii) no impacts on biodiversity, soil and water, and Heritage items beyond those already approved under other terms of this approval.		
A23	Boundary screening must be erected around ancillary facilities that are adjacent to sensitive land use(s) for the duration that the ancillary facility is in use unless otherwise agreed with relevant affected residents, business operators or landowners.	Section 6.2	The requirements of this condition are addressed in the Visual Amenity Management Sub-plan.
A24	Boundary screening required under Condition A23 must minimise visual impacts on adjacent sensitive land use(s).	Section 6.2	The requirements of this condition are addressed in the Visual Amenity Management Sub-plan.
A25	All Independent Appointments required by the terms of this approval must have regard to the Department's guideline Seeking approval from the Department for the appointment of independent experts (DPIE, 2020) and hold current membership of a relevant professional body, unless otherwise agreed by the Planning Secretary.	Section 5	Sydney Metro is responsible for the engagement of Independent Appointments. Roles and responsibilities of Independent Appointments with respect to the Main Works are detailed in Section 5.
A26	The Planning Secretary may at any time commission an audit of how an Independent Appointment has exercised their functions. The Proponent must: (a) facilitate and assist the Planning Secretary in any such audit; and (b) make it a term of their engagement of an Independent Appointment that the Independent Appointment facilitate and assist the Planning Secretary in any such audit.	Appendix C6 – Compliance Tracking	Condition noted.
A27	Upon completion of an audit under Conditions A26 above, the Planning Secretary may withdraw its approval of an Independent Appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval.	Appendix C6 – Compliance Tracking	Condition noted.

Ref	Description	Reference	How Addressed
	Note: Conditions A26 and A27 apply to all Independent Appointments including the ER and Independent Auditor.		
A28	Work must not commence until an Environmental Representative (ER) has been nominated by the Proponent and approved by the Planning Secretary.	Appendix C6 – Compliance Tracking	The ER has been nominated by Sydney Metro and approved by the Planning Secretary.
A29	The proposed ER must be a suitably qualified and experienced person(s) who was not involved in the preparation of the documents listed in Condition A1 and is independent from the design and construction personnel for the CSSI and those involved in the delivery of it.	Appendix C6 – Compliance Tracking	The ER has been nominated by Sydney Metro and approved by the Planning Secretary in accordance with the requirements of this Condition.
A30	The Proponent may engage more than one ER for the CSSI, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Planning Secretary for the purposes of the SSI.	Appendix C6 – Compliance Tracking	The ER (and alternate) has been nominated by Sydney Metro and approved by the Planning Secretary in accordance with the requirements of this Condition.
A31	The ER must meet the requirements of the Department's Environmental Representative Protocol (DPE, 2018).	Section 5.4	The ER has been nominated by Sydney Metro and approved by the Planning Secretary. Roles and responsibilities of the ER are detailed in Section 5.4.
A32	For the duration of the work until the commencement of operation, or as agreed with the Planning Secretary, the approved ER must: (a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI; (b) consider and inform the Planning Secretary on matters specified in the terms of this approval; (c) consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community; (d) review documents identified in Conditions A10, A18, A20, C1, C5 and C13 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so:	Section 5.4	The ER has been nominated by Sydney Metro and approved by the Planning Secretary. Roles and responsibilities of the ER are detailed in Section 5.4.

Ref	Description	Reference	How Addressed
	(i) endorse the documents before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or (ii) endorse the documents before the implementation of such documents (if those documents are only required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary / Department); (iii) provide a written statement to the Planning Secretary advising the documents have been endorsed. (e) for documents that are required to be submitted to the Planning Secretary / Department for information under (d)(ii) above, the documents must be submitted as soon as practicable to the Planning Secretary / Department after endorsement by the ER, unless otherwise agreed by the Planning Secretary; (f) regularly monitor the implementation of the documents listed in Conditions A10, A18, A20, C1, C5 and C13 to ensure implementation is being carried out in accordance with the document and the terms of this approval; (g) as may be requested by the Planning Secretary, help plan or attend audits of the development commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A36; (h) as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints received directly by the Department; (i) consider or assess the impacts of minor ancillary facilities as required by Condition A22; and (j) consider any minor amendments to be made to the Site Establishment Management Plan, CEMP, CEMP Sub-plans and construction monitoring programs without increasing impacts to nearby sensitive land use(s), and are consistent with the terms of this approval and the Site Establishment Management Plan, CEMP, CEMP Sub-plans and construction monitoring programs approved by the Planning Secretary and, if satisfied such		

Ref	Description	Reference	How Addressed
	amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval; (k) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports". The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI or as otherwise agreed by the Planning Secretary; and (l) assess the impacts of activities as required by the Low Impact Work definition. With respect to (d) above, the ER is not required to endorse the specialist content in documents requiring specialist review and / or endorsement.		
A33	The Proponent must provide the ER with all documentation requested by the ER in order for the ER to perform their functions specified in Condition A32 (including preparation of the ER monthly report), as well as: (a) the Complaints Register (to be provided on a weekly basis or as requested); and (b) a copy of any assessment carried out by the Proponent of whether proposed work is consistent with the approval (which must be provided to the ER before the commencement of the subject work).	Section 7.7.3 Section 7.12.3	The requirements of this Condition are included in Section 7.7.3 and Section 7.12.3.
A34	The Department, and relevant Councils must be notified in writing of the date of commencement of construction at least seven (7) days before the commencement of construction.	Section 1.7	DPE and relevant Councils will be notified in writing of the date of date of commencement of the Main Works at least seven days before the commencement of this sub-stage.
A35	If construction of the CSSI is to be staged, the Department, Liverpool City Council and Penrith City Council must be notified in writing at least seven (7) days before the commencement of each stage, of the date of the commencement of that stage.	Section1.7	DPE and relevant Councils will be notified in writing of the date of date of commencement of the Main Works at least seven days before the commencement of this sub-stage.

Ref	Description	Reference	How Addressed
A36	Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020).	Section 7.13.1	Sydney Metro is responsible for the delivery of Independent Audits. The requirement to undertake Independent Audits during the Main Works is detailed in Section 7.13.1.
A37	Notwithstanding Condition A36, the Proponent may prepare an audit program to outline the scope and timing of each independent audit that will be undertaken during construction. If prepared, the audit program must be developed in consultation with, and approved by, the Planning Secretary prior to commencement of the first audit and implemented throughout construction.	Section 7.13.1	Sydney Metro is responsible for the preparation of an audit program. CPBUI will fully participate in Independent Audits as relevant to the Main Works.
A38	Proposed independent auditors must be approved by the Planning Secretary before the commencement of an Independent Audit.	Section 7.13.1	Sydney Metro is responsible for the engagement of Independent Auditors.
A39	The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified in the Independent Audit Post Approval Requirements (DPIE, 2020), upon giving at least four (4) weeks' notice (or timing as stipulated by the Planning Secretary) to the Proponent of the date upon which the audit must be commenced.	Section 7.13.1	Condition noted.
A40	Independent Audit Reports and the Proponent's response to audit findings must be submitted to the Planning Secretary within two (2) months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approval Requirements (DPIE, 2020), unless otherwise agreed by the Planning Secretary.	Section 7.13.1	Sydney Metro is responsible for the delivery of Independent Audits. The requirements of this Condition are captured in Section 7.13.1.
A41	The Planning Secretary must be notified via phone or in writing via the Major Projects website as soon as possible and no later than 12 hours after the Proponent becomes aware of an incident. Any notification via phone must be followed up by a notification in writing via the Major Projects website within 24 hours of the initial phone call. The written notification must identify the CSSI (including the application number and the name of the CSSI if it has one) and set out the location and general nature of the incident.	Section 7.10.2	Notification to the Planning Secretary of incidents will be undertaken in accordance with the requirements of this condition.

Ref	Description	Reference	How Addressed
A43	Subsequent notification must be given and reports submitted in accordance with the requirements set out in Appendix A.	Section 7.10.2	A subsequent notification and report will be submitted to DPE within seven days in accordance with the requirements set out in Appendix A of the Infrastructure Approval.
A44	The Planning Secretary must be notified in writing via the Major Projects website within seven (7) days after the Proponent becomes aware of any non-compliance with the terms of this approval.	Section 7.4.3	Notification to the Planning Secretary of non-compliances will be undertaken in accordance with the requirements of this condition.
A45	A non-compliance notification must identify the CSSI (including the application number for it), set out the condition of approval that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be undertaken to address the non-compliance. Note: A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	Section 7.4.3	Notification to the Planning Secretary of non-compliances will be undertaken in accordance with the requirements of this condition.
A46	All Heavy Vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the Heavy Vehicle standing 20 metres away.	Section 6.2	The requirements of this condition are addressed in the Spoil Management Sub-plan. Vehicle markings will be approved by Sydney Metro prior to implementation.
A47	The CSSI name, application number, telephone number, postal address and email address required under Condition B3 must be available on site boundary fencing / hoarding at each ancillary facility before the commencement of construction. This information must also be provided on the website required under Condition B11.	Section 6.2	The requirements of this condition are addressed in the Visual Amenity Management Sub-plan. The Project website which provides information relating to the CSSI has been established by Sydney Metro
B1	The Overarching Community Communication Strategy as provided in the documents listed in Condition A1, or updated Strategy must be implemented for the duration of the work. Should the Overarching Community Communication Strategy be updated, a copy must be provided to the Planning Secretary for information.	Section 7.7.2	Sydney Metro has developed an OCCS for the Sydney Metro Western Sydney Airport project. The OCCS incorporates both on and off-airport works, with the on-airport components being developed

Ref	Description	Reference	How Addressed
			in consultation with Western Sydney Airport. In accordance with the OCCS, CPBUI have developed a Communication Strategy for the SCAW package. The Communication Strategy provides details on the mechanisms to facilitate communication between project parties, stakeholders and the community in accordance with the Condition B1.
B2	A Complaints Management System must be prepared and implemented before the commencement of any work and maintained for the duration of construction and for a minimum for 12 months following completion of construction of the CSSI.	Section 7.7.2	The Complaints Management System will be established by Sydney Metro prior to commencement of any work. CPBUI will implement the Complaints Management System for the duration of the SCAW Works.
B3	The following information must be available to facilitate community enquiries and manage complaints before the commencement of work and for 12 months following the completion of construction: (a) a 24- hour telephone number for the registration of complaints and enquiries about the CSSI; (b) a postal address to which written complaints and enquires may be sent; (c) an email address to which electronic complaints and enquiries may be transmitted; and (d) a mediation system for complaints unable to be resolved. This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.	Section 7.7.2	As detailed in the Communication Strategy, the requirements of this Condition have been satisfied by Sydney Metro.
B4	A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the: (a) number of complaints received; (b) date and time of the complaint;	Section 7.7.3	Sydney Metro will maintain the Complaints Register during the Project and for a minimum of 12 months following completion of construction. The requirements of this Condition will

Ref	Description	Reference	How Addressed
	(c) number of people (in the household) affected in relation to a complaint, if relevant; (d) method by which the complaint was made; (e) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; (f) issue of the complaint; (g) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and (h) if no action was taken, the reason(s) why no action was taken.		be captured within the Complaints Register by CPBUI.
B5	Complainants must be advised of the following information before, or as soon as practicable after, providing personal information: (a) the Complaints Register may be forwarded to government agencies, including the Department (Department of Planning Industry and Environment, 4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150), to allow them to undertake their regulatory duties; (b) by providing personal information, the complainant authorises the Proponent to provide that information to government agencies; (c) the supply of personal information by the complainant is voluntary; and (d) the complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information (Collection Statement). The Collection Statement must be included on the Proponent or development website to make prospective complainants aware of their rights under the Privacy and Personal Information Protection Act 1998 (NSW). For any complaints made in person, the complainant must be made aware of the Collection Statement.	Section 7.7.3	The Collection Statement will be communicated to complainants in accordance with the requirements of this Condition.
B6	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request. Note: Complainants must be advised that the Complaints Register may be forwarded to Government agencies to allow them to undertake their regulatory duties.	Section 7.7.3	The requirements of this Condition are reflected in Section 8.7.3. Sydney Metro is responsible for submission of the Complaints Register to the Planning Secretary.

Ref	Description	Reference	How Addressed
B7	A Community Complaints Mediator that is independent of the design and construction personnel must be engaged by the Proponent, upon the referral of the complaint by the ER in accordance with the Overarching Community Communication Strategy.	Section 7.7.3 Communication Strategy	Sydney Metro is responsible for the engagement of the Community Complaints Mediator. Further details on the Community Complaints Mediator are provided in the Communication Strategy.
B8	The role of the Community Complaints Mediator is to provide independent mediation services for any reasonable and unresolved complaint referred by the ER where a member of the public is not satisfied by the Proponent's response. Where a Community Complaints Mediator is required, a mediator accredited under the National Mediator Accreditation System (NMAS), administered by the Mediator Standards Board must be appointed.	Section 7.7.3 Communication Strategy	Sydney Metro is responsible for the engagement of the Community Complaints Mediator. Further details on the Community Complaints Mediator are provided in the Communication Strategy.
B9	The Community Complaints Mediator will: (a) review any unresolved disputes, referred by the ER in accordance with the Overarching Community Communication Strategy; (b) make recommendations to the Proponent to satisfactorily address complaints, resolve disputes or mitigate against the occurrence of future complaints or disputes; and (c) provide a copy of the recommendations, and the Proponent's response to the recommendations, to the Planning Secretary within one month of the recommendations being made.	Section 7.7.3 Communication Strategy	Sydney Metro is responsible for the engagement of the Community Complaints Mediator. Further details on the Community Complaints Mediator are provided in the Communication Strategy.
B10	Community Complaints Mediation will not be enacted before the Complaints Management System required by Condition B2 has been executed for a complaint and will not consider issues such as property acquisition, where other dispute processes are provided for in this approval, statute or clear government policy and resolution processes are available, or matters which are not within the scope of this CSSI.	Section 7.7.3 Communication Strategy	Sydney Metro is responsible for the engagement of the Community Complaints Mediator. Further details on the Community Complaints Mediator are provided in the Communication Strategy.
B11	A website or webpage providing information in relation to the CSSI must be established before commencement of work and maintained for the duration of construction, and for a minimum of 24 months following the completion of all stages of construction of the CSSI. Up-to-date information (excluding confidential, private, commercial information or other documents as agreed	Section 1.7	The Project website has been established by Sydney Metro. Reflecting the requirements of this Condition, CPBUI will provide Sydney Metro with this CEMP for inclusion on the website.

Ref	Description	Reference	How Addressed
	to by the Planning Secretary) must be published before the relevant work commencing and maintained on the website or dedicated pages including: (a) information on the current implementation status of the CSSI; (b) a copy of the documents listed in Condition A1, and any documentation relating to any modifications made to the CSSI or the terms of this approval; (c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval, or links to the referenced documents where available; (d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI, or where the issuing agency maintains a website of approvals, licences or permits, a link to that website; (e) a current copy of each document required under the terms of this approval, which must be published within one (1) week of its approval or before the commencement of any work to which they relate or before their implementation, as the case may be; and (f) a copy of the audit reports required under this approval. Where the information / document relates to a particular work or is required to be implemented, it must be published before the commencement of the relevant work to which it relates or before its implementation. All information required in this condition is to be provided on the website or webpage, and easy to navigate.		
C1	Construction Environmental Management Plans (CEMPs) and CEMP Sub-plans must be prepared in accordance with the Construction Environmental Management Framework (CEMF) included in the documents listed in Condition A1 to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during construction.	This Plan	This CEMP has been prepared in accordance with the CEMF.
C2	With the exception of any CEMPs expressly nominated by the Planning Secretary to be endorsed by the ER, all CEMPs must be submitted to the Planning Secretary for approval. Note: The Planning Secretary will consider the assessment of the predicted level of environmental risk and potential level of community concern	Section 1.7	This CEMP and associated procedures will be submitted to the ER for endorsement no later than one month before the commencement of Stage 1 works.

<table>
<tr><th>Ref</th><th>Description</th><th>Reference</th><th>How Addressed</th></tr>
<tr><td></td><td>required under Condition A11(e) when deciding whether any CEMP's may be endorsed by the ER</td><td></td><td></td></tr>
<tr><td>C3</td><td>The CEMP(s) not requiring the Planning Secretary's approval must be submitted to the ER for endorsement no later than one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage. That CEMP must obtain the endorsement of the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.</td><td>Section 1.7</td><td>This CEMP and associated procedures will be submitted to the ER for endorsement no later than one month before the commencement of Stage 1 works.</td></tr>
<tr><td>C4</td><td>Any CEMP to be approved by the Planning Secretary must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage.</td><td>Section 1.7</td><td>As detailed in the Staging Report, this Plan will be endorsed by the ER under Condition C3.</td></tr>
<tr><td>C5</td><td>Of the CEMP Sub-plans required under Condition C1, the following CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of issues raised by a government agency during consultation (as required by Condition A6) must be provided as part of the relevant CEMP Sub-Plan when submitted to the Planning Secretary / ER (whichever is applicable). Where a government agency(ies) request(s) is not included, the Proponent must provide the Planning Secretary / ER (whichever is applicable) justification as to why.
<table>
<tr><th></th><th>Required CEMP Sub-Plan</th><th>Relevant government agencies to be consulted for each CEMP Sub-plan</th></tr>
<tr><td>(a)</td><td>Noise and vibration</td><td>Relevant Councils and WaterNSW (in relation to its assets)</td></tr>
<tr><td>(b)</td><td>Flora and fauna</td><td>DPIE EES, DPI Fisheries, and Relevant Councils</td></tr>
<tr><td>(c)</td><td>Soil and water</td><td>DPI Fisheries, and Relevant Councils</td></tr>
<tr><td>(d)</td><td>Non-Aboriginal heritage</td><td>Relevant Councils, WaterNSW and Heritage NSW</td></tr>
</table></td><td>Section 1.7.1
Section 6.2</td><td>CEMP Sub-plans have been prepared to manage environmental impacts and achieve the environmental performance outcomes as identified in the EIS and CEMF through the implementation of Conditions and REMMs. The CEMP Sub-plans are detailed in Section 6.2 and the external consultation is detailed in Section 1.7.1.</td></tr>
</table>

Ref	Description	Reference	How Addressed
	Note: CEMP Sub-plan(s) may reflect the construction of the project through geographical activities, temporal activities or activity based staging.		
C6	The CEMP Sub-plans must state how: (a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved; (b) the mitigation measures identified in the documents listed in Condition A1 will be implemented; (c) the relevant terms of this approval will be complied with; and (d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.	Section 6.2	The relevant CEMP Sub-plans have been prepared in accordance with this Condition.
C7	With the exception of any CEMP Sub-plans expressly nominated by the Planning Secretary to be endorsed by the ER, all CEMP Sub-plans must be submitted to the Planning Secretary for approval.	Section 1.7	In accordance with the Staging Report, the approval authority for CEMP Sub-plans is detailed in Table 6.
C8	The CEMP Sub-plans not requiring the Planning Secretary's approval must obtain the endorsement of the ER as being in accordance with the conditions of approval and all relevant undertakings made in the documents listed in Condition A1. Any of these CEMP Sub-plans must be submitted to the ER with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before construction or where construction is staged no later than one (1) month before the commencement of that stage.	Section 1.7	In accordance with the Staging Report, the approval authority for CEMP Sub-plans is detailed in Table 6.
C9	Any of the CEMP Sub-plans to be approved by the Planning Secretary must be submitted to the Planning Secretary with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before construction or where construction is staged no later than one (1) month before the commencement of that stage.	Section 1.7	In accordance with the Staging Report, the approval authority for CEMP Sub-plans is detailed in Table 6.
C10	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER (whichever is applicable), unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans, as approved by the Planning	Section 1.7	The Main Works will not commence until this CEMP and Sub-plans have been endorsed by the ER and/or approved by the Planning Secretary.

Ref	Description	Reference	How Addressed
	Secretary or endorsed by the ER (whichever is applicable), including any minor amendments approved by the ER, must be implemented for the duration of construction.		
C11	In addition to the relevant requirements of the CEMF, the Flora and Fauna CEMP Sub-plan must include but not be limited to: (a) details of how the requirements of Conditions E11 are met; (b) details of a dewatering plan of farm dams including: (i) supervision of dewatering by a suitably qualified ecologist; (ii) a methodology for the transfer of native fauna species known to inhabit and/or use the dam; (iii) the location and suitability of the proposed relocation sites; and (iv) any potential impacts of relocating the fauna to the relocation sites; (c) protocols for incidental finds of threatened species and ecological communities within the construction boundary.	Section 6.2	The Flora and Fauna Management Sub-plan has been prepared in accordance with this condition.
C12	In addition to the relevant requirements of the CEMF, the Soil and Water CEMP Sub-Plan must include but not be limited to: (a) details how the requirements of Conditions E127, E128 and E129 will be met; (b) the unexpected contaminated finds protocol required by Condition E98.	Section 6.2	The Soil and Water Management Sub-plan has been prepared in accordance with this condition.
C13	The following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies (as required by Condition A6) identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in Condition A1 or in the CEMP. Where a government agency(ies) request(s) is not included, the Proponent must provide the Planning Secretary / ER (whichever is applicable) justification as to why. Required Construction Monitoring Programs Relevant government agencies to be consulted for each Construction Monitoring Program	Section 1.7.1 Section 6.2	Construction monitoring programs have been prepared and included in the relevant CEMP Sub-plan. The CEMP Sub-plans are detailed in Section 6.2 and the external consultation is detailed in Section 1.7.1. The Staging Report (Revision 6) and the assessment of environmental management applicability to each stage has determined that a Groundwater Monitoring Program is not applicable to the SCAW package.

Ref	Description		Reference	How Addressed
	Required Construction Monitoring Program	**Relevant government agencies to be consulted for each Construction Monitoring Program**		
	(a) Noise and vibration	Relevant Councils and WaterNSW (in relation to its assets)		
	(b) Surface water quality	DPIE EES, DPI Fisheries, and Relevant Councils		
	(c) Groundwater	DPI Fisheries, and Relevant Councils		
	(d) Air quality	Relevant Councils		
C14	Each Construction Monitoring Program must provide: (a) details of baseline data available including the period of baseline monitoring; (b) details of baseline data to be obtained and when; (c) details of all monitoring of the project to be undertaken; (d) the parameters of the project to be monitored; (e) the frequency of monitoring to be undertaken; (f) the location of monitoring; (g) the reporting of monitoring results and analysis results against relevant criteria; (h) details of the methods that will be used to analyse the monitoring data; (i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicated unacceptable project impacts; (j) a consideration of SMART principles; (k) any consultation to be undertaken in relation to the monitoring programs; and (l) any specific requirements as required by Conditions C15 to C16.		Section 6.2	Construction monitoring programs have been prepared in accordance with this Condition.
C15	The Noise and Vibration Construction Monitoring Program must include: (a) noise and vibration monitoring at representative residential and other locations (including at the worst- affected residences), subject to property owner approval, to confirm construction noise and vibration levels; (b) monitoring undertaken during the day, evening and night-time periods throughout the construction period and cover the range of activities being		Section 6.2	The Noise and Vibration Construction Monitoring Program, as part of the Noise and Vibration Management Sub-plan, has been prepared in accordance with this Condition.

Ref	Description	Reference	How Addressed
	undertaken; (c) method and frequency for reporting monitoring results; and (d) a process to undertake real time noise and vibration monitoring. The results of the monitoring must be readily available to the construction team, the Proponent and ER. The Planning Secretary and EPA must be provided with access to the results on request.		
C16	Groundwater Construction Monitoring Program must include: (a) groundwater monitoring networks at each construction excavation site predicted to intercept groundwater in the documents listed in Condition A1; (b) detail of the location of all monitoring bores with nested sites to monitor both shallow and deep groundwater levels and quality; (c) define the location of saltwater interception monitoring where sentinel groundwater monitoring bores will be installed between the saline sources of the estuary or river and that of each construction excavation site predicted to intercept groundwater in the documents listed in Condition A1; (d) results from existing monitoring bores; (e) monitoring and gauging of groundwater inflow to the excavations, appropriate trigger action response plan for all predicted groundwater impacts upon each noted neighbouring groundwater system component for each excavation Ancillary facility; (f) trigger levels for groundwater quality, salinity and groundwater drawdown in monitoring bores and / or other groundwater users; (g) daily measurement of the amount of water discharged from the water treatment plants; (h) water quality testing of the water discharged from treatment plants; (i) management and mitigation measures and criteria including measures to address impacts on groundwater dependent ecosystems; (j) groundwater inflow to the excavations to enable a full accounting of the groundwater take from the Sydney Basin Central Groundwater Source; (k) reporting of groundwater gauging at excavations, groundwater monitoring, groundwater trigger events and action responses; and (l) methods for providing the data collected to Sydney Water where discharges are directed to their assets.	N/A	The Staging Report (Revision 6) and the assessment of environmental management applicability to each stage has determined that a Groundwater Monitoring Program is not applicable to the SCAW package.

Ref	Description	Reference	How Addressed
C17	With the exception of any Construction Monitoring Programs expressly nominated by the Planning Secretary to be endorsed by the ER, all Construction Monitoring Programs must be submitted to the Planning Secretary for approval.	Section 1.7	In accordance with the Staging Report, the approval authority for CEMP Sub-plans and construction monitoring programs is detailed in Table 6.
C18	The Construction Monitoring Programs not requiring the Planning Secretary's approval must obtain the endorsement of the ER as being in accordance with the conditions of approval and all undertakings made in the documents listed in Condition A1. Any of these Construction Monitoring Programs must be submitted to the ER for endorsement at least one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage.	Section 1.7	The Main Works will not commence until the ER has endorsed and/or the Planning Secretary has approved the construction monitoring program as detailed in Table 6.
C19	Any of the Construction Monitoring Programs which require Planning Secretary approval must be endorsed by the ER and then submitted to the Planning Secretary for approval at least one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage.	Section 1.7	In accordance with the Staging Report, the approval authority for CEMP Sub-plans and construction is detailed in Table 6.
C20	Unless otherwise agreed with the Planning Secretary, construction must not commence until the Planning Secretary has approved, or the ER has endorsed (whichever is applicable), all of the required Construction Monitoring Programs and all relevant baseline data for the specific construction activity has been collected.	Section 1.7 Section 6.2	The Main Works will not commence until the ER has endorsed and/or the Planning Secretary has approved the CEMP, CEMP Sub-plans and monitoring programs. Pre construction monitoring data will be obtained in accordance with the applicable construction monitoring program.
C21	The Construction Monitoring Programs, as approved by the Planning Secretary or the ER has endorsed (whichever is applicable), including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary or the ER (whichever is applicable), whichever is the greater.	Section 1.7 Section 7.12.2	This CEMP and Sub-plans, inclusive of the applicable construction monitoring programs, will be implemented for the duration of the Main Works.
C22	The results of the Construction Monitoring Programs must be submitted to the Planning Secretary, ER and relevant regulatory agencies, for	Section 7.13.2	Compliance reporting will be prepared in accordance with the relevant

Ref	Description	Reference	How Addressed
	information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program. Note: Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.		construction monitoring program as detailed in Table 18.
E1	All reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during construction.	Section 6.2	The requirements of this Condition are addressed in the Air Quality Management Sub-plan.
E2	The clearing of native vegetation must be minimised to the greatest extent practicable with the objective of reducing impacts to threatened ecological communities and threatened species habitat.	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
E3	Impacts to plant community types must not exceed those identified in the documents listed in Condition A1 of this schedule, unless otherwise approved by the Planning Secretary. In requesting the Planning Secretary's approval, an assessment of the additional impact(s) to plant community types and an updated ecosystem and / or species credit requirement under Condition E4 below, if required, must be provided.	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
E4	Prior to impacts on the biodiversity values set out in Table 3 and Table 4 of the Planning Approval SSI 10051, the number and classes of ecosystem credits and species credits (like-for-like) must be retired. Note: Credits have been calculated using the Biodiversity Assessment Method.	Section 6.2	Sydney Metro is responsible for the retirement of ecosystem credits and species credits in accordance with the requirements of this Condition. CPBUI is facilitating this requirement. The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
E5	The requirement to retire like-for-like ecosystem credits and species credits in Condition E4 may be satisfied by payment to the Biodiversity Conservation Fund of an amount equivalent to the number and classes of ecosystem credits and species credits.	Section 6.2	Sydney Metro is responsible for the retirement of ecosystem credits and species credits in accordance with the requirements of this Condition. CPBUI is facilitating this requirement. The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.

Ref	Description	Reference	How Addressed
E6	Where evidence of compliance with the Ancillary rules: Reasonable steps to seek like-for-like biodiversity credits for the purpose of applying the variation rules has been provided to the Planning Secretary, variation rules may be applied to retire the relevant ecosystem credits and species credits as set out in the BAM Biodiversity Credit Report (Variation).	Section 6.2	Sydney Metro is responsible for the retirement of ecosystem credits and species credits in accordance with the requirements of this Condition. CPBUI is facilitating this requirement. The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
E7	Evidence of the retirement of credits in satisfaction of Condition E4 or payment to the Biodiversity Conservation Fund in satisfaction of Condition E5 must be provided to the Planning Secretary prior to impacts on the biodiversity values.	Section 6.2	Sydney Metro is responsible for the retirement of ecosystem credits and species credits in accordance with the requirements of this Condition. CPBUI is facilitating this requirement. The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
E8	The Proponent must minimise impacts to Key Fish Habitat (KFH) as defined in Policy and Guidelines for Fish Habitat Conservation and Management (DPI, 2013 update). Residual impacts to KFH, following the implementation of habitat rehabilitation or other environmental compensation measures, must be offset at a ratio of 2:1 habitat offset requirement in accordance with the Policy and Guidelines for Fish Habitat Conservation and Management (DPI, 2013 update) and in consultation with DPI Fisheries.	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
E9	Where offsets are required in accordance with Condition E8, payment of the habitat offset requirement must be made to the DPI Fish Conservation Trust Fund prior to the commencement of Work that impacts KFH.	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
E10	Where offsets are required in accordance with Condition E8, the Proponent must submit to the Planning Secretary a receipt confirming payment to the DPI Fish Conservation Trust Fund within one (1) month of making the payment.	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
E11	Nest Boxes must be installed one (1) month prior to any removal of existing tree hollows and/or the release of any captured hollow dependent fauna.	Section 6.2 Section 6.4	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.

Ref	Description	Reference	How Addressed
E12	Re-use of Timber E9 Prior to vegetation clearing, the Proponent must identify where it is practicable for the CSSI to reuse native trees and vegetation that are to be removed. If it is not possible for the CSSI to reuse removed native trees and vegetation, the Proponent must consult with the relevant council(s), NSW National Parks & Wildlife Service, Western Sydney Parklands Trust, Greater Sydney Local Land Services, Landcare groups, DPI Fisheries and any additional relevant government agencies to determine if: (a) hollows, tree trunks (greater than 25-30 centimetres in diameter and 2-3 metres in length), mulch, bush rock and root balls salvaged from native vegetation impacted by the CSSI; and (b) collected plant material, seeds and/or propagated plants from native vegetation impacted by the CSSI, could be used by others in habitat enhancement and rehabilitation work, before pursuing other disposal options.	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
E13	Revegetation and the provision of replacement trees must be informed by a Tree Survey undertaken during detailed design. The Tree Survey must identify the number, type and location of any trees to be removed. The Tree Survey must be submitted to the Planning Secretary for information with the Place, Urban Design and Corridor Landscape Plan required under Condition E79. Where trees are to be removed, the Proponent must provide a net increase in the number of replacement trees at a ratio of 2:1, except trees that are offset under Condition E4. Replacement trees must have a minimum pot size consistent with the relevant authority's plans / programs / strategies for vegetation management, street planting, or open space landscaping, or as agreed by the relevant authority(ies). Note: For the purposes of this condition, the relevant authority is that State or local government authority that owns or manages the land on which the replacement trees will be planted.	Section 6.2 Section 6.4	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan. The Tree Survey will be submitted to the Planning Secretary as a sub-plan to the project PUDCLP.
E14	The Proponent must design the watercourse crossings and the east-west regional corridor (Patons Lane) crossing to achieve the following objectives: (a) design of viaducts to retain and minimise clearing/disturbance of native vegetation and maximise native plant growth under the structures,	Section 6.6	Design Reports

Ref	Description	Reference	How Addressed
	(i) maintain and/or improve riparian/terrestrial connectivity under the viaduct and bridge structures to maximise the corridor function; (ii) maximise the viaduct and bridge structures span over the riparian corridor and/or remnant native vegetation whichever is the widest; (iii) minimise the clearing/disturbance of native vegetation and native riparian vegetation; and (iv) maximise light and moisture penetration under the viaduct and bridge structures to support native plant growth; (b) design of culverts and other crossings incorporate the following into the design to provide for movement of aquatic and terrestrial fauna, (i) elevated "dry" cells to encourage terrestrial movement, and recessed "wet" cells to facilitate the movement of aquatic fauna; (ii) maximise light penetration into the culvert structures; (iii) a naturalised base along the bed of the culvert; and 'fauna furniture' (such as rocks, logs, ropes and ledges) to facilitate fauna movement to maintain connectivity and provide fauna passage; (c) design of scour protection using natural solutions such as the revegetation of banks with local native species; and (d) details of remnant native vegetation including riparian vegetation. The Proponent must consult with DPIE EES, DPI Fisheries and engage suitably qualified experts in fauna crossing design to achieve the outcomes of this condition. Note: These design objectives must form part of the Place, Urban Design and Corridor Landscape Plan required under Condition E79.		
E15	The CSSI must be designed and constructed with the objective of not exceeding the flood impacts presented in the documents listed in Condition A1 or the flood impact criteria set out in Table 5 of the Planning Approval SSI 10051, whichever is greater, within and in the vicinity of the CSSI for all flood events up to and including the one (1) per cent Annual Exceedance Probability (AEP) flood event. Measures identified in the documents listed in Condition A1 to limit flooding impacts or measures that achieve the same outcome must be incorporated into the detailed design of the CSSI.	Section 6.2 Section 6.6	The requirements of this condition relating to design are addressed in Design Reports. The requirements of this condition relating to construction are addressed in the Soil and Water Management Sub-plan.

Ref	Description	Reference	How Addressed
E16	Updated modelling that incorporates these measures and is calibrated and validated with consideration of the results of the Wianamatta-South Creek Catchment Flood Assessment prepared by Infrastructure NSW as part of Stage 2 of the South Creek Sector Review must be prepared by a suitably qualified flood consultant The modelling must identify changes in post-development flood behaviour including cumulative flood impacts associated with Western Sydney International Airport and the M12, where this information is available, prior to detailed design being finalised.	Section 6.6	Design Reports
E17	Where flooding characteristics exceed the levels identified in Condition E15 above the Proponent must undertake the following: (a) consult with affected landowners for properties adversely flood affected as a result of the CSSI regarding appropriate mitigations; and (b) consult with the NSW State Emergency Service (SES) and Relevant Council(s) regarding the management of any continuous and residual flood risk from rarer flood events larger than the 1 per cent AEP and up to the probable maximum flood. In the event that the Proponent and the affected landowner cannot agree on the measures to mitigate the impact as described in Condition E15, the Proponent must engage a suitably qualified and experienced independent person to advise and assist in determining the impact and relevant mitigation measures.	Section 6.6	Design Reports
E18	Flood information including flood reports, models and geographic information system outputs must be provided to the DPIE PDPS, Relevant Council(s), DPIE EES and the SES in order to assist in preparing relevant documents and to reflect changes in flood behaviour as a result of the CSSI. The DPIE PDPS, Relevant Council(s), DPIE EES and the SES must be notified in writing that the information is available no later than one (1) month following the completion of construction. Information requested by the DPIE PDPS, Relevant Council(s), DPIE EES or the SES must be provided no later than six (6) months following the completion of construction or within another timeframe agreed with the DPIE PDPS, Relevant Council(s), DPIE EES and the SES. The project flood models and data must be uploaded to the NSW Flood Data Portal and access must be provided to the DPIE PDPS, Relevant Council(s), DPIE	Section 7.7.2	Provision of project information with stakeholders will be undertaken in accordance with the SCAW Communications Strategy.

Ref	Description	Reference	How Addressed
	EES and SES no later than one (1) month following the completion of construction.		
E19	The Proponent must not destroy, modify or otherwise physically affect any Heritage item not identified in documents referred to in Condition A1. Unexpected heritage finds identified by the CSSI must be managed in accordance with the Unexpected Heritage Finds and Human Remains Procedure outlined in Conditions E34 to E36. Consideration of avoidance and redesign to protect unexpected finds of state heritage significance must be addressed where this condition applies.	Section 6.2 Section 6.4	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
E20	The dismantling and reassembly of the jib crane at St Marys Station, if required, must only be undertaken under the supervision of a consultant experienced in the conservation of heritage machinery.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E21	The St Marys Goods Shed must not be destroyed, modified or otherwise adversely affected, except as identified in the documents listed in Condition A1.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E22	The Archaeological Research Design included in the documents listed in Condition A1 must be implemented during construction.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
E23	Before commencement of archaeological excavation, the Proponent must, in consultation with Heritage NSW, nominate a suitably qualified Excavation Director, who complies with Heritage Council of NSW's Criteria for Assessment of Excavation Director (September 2019), to oversee and advise on matters associated with historical archaeology for the approval of the Planning Secretary. The Excavation Director must be present to oversee excavation, advise on archaeological issues, advise on the duration and extent of oversight required during archaeological excavations consistent with the Archaeological Research Design and Excavation Methodology(s) identified in the documents listed in Condition A1. More than one Excavation Director may be engaged for CSSI to exercise the functions required under the conditions of this approval.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.

Ref	Description	Reference	How Addressed
E24	Archival photographic digital recording must be undertaken for all listed heritage items which will be affected by the CSSI. The recordings must be undertaken prior to the commencement of Work which may impact the items and documented in an Archival Recording Report. The recordings must include buildings, structures and landscape features and detailed maps showing the location of features. The archival recording must be prepared in accordance with How to Prepare Archival Records of Heritage Items (NSW Heritage Office, 1998) and Photographic Recording of Heritage Items Using Film or Digital Capture (NSW Heritage Office, 2006).	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
E25	The Archival Recording Report must be submitted to the Planning Secretary, relevant councils and Heritage NSW for information within 12 months of completing all work described in the documents listed in Condition A1 in relation to heritage items. Copies of the Archival Recording Report must also be provided to relevant local historical societies.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
E26	Following completion of all work described in the documents listed in Condition A1 in relation to heritage items, a non-Aboriginal Archaeological Excavation Report including the details of further historical research either undertaken or to be carried out and archaeological excavations (with artefact analysis and identification of a final repository for finds) and addressing the research design, must be prepared in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
E27	The non-Aboriginal Archaeological Excavation Report must be submitted to the Planning Secretary, relevant councils and Heritage NSW for information within 12 months of completing all Work described in the documents listed in Condition A1 in relation to heritage items. Copies of the Report must also be provided to relevant local historical societies and local libraries.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
E28	All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects or places of cultural significance except as authorised by this approval.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.

Ref	Description	Reference	How Addressed
E29	The Registered Aboriginal Parties (RAPs) must be kept regularly informed about the CSSI. The RAPs must continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of the CSSI throughout construction.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
E30	The Aboriginal Cultural Heritage Management Plan included in the documents listed in Condition A1 must be updated to include: (a) a methodology for the completion of pedestrian surveys for all areas within the project footprint yet to be surveyed; (b) procedures for undertaking further test excavation and, if necessary, salvage excavations prior to the commencement of works in areas subject to further test excavation; (c) mapping that clearly outlines all areas yet to be subject to survey, test excavations, and salvage excavations; (d) a procedure to update mapping following the completion of survey, test excavations, and salvage excavations that detail the archaeological works conducted across the project footprint; (e) a procedure for updating the predictive model following the identification of new Aboriginal heritage items; and (f) a procedure to report and update the effectiveness of the Aboriginal Cultural Heritage Management Plan following the completion of survey, test excavation activities or significant artefact finds. The updated Plan must be submitted to the Planning Secretary for information prior to works in areas identified for further test excavations. Note: Salvage excavation in the areas identified for salvage in documents in Condition A1 may occur prior to additional test excavations occurring.	N/A	Sydney Metro are responsible for updating the Aboriginal Cultural Heritage Management Plan (ACHMP).
E31	The updated Aboriginal Cultural Heritage Management Plan must be implemented for the duration of salvage activities and construction.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
E32	At the completion of Aboriginal cultural heritage test and salvage excavations, an Aboriginal Cultural Heritage Excavation Report(s) must be prepared by a suitable qualified expert. The Aboriginal Cultural Heritage Excavation Report(s) must:	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.

Ref	Description	Reference	How Addressed
	(a) be prepared in accordance with the Guide to Investigation, assessing and reporting on Aboriginal cultural heritage in NSW, OEH 2011 and the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales, DECCW 2010; and (b) document the results of the archaeological test excavations and any subsequent salvage excavations (with artefact analysis and identification of a final repository for finds). The RAPs must be given a minimum of 28 days to consider the report(s) and provide comments before the report(s) is finalised. The final report(s) must be provided to the Planning Secretary, Heritage NSW, the relevant Councils, Gandangara LALC and Deerubbin LALC, the RAPs and local libraries within 24 months of the completion of the Aboriginal archaeological excavations (both test and salvage).		
E33	Where previously unidentified Aboriginal objects or places of cultural significance are discovered, all work must immediately stop in the vicinity of the affected area. Works potentially affecting the previously unidentified objects or places must not recommence until Heritage NSW has been informed. The measures to consider and manage this process must be specified in the Unexpected Heritage Finds and Human Remains Procedure required by Condition E34 and include registration in the Aboriginal Heritage Information Management System (AHIMS), where required.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
E34	An Unexpected Heritage Finds and Human Remains Procedure must be prepared to manage unexpected heritage finds (heritage items and values) in accordance with any guidelines and standards prepared by the Heritage Council of NSW or Heritage NSW.	N/A	Sydney Metro are responsible for the requirements of this Condition.
E35	The Unexpected Heritage Finds and Human Remains Procedure must be prepared by a suitably qualified and experienced heritage specialist in consultation with the Heritage Council of NSW (with respect to non-Aboriginal cultural heritage) and in relation to Aboriginal cultural heritage, in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010) and submitted to the Planning Secretary for information no later than one (1) month before the commencement of construction.	N/A	Sydney Metro are responsible for the requirements of this Condition.

Ref	Description	Reference	How Addressed
E36	The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction. Where archaeological investigations have been undertaken as a result of Unexpected Finds notifications then a Final Archaeological Report must be provided in accordance with Heritage Council guidance and standard requirements for final reporting under Excavation Permits. Note: Human remains that are found unexpectedly during the carrying out of work may be under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately. Management of human remains in NSW is subject to requirements set out in the Public Health Act 2010 (NSW) and Public Health Regulation 2012 (NSW). Nothing in these conditions prevents separate procedures for the Unexpected Heritage Finds and Human Remains Procedure.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
E37	A detailed land use survey must be undertaken to confirm sensitive land use(s) (including critical working areas such as operating theatres and precision laboratories) potentially exposed to construction noise and vibration and construction ground-borne noise. The survey may be undertaken on a progressive basis but must be undertaken in any one area before the commencement of work which generate construction noise, vibration or ground-borne noise in that area. The results of the survey must be included in the Detailed Noise and Vibration Impact Statements required under Condition E47.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.
E38	Work must only be undertaken during the following hours: (a) 7:00am to 6:00pm Mondays to Fridays, inclusive; (b) 8:00am to 1:00pm Saturdays; and (c) at no time on Sundays or public holidays.	Section 3.4 Section 6.2	Reflecting the requirements of this Condition, standard construction hours are detailed in Section 3.4 and the Noise and Vibration Management Sub-plan.
E39	Except as permitted by an EPL or approved in accordance with the Out of Hours Works Protocol required by Condition E42, highly noise intensive work that result in an exceedance of the applicable NML at the same receiver must only be undertaken: (a) between the hours of 8:00 am to 6:00 pm Monday to Friday;	Section 3.4 Section 6.2 Section 6.4	Reflecting the requirements of this Condition, highly noise intensive works will be limited to the defined hours and duration as detailed in Section 3.4 and

Ref	Description	Reference	How Addressed
	(b) between the hours of 8:00 am to 1:00 pm Saturday; and (c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one (1) hour. For the purposes of this condition, 'continuously' includes any period during which there is less than one (1) hour between ceasing and recommencing any of the work.		the Noise and Vibration Management Sub-plan.
E40	This approval does not permit blasting.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.
E41	Notwithstanding Conditions E38 and E39 work may be undertaken outside the hours specified in the following circumstances: (a) Safety and Emergencies, including: (i) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or (ii) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm; or (b) Low impact, including: (i) construction that causes LAeq(15 minute) noise levels: • no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and • no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land user(s); and (ii) construction that causes: • continuous or impulsive vibration values, measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), or • intermittent vibration values measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006). (c) By Approval, including:	Section 3.4 Section 6.2 Section 6.4	Work may be undertaken outside standard hours in specific circumstances as detailed in the requirements of this condition. Approval from the EPA via the EPL will be obtained for OOHW in accordance with Condition E41(c). Key examples include essential local area and utility works which cannot be performed during standard hours and require a road occupancy licence and/or disruption to services that is minimised by undertaking night works. Notification of emergency work (conducted in accordance with Condition E41(a)(ii)) will occur in accordance with the requirements of this condition. OOHW that are not subject to an EPL will be conducted in accordance with the Sydney Metro OOHW Protocol.

Ref	Description	Reference	How Addressed
	(i) where different construction hours are permitted or required under an EPL in force in respect of the CSSI; or (ii) works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E42; or (iii) negotiated agreements with directly affected residents and sensitive land user(s). (d) By Prescribed Activity, including: (i) tunnelling and ancillary support activities (excluding cut and cover tunnelling and surface works not directly supporting tunneling) are permitted 24 hours a day, seven days a week; or (ii) grout batching at the Orchard Hills ancillary facility is permitted 24 hours a day, seven days a week; or (iii) delivery of material that is required to be delivered outside of standard construction hours in Condition E38 to directly support tunnelling activities, except between the hours 10:00 pm and 7:00 am to / from the Orchard Hills ancillary facility; or (iv) haulage of spoil except between the hours of 10:00 pm and 7:00 am to / from Orchard Hills ancillary facility; or (v) work within an acoustic enclosure are permitted 24 hours a day, seven days a week where there is no exceedance of noise levels or intermittent vibration levels under Low impact circumstances identified in Condition E41(b), unless otherwise agreed with the Planning Secretary; or (vi) tunnel and underground station box fit out works are permitted 24 hours per day, seven days per week. On becoming aware of the need for emergency work in accordance with (a)(ii) above, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. The Proponent must use best endeavours to notify as soon as practicable all noise and/or vibration affected sensitive land user(s) of the likely impact and duration of those work. Notes: 1. Tunnelling does not include station box excavation. 2. Tunnelling ancillary support activities includes logistics support and material handling and delivery		

Ref	Description	Reference	How Addressed
E42	An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work (not subject to an EPL) that is outside the hours defined in Conditions E38 and E39. The Protocol must be approved by the Planning Secretary before commencement of the out-of-hours work. The Protocol must be prepared in consultation with the ER. The Protocol must provide: (a) justification for why out-of-hours work need to occur; (b) identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: (i) the ER reviews all proposed out-of-hours activities and confirms their risk levels; (ii) low risk activities that can be approved by the ER; and (iii) high risk activities that are approved by the Planning Secretary; (c) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria; (d) a process for selecting and implementing mitigation measures for residual impacts in consultation with the community at each affected location, including respite periods consistent with the requirements of Condition E56. The measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land user(s) would be exposed to, including the number of noise awakening events; (e) procedures to facilitate the coordination of out-of-hours work including those approved by an EPL or undertaken by a third party, to ensure appropriate respite is provided; and (f) notification arrangements for affected receivers for all approved out-of-hours works and notification to the Planning Secretary of approved low risk out-of-hours works. This condition does not apply if the requirements of Condition E41 are met. Note: Out-of-hours work is any work that occurs outside the construction hours identified in Condition E38 and E39.	Section 3.4 Section 6.2 Section 6.4	Work undertaken outside of standard hours will occur in accordance with an approved EPL. OOHW that are not subject to an EPL will be conducted in accordance with the Sydney Metro OOHW Protocol.

Ref	Description	Reference	How Addressed
E43	Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration criteria: (a) construction 'Noise affected' noise management levels established using the Interim Construction Noise Guideline (DECC, 2009); (b) preferred vibration criteria established using the Assessing vibration: a technical guideline (DEC, 2006) (for human exposure); (c) Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives" (for human exposure); (d) BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and (e) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage). Any work identified as exceeding the noise management levels and / or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan. Note: The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction Noise Management Level.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.
E44	All reasonable and feasible mitigation measures must be applied when the following residential ground-borne noise levels are exceeded: (a) evening (6:00 pm to 10:00 pm) — internal LAeq(15 minute): 40 dB(A); and (b) night (10:00 pm to 7:00 am) — internal LAeq(15 minute): 35 dB(A). The mitigation measures must be outlined in the Noise and Vibration CEMP Sub-plan, including in any Out-of-Hours Work Protocol, required by Condition E42.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.
E45	Noise generating work in the vicinity of potentially-affected community, religious, educational institutions and noise and vibration-sensitive businesses and critical working areas (such as theatres, laboratories and operating theatres) resulting in noise levels above the NMLs must not be timetabled within sensitive periods, unless other reasonable arrangements with the affected institutions are made at no cost to the affected institution.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.

Ref	Description	Reference	How Addressed
E46	Industry best practice construction methods must be implemented where reasonably practicable to ensure that noise and vibration levels are minimised around sensitive land use(s). Practices may include, but are not limited to: (a) use of regularly serviced low sound power equipment; (b) at source control, temporary noise barriers (including the arrangement of plant and equipment) around noisy equipment and activities such as rock hammering and concrete cutting; (c) use of non-tonal reversing alarms; and (d) use of alternative construction and demolition techniques.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.
E47	Detailed Noise and Vibration Impact Statements (DNVIS) must be prepared for any work that may exceed the NMLs, vibration criteria and / or ground-borne noise levels specified in Conditions E43 and E44 at any residence outside construction hours identified in Condition E38, or where receivers will be highly noise affected or subject to vibration levels above those otherwise determined as appropriate by a suitably qualified structural engineer under Condition E87. The DNVIS must include specific mitigation measures identified through consultation with affected sensitive land user(s) and the mitigation measures must be implemented for the duration of the works. A copy of the DNVIS must be provided to the ER before the commencement of the associated works. The Planning Secretary and the EPA may request a copy (ies) of the DNVIS.	Section 6.2 Section 6.4	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.
E48	Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before works that generate vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owners and occupiers are to be provided a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Noise and Vibration CEMP Sub-plan.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.

Ref	Description	Reference	How Addressed
E49	Where sensitive land use(s) are identified in Appendix B as exceeding the highly noise affected criteria during typical case construction, mitigation measures must be implemented with the objective of reducing typical case construction noise below the highly noise affected criteria at each relevant sensitive landuse(s). Activities that would exceed highly noise affected criteria during typical case construction must not commerce until the measures identified in this condition have been implemented, unless otherwise agreed with the Planning Secretary.	Section 6.2 Section 6.4	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.
E50	For all construction sites where acoustic sheds are installed, the sheds must be designed, constructed and operated to minimise noise emissions. This would include the following considerations: (a) all significant noise producing equipment that would be used during the night-time would be inside the sheds, where feasible and reasonable; (b) noise generating ventilation systems such as compressors, scrubbers, etc, would be located inside the sheds and external air intake/discharge ports would be appropriately acoustically treated; and (c) the doors of acoustic sheds would be kept closed during the night-time period. Where night-time vehicle access is required at sites with nearby residences, the shed entrances would be designed and constructed to minimise noise breakout.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E51	Where Condition E49 determines that at-property treatment (temporary or permanent) is the appropriate measure to reduce noise impacts, this at-property treatment must be offered to landowners of residential properties for habitable living spaces, unless other mitigation or management measures are agreed to by the landowner. Landowners must be advised of the range of options that can be installed at or in their property and given a choice as to which of these they agree to have installed. A copy of all guidelines and procedures that will be used to determine at-property treatment at their residence must be provided to the landowner.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.

Ref	Description	Reference	How Addressed
E52	Any offer for at-property treatment or the application of other noise mitigation measures in accordance with Condition E51 does not expire until the noise impacts specified in Condition E49 affecting that property are completed, even if the landowner initially refuses the offer. Note: If an offer has been made but is not accepted, this does not preclude the commencement of construction under Condition E49.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.
E53	The implementation of at-property treatment does not preclude the application of other noise and vibration mitigation and management measures including temporary and long term accommodation.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.
E54	Vibration testing must be conducted during vibration generating activities that have the potential to impact on Heritage items to verify minimum working distances to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the Proponent must review the construction methodology and, if necessary, implement additional mitigation measures. Such measures must include, but not be limited to, review or modification of excavation techniques.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan and the Non-Aboriginal Heritage Management Sub-plan.
E55	The Proponent must seek the advice of a heritage specialist on methods and locations for installing equipment used for vibration, movement and noise monitoring at Heritage items.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan and the Non-Aboriginal Heritage Management Sub-plan.
E56	All work undertaken for the delivery of the CSSI, including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. The Proponent must: (a) reschedule any work to provide respite to impacted noise sensitive land use(s) so that the respite is achieved in accordance with Condition E57; or (b) consider the provision of alternative respite or mitigation to impacted noise sensitive land use(s); and (c) provide documentary evidence to the ER in support of any decision made by the Proponent in relation to respite or mitigation.	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.

Ref	Description	Reference	How Addressed
	The consideration of respite must also include all other approved Critical SSI, SSI and SSD projects which may cause cumulative and / or consecutive impacts at receivers affected by the delivery of the CSSI.		
E57	In order to undertake out-of-hours work outside the work hours specified under Condition E38, appropriate respite periods for the out-of-hours work must be identified in consultation with the community at each affected location on a regular basis. This consultation must include (but not be limited to) providing the community with: (a) a progressive schedule for periods no less than three (3) months, of likely out-of-hours work; (b) a description of the potential work, location and duration of the out-of-hours work; (c) the noise characteristics and likely noise levels of the work; and (d) likely mitigation and management measures which aim to achieve the relevant NMLs under Condition E43 (including the circumstances of when respite or relocation offers will be available and details about how the affected community can access these offers). The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour work must be provided to the ER, EPA and the Planning Secretary prior to the out-of-hours work commencing. Note: Respite periods can be any combination of days or hours where out-of-hours work would not be more than 5 dB(A) above the RBL at any residence.	Section 6.2 Section 6.4	Approval from the EPA via the Environment Protection Licence (EPL) will be obtained for out of hours works (OOHW) in accordance with Condition D41(c). OOHW that are not subject to an EPL will be conducted in accordance with the Sydney Metro OOHW Protocol. A DNVIS will be prepared if OOHW exceed the NML (as per Condition E47). Community consultation will be undertaken during the Project to identify appropriate respite periods for OOHW. The outcomes of the community consultation, the identified respite periods and the scheduling of the likely OOHW will be provided to the ER, EPA and the Planning Secretary prior to the work commencing.
E58	The Proponent must prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration control measures that would be implemented for the Operation of the CSSI for the ultimate service. The ONVR must be prepared as part of the iterative design development and in consultation with the EPA, relevant council(s), other relevant stakeholders and must:	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).

Ref	Description	Reference	How Addressed
	(a) identify appropriate Operational noise and vibration objectives and levels for surrounding development, including existing and potential future (as known at the time of ONVR preparation) sensitive land use(s); (b) confirm the operational noise and vibration predictions based on the expected final design. Confirmation must be based on an appropriately calibrated noise model; (c) identify sensitive landuses that are predicted to exceed: (EPA, 2013), Noise Policy for Industry (EPA, 2017); and (ii) vibration goals for human exposure for existing sensitive land use(s), as presented in Assessing Vibration: a Technical Guideline (DECC, 2006); (d) identify all noise and vibration mitigation measures including location, type and timing of mitigation measures, with a focus on: (i) source control and design; (ii) at the receiver (if relevant); and (iii) 'best practice' achievable noise and vibration outcome for each activity; (e) describe the final suite of mitigation measures that will be implemented to achieve: (i) the noise criteria outlined in the Rail Infrastructure Noise Guideline (EPA, 2013) and Noise Policy for Industry (EPA, 2017); and (ii) vibration goals for human exposure for existing sensitive land use(s), as presented in Assessing Vibration: a Technical Guideline (DECC, 2006); (f) include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures being offered; (g) include procedures for operational noise and vibration complaints management, including investigation and monitoring (subject to complainant agreement). The ONVR must be peer reviewed by a suitably qualified and experienced noise and vibration expert who is independent of the CSSI. The ONVR must be undertaken at the Proponent's expense and submitted to the Planning Secretary for approval within three (3) months of the commencement of construction.		

Ref	Description	Reference	How Addressed
	The Proponent must implement the identified noise and vibration control measures and make the ONVR publicly available. Note: The design of noise barriers and the like must be undertaken in consultation with the relevant stakeholders, including affected landowners and businesses (or a representative of a business), Western Parklands City Authority and relevant council(s) as part of the Place, Urban Design and Corridor Landscape Plan required under Condition E79.		
E59	Operational noise mitigation measures as identified in Condition E58 that will not be physically affected by work, must be implemented within six months of submitting the ONVR, unless otherwise agreed by the Planning Secretary. Where implementation of operational noise mitigation measures are not proposed to be implemented in accordance with this requirement, the Proponent must submit to the Planning Secretary a report providing justification as to why, along with details of temporary measures that would be implemented to reduce construction noise impacts, until such time that the operational noise mitigation measures are implemented. The report must be submitted to the Planning Secretary within six months of submitting the ONVR. Note: Not having finalised detailed design is not sufficient justification for not implementing the proposed mitigation measures.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E60	Within 12 months of the commencement of operation of the CSSI, the Proponent must undertake monitoring of operational noise to compare actual noise performance of the CSSI against the noise performance predicted in the review of noise mitigation measures required by Condition E58. An Operational Noise and Vibration Compliance Report (ONVCR) must be prepared to document this monitoring and include, but not necessarily be limited to: (a) noise and vibration monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under Condition E58; (b) methodology, location and frequency of noise and vibration monitoring undertaken, including monitoring sites at which CSSI noise and vibration	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).

Ref	Description	Reference	How Addressed
	levels are ascertained, with specific reference to locations indicative of impacts on receivers; (c) a review of the performance of the CSSI against the: (i) operational noise levels in terms of criteria and noise goals established in the NSW Rail Infrastructure Noise Guideline (EPA 2013) and Noise Policy for Industry (EPA, 2017); (ii) vibration goals for human exposure for existing sensitive land use(s), as presented in Assessing Vibration: a Technical Guideline (DECC, 2006); (d) details of any complaints and enquiries received in relation to Operational noise and vibration generated by the CSSI (between the date of commencement of Operation and the date the report was prepared); (e) an assessment of the performance and effectiveness of applied noise and vibration mitigation measures together with a review and if necessary, reassessment of mitigation measures; (f) identification of: (i) additional measures to meet the criteria outlined in the NSW Rail Infrastructure Noise Guideline (EPA 2013) and Noise Policy for Industry (EPA, 2017), (ii) additional measures to meet the vibration goals for human exposure for existing sensitive land, as presented in Assessing Vibration: a Technical Guideline (DECC, 2006); (iii) when these measures are to be implemented; and (iv) how their effectiveness is to be measured and reported to the Planning Secretary and the EPA. The ONVCR must be submitted to the Planning Secretary and the EPA within 60 days of completing the Operational noise and vibration monitoring and made publicly available. Note: Refer to Condition B5 about how personal information will be handled.		
E61	Wayfinding information must be incorporated on temporary hoardings to guide pedestrians around the St Marys construction site and enhance their understanding and experience of the locality and space.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).

Ref	Description	Reference	How Addressed
E62	The CSSI must be constructed in a manner that minimises visual impacts of construction sites including, providing temporary landscaping and vegetative screening, minimising light spill, and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the construction sites are located, wherever practicable.	Section 6.2	The requirements of this Condition are addressed in the Visual Amenity Management Sub-plan.
E63	The CSSI must be designed with consideration of: (a) the design objectives, principles and guidelines identified in documents listed in Condition A1; (b) the principles and objectives of the draft Connecting with Country Framework; (c) relevant land use changes, masterplans and initiatives, where this information is known and/or available; (d) existing and proposed future local context and character; and (e) transport and land use integration and system functionality in the context of precincts, to the extent it is known and/or defined. Responses to items (a) – (e) must be reviewed by the Design Review Panel (DRP) to inform the design of permanent built works and landscape design of the CSSI. The outcome of the DRP review must be provided to the Planning Secretary prior to the submission of the Place, Urban Design and Corridor Landscape Plan (PUDCLP). Note: In accordance with Condition A10 and Condition A16, the requirements of this condition can be staged	Section 6.6	The requirements of this Condition are addressed in the PUDCLP for the SCAW package.
E64	The CSSI must be constructed and operated with the objective of minimising light spill to surrounding properties. All lighting associated with the CSSI must be consistent with the requirements of: a) ASINZS 4282:2019 Control of the obtrusive effects of outdoor lighting, relevant Australian Standards in the series ASINZS 1158 - Lighting for Roads and Public Spaces; b) NASF Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports; and c) NASF Guideline C: Managing the risk of wildlife strikes in the vicinity of airports.	Section 6.2	The requirements of this Condition are addressed in the Visual Amenity Management Sub-plan.

Ref	Description	Reference	How Addressed
	Mitigation measures must be provided to manage residual night lighting impacts to protect properties adjoining or adjacent to the CSSI, in consultation with affected landowners.		
E65	Designs must have regard to the Movement and Place Framework relevant guidance including the Walking Space Guide: Towards Pedestrian Comfort and Safety (TfNSW, 2020) and the Cycleway Design Toolbox: Designing for Cycling and Micromobility (TfNSW, 2020).	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E66	Active transport facilities must be designed, constructed and/or rectified in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads, 2017) and relevant Australian Standards (AS) such as AS 1428.1-2009 Design for access and mobility. The active transport links must also incorporate relevant Crime Prevention Through Environmental Design principles.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E67	The Proponent must establish an independent DRP to provide advice and recommendations to the Proponent during the CSSI's design development and construction to facilitate quality design and place outcomes. The DRP must be formed and hold its first meeting within six months of the date of this approval, or as otherwise agreed with the Planning Secretary. Note: Nothing in this approval prevents the use of an existing design panel as the Design Review Panel convened for this project where the function and composition of that panel complies with the terms of this approval.	N/A	Sydney Metro is responsible for establishment of the DRP.
E68	The responsibilities of the Design Review Panel include: (a) providing advice and recommendations to the Proponent for consideration in the design development of the CSSI (b) provide advice on the application of Sydney Metro – Western Sydney Airport Submissions Report – Appendix D Design Guidelines to key design	N/A	Sydney Metro is responsible for establishment of the DRP.

Ref	Description	Reference	How Addressed
	elements in relation to place making, architecture, heritage, urban and landscape design and artistic aspects of the CSSI; and (c) reviewing and endorsing any updates to the Sydney Metro – Western Sydney Airport Submissions Report – Appendix D Design Guidelines. The Panel's advice must be consistent with the CSSI as approved.		
E69	The DRP must be chaired by the NSW Government Architect (or its nominee), and must be comprised of, where relevant, by suitably qualified, experienced and independent professional(s) in each of the fields of: (a) urban design and place making (including active transport); (b) landscape architecture; (c) architecture. The Panel may seek advice from suitably qualified, experienced independent professionals in other fields as required including but not limited to sustainability, active transport and non-Aboriginal heritage. The Panel must also seek appropriate expertise to ensure Aboriginal cultural heritage and cultural values inform its advice.	N/A	Sydney Metro is responsible for operation of the DRP.
E70	Panel members must be sourced from the NSW State Design Review Panel Pool, or otherwise be approved by the NSW Government Architect.	N/A	Sydney Metro is responsible for operation of the DRP.
E71	Prior to forming the DRP, a Design Review Panel Terms of Reference is to be developed and endorsed by the NSW Government Architect. The Terms of Reference must be submitted to the Planning Secretary for information and: (a) must be generally consistent with the NSW State Design Review Panel Terms of Reference (version 5); (b) outline the frequency of DRP meetings, coordinated with the Proponent's program requirements, as outlined in Condition E76 to ensure timely advice and design adjustment; and (c) identify cessation arrangements.	N/A	Sydney Metro is responsible for preparation and endorsement of the DRP Terms of Reference.
E72	The DRP must be operated and managed in accordance with the Design Review Panel Terms of Reference.	N/A	Sydney Metro is responsible for operation of the DRP.
E73	The NSW Government Architect must, after consultation with the Proponent, appoint an appropriately qualified and experienced design advisor to the DRP. The advisor must attend meetings of the Panel. The	N/A	Sydney Metro is responsible for operation of the DRP.

Ref	Description	Reference	How Addressed
	advisor may also be invited by the Panel to assist with decisions regarding the Panel's recommendations and record the Panel's advice and recommendations.		
E74	The relevant council may be invited to the meetings of the Panel as observers or to provide feedback on key design elements of the CSSI.	N/A	Sydney Metro is responsible for operation of the DRP.
E75	DRP advice and recommendations, as issued by the Panel, and the Proponent's response to each recommendation must be included when submitting the final PUDCLP to the Planning Secretary for information.	N/A	The preparation of the PUDCLP will be in accordance with this Condition.
E76	The Proponent must provide the design development schedule to the DRP prior to its first meeting, including details of when relevant elements of the detailed design will be available for review by the Panel. The schedule must be updated every three months until the detailed design process is complete.	N/A	Sydney Metro is responsible for operation of the DRP.
E77	A PUDCLP must be prepared to document and illustrate the permanent built works and landscape design of the CSSI and how these works are to be maintained. The PDCLP must be: a) prepared by a suitably qualified and experienced person(s) in consultation with the community (including the affected landowners and businesses or a representative of the businesses), Western Parklands City Authority, Western Sydney Planning Partnership and relevant council(s); b) reviewed by an independent and suitably qualified and experienced person nominated by the DRP; c) submitted to the Planning Secretary prior to the construction of permanent built surface works and/or landscaping, excluding those elements which for ecological requirements, or technical requirements, or requirements as agreed by the Planning Secretary do not allow for alternate design outcomes; and d) implemented during construction and operation of the CSSI. Note: The PUDCLP may be developed and considered in stages to facilitate design progression and construction. Any such staging and associated approval would need to facilitate a cohesive final design and not limit final design outcomes.	Section 2.1 Section 6.6	Design Management Plan PUDCLP

Ref	Description	Reference	How Addressed
E78	The PUDCLP must document how the following matters have been considered in the design and landscaping of the project: a) the requirements of Conditions E63 to E65, and b) advice and recommendations from the DRP.	Section 2.1 Section 6.6	Design Management Plan PUDCLP
E79	The PUDCLP must include descriptions and visualisations (as appropriate) of: a) design of the permanent built elements of the CSSI, including stabling and maintenance and ancillary facilities, service facilities and tunnel portals; b) plans for station precincts including but not limited to: i) justification of the spatial scope of each station precinct plan; ii) provision for public art and heritage interpretation installations; iii) placemaking opportunities, having regard to placemaking initiatives in Western Sydney Aerotropolis planning documents; iv) interchange access plans developed in consultation with the Traffic and Transport Liaison Group; v) active transport connections and end of trip facilities, design of pedestrian and cycle access, facilities and fixtures; vi) design of commuter car parking elements, where relevant; c) landscaping and building design opportunities to mitigate visual impacts and minimise light spill on the nearby residences; d) the design of watercourse crossings and east-west corridor movements to give to effect of Condition E14; e) landscaping: i) landscape plan, hard and soft elements, for the corridor and the station precincts; ii) use of native species from the relevant native vegetation community (or communities), where identified as appropriate; iii) water sensitive urban design initiatives vii) management and routine maintenance standards and regimes for design elements and landscaping work (including weed management) to ensure the success of the design; viii) measures to prevent wildlife strike risk in proximity to Western Sydney International Airport; f) details of strategies to rehabilitate, regenerate or revegetate disturbed areas, where relevant;	Section 2.1 Section 6.6	Design Management Plan PUDCLP

Ref	Description	Reference	How Addressed
	g) management and routine maintenance standards and regimes for design elements and landscaping work (including weed management) to ensure the success of the design; h) operational maintenance standards; and i) the timing and responsibilities for implementation of elements included within the PUDCLP.		
E80	The ongoing maintenance and operation costs of urban design, open space, landscaping and recreational items and work implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Before the transfer of assets, the Proponent must maintain items and work to at least the design standards established in the PUDCLP, required by Condition E75 and SDPP(s) required by Condition E79. The Planning Secretary must be advised prior to the transfer of the asset(s) to the relevant authority.	N/A	Implement the PUDCLP
E81	Should any plant loss occur during the maintenance period the plants must be replaced by the same plant species unless it is determined by a suitably qualified person that a different species is more suitable for that location.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E82	The CSSI must be designed and constructed with the objective of minimising impacts to, and interference with third party property, and that such infrastructure and property is protected during construction.	Section 6.2 Section 6.3 Section 6.5	Minimising impacts to, and interference with third party property, will be achieved through the implementation of ECMs (Section 6.2), inspection activities (Section 6.5).
E83	The utilities and services (hereafter "services") potentially affected by construction must be identified to determine requirements for diversion, protection and / or support. Alterations to services must be determined by negotiation between the Proponent and the service providers. Disruption to services resulting from construction must be avoided, wherever possible, and advised to customers where it is not possible.	Section 6.2 Section 6.3	Utilities and services potentially affected by the Main Works will be identified through the Dial Before You Dig and Permit to Excavate process. Alterations to services will be determined in consultation with service providers and disruption will be avoided where possible.

Ref	Description	Reference	How Addressed
E84	A suitably qualified and experienced person must undertake condition surveys of all buildings, structures, utilities and the like identified in the documents listed in Condition A1 and the further assessment carried out under mitigation measure GW1 of the Submissions Report as being at risk of damage before commencement of any work that could impact on the subject surface / subsurface structure. The results of the surveys must be documented in a Pre-construction Condition Survey Report for each item surveyed. Copies of Pre-construction Condition Survey Reports must be provided to the relevant owners of the items surveyed in the vicinity of the proposed work, and no later than one (1) month before the commencement of the work that could impact on the subject surface / subsurface structure.	Section 6.2 Section 6.4	The requirements of this Condition are managed in accordance with the Noise and Vibration Management Sub-plan.
E85	Condition surveys of all items for which condition surveys were undertaken in accordance with Condition E84 must be undertaken by a suitably qualified and experienced person after completion of the work identified in Condition E84. The results of the surveys must be documented in a Post-construction Condition Survey Report for each item surveyed. Copies of Post-construction Condition Survey Reports must be provided to the landowners of the items surveyed, and no later than three (3) months following the completion of the work that could impact on the subject surface / subsurface structure.	Section 6.2 Section 6.4	The requirements of this Condition are managed in accordance with the Noise and Vibration Management Sub-plan.
E86	The Proponent, where liable, must rectify any property damage caused directly or indirectly (for example from vibration or from groundwater change) by the work at no cost to the owner. Alternatively, the Proponent may pay compensation for the property damage as agreed with the property owner. Rectification or compensation must be undertaken within 12 months of completion of the work identified in Condition E84 unless another timeframe is agreed with the owner of the affected surface or sub-surface structure or recommended by the Independent Property Impact Assessment Panel (IPIAP).	Appendix C6 – Compliance Tracking	Where liable, CPBUI will rectify or compensate property owners for any damage caused directly or indirectly by the Main Works. The rectification or compensation will be undertaken within 12 months of completion of the works unless agreed with the property owner.
E87	Appropriate equipment to monitor areas in proximity of ancillary facilities and the tunnel route must be installed during construction has stabilised with particular reference to at risk buildings, structures and utilities identified in the condition surveys required by Condition E84 and / or geotechnical analysis as required. If monitoring during construction indicate exceedance	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.

Ref	Description	Reference	How Addressed
	of the vibration criteria identified in the DNVIS prepared under Condition E47, or levels otherwise determined as appropriate by a suitably qualified structural engineer, then all construction affecting settlement must cease immediately and must not resume until fully rectified or a revised method of construction is established that will ensure protection of affected buildings.		
E88	An IPIAP must be established prior to tunnelling activities commencing. The Planning Secretary must be informed of the members of the IPIAP and must comprise geotechnical and engineering experts independent of the design and construction team. The IPIAP will be responsible for independently verifying condition surveys undertaken under Conditions E84 and E85, the resolution of property damage disputes and the establishment of ongoing settlement monitoring requirements.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E89	Either the affected property owner or the Proponent may refer unresolved disputes arising from potential and/or actual property impacts to the IPIAP for resolution. All costs incurred in the establishing and implementing of the panel must be borne by the Proponent regardless of which party makes a referral to the IPIAP. The findings and recommendations of the IPIAP are final and binding on the Proponent.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E90	Settlement must be monitored for any period beyond the minimum timeframe requirements of Condition E87 if directed so by the IPIAP following its review of the monitoring data from the period not less than six (6) months after settlement has stabilised, consistent with Condition E87. The results of the monitoring must be made available to the Planning Secretary upon request.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E91	Small Business Owners Engagement Plan(s) must be prepared for St Marys and implemented in accordance with the Overarching Community Communication Strategy to minimise impact on small businesses directly affected by construction activities at St Marys during construction. The plan must be prepared and submitted to the Planning Secretary for information before the commencement of construction at St Marys.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E92	Before commencement of any construction that would result in the disturbance of medium to high risk contaminated sites as identified in the documents identified in Condition A1, Detailed Site Investigations (for	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.

Ref	Description	Reference	How Addressed
	contamination) must be conducted to determine the full nature and extent of the contamination. The Detailed Site Investigation Report(s) and the subsequent report(s), must be prepared, or reviewed and approved, by consultants certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme. The Detailed Site Investigations must be undertaken in accordance with guidelines made or approved under section 105 of Contaminated Land Management Act 1997 (NSW). Note: Nothing in this condition prevents the Proponent from preparing individual Detailed Site Investigation Reports (for contamination) for separate sites.		
E93	Should remediation be required to make land suitable for the final intended land use, a Remedial Action Plan must be prepared, or reviewed and approved, by consultants certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme. The Remedial Action Plan must be prepared in accordance with relevant guidelines made or approved by the EPA under section 105 of the Contaminated Land Management Act 1997 (NSW) and must include measures to remediate the contamination at the site to ensure the site will be suitable for the proposed use when the Remedial Action Plan is implemented. Note: Nothing in this condition prevents the Proponent from preparing individual Remedial Action Plans for separate sites.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.
E94	Before commencing remediation, a Section B Site Audit Statement(s) must be prepared by an NSW EPA-accredited Site Auditor that certifies that the Remedial Action Plan(s) is/are appropriate and that the site can be made suitable for the proposed use. The Remedial Action Plan(s) must be implemented and any changes to the Remedial Action Plan(s) must be approved in writing by the NSW EPA-accredited Site Auditor. Note: Nothing in this condition prevents the Proponent from engaging an	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.

Ref	Description	Reference	How Addressed
	NSW EPA-accredited Site Auditor to prepare individual Site Audit Statements for Remedial Action Plans for separate sites.		
E95	Validation Report(s) must be prepared in accordance with Consultants Reporting on Contaminated Land: Contaminated Land Guidelines (EPA, 2020) and relevant guidelines made or approved under section 105 of the Contaminated Land Management Act 1997 (NSW). Note: Nothing in this condition prevents the Proponent from preparing individual Validation Reports for separate sites.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.
E96	A Section A1 or Section A2 Site Audit Statement (accompanied by an Environmental Management Plan) and its accompanying Site Audit Report, which state that the contaminated land disturbed by the work has been made suitable for the intended land use, must be submitted to the Planning Secretary and the Relevant Council(s) after remediation and before the commencement of operation of the CSSI. Note: Nothing in this condition prevents the Proponent from obtaining Section A Site Audit Statements for individual parcels of remediated land.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.
E97	A copy of Detailed Site Investigation Report(s), Remedial Action Plan(s), Validation Report(s), Site Audit Report(s) and Site Audit Statement(s) must be submitted to the Planning Secretary and the Relevant Council(s) for information	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.
E98	An Unexpected Contaminated Land and Asbestos Finds Procedure must be prepared before the commencement of construction and must be followed should unexpected contaminated land or asbestos (or suspected contaminated land or asbestos) be excavated or otherwise discovered during construction.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.
E99	The Unexpected Contaminated Land and Asbestos Finds Procedure must be implemented throughout construction.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.

Ref	Description	Reference	How Addressed
E100	A Sustainability Plan must be prepared to achieve an Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability rating of +75 (Version 1.2) (or equivalent level of performance using a demonstrated equivalent rating tool) or a 5-Star Green Star rating (or equivalent level of performance using a demonstrated equivalent rating tool).	Section 6.6	The requirements of this Condition are addressed in the Sustainability Management Plan.
E101	The Sustainability Plan must be submitted to the Planning Secretary for information within six (6) months of the date of this approval and must be implemented throughout construction and operation. Note: Nothing in this condition prevents the Proponent from preparing separate Sustainability Strategies for the construction and operational stages of the CSSI.	Section 6.6	Sydney Metro is responsible for the requirements of this Condition.
E102	A Water Reuse Strategy must be prepared, which sets out options for the reuse of collected stormwater and groundwater during construction and operation. The Water Reuse Strategy must include, but not be limited to: (a) evaluation of reuse options; (b) details of the preferred reuse option(s), including volumes of water to be reused, proposed reuse locations and/or activities, proposed treatment (if required), and any additional licences or approvals that may be required; (c) measures to avoid misuse of recycled water as potable water; (d) consideration of the public health risks from water recycling; and (e) time frame for the implementation of the preferred reuse option(s). The Water Reuse Strategy must be prepared based on best practice and advice sought from relevant agencies, as required. The Strategy must be applied during construction. Justification must be provided to the Planning Secretary if it is concluded that no reuse options prevail. A copy of the Water Reuse Strategy must be made publicly available. Note: Nothing in this condition prevents the Proponent from preparing separate Water Reuse Strategies for the construction and operational stages of the CSSI.	Section 6.6	The requirements of this Condition are addressed in the Sustainability Management Plan.

Ref	Description	Reference	How Addressed
E101	The Sustainability Plan must be submitted to the Planning Secretary for information within six (6) months of the date of this approval and must be implemented throughout construction and operation. Note: Nothing in this condition prevents the Proponent from preparing separate Sustainability Strategies for the construction and operational stages of the CSSI.	Section 6.6	The requirements of this Condition are addressed in Section 6.6.
E103	Construction Traffic Management Plans (CTMPs) must be prepared in accordance with the Construction Traffic Management Framework. A copy of the CTMPs must be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed within the relevant CTMP.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
E104	The locations of all Heavy Vehicles used for spoil haulage must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one (1) year following the completion of construction.	Section 6.2	The requirements of this Condition are addressed in the Spoil Management Sub-plan.
E105	Local roads proposed to be used by Heavy Vehicles to directly access ancillary facilities / construction sites that are not identified in the documents listed in Condition A1 must be approved by the Planning Secretary and be included in the CTMP.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
E106	All requests to the Planning Secretary for approval to use local roads under Condition E105 above must include the following: (a) a swept path analysis; (b) demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two-way roadways; (c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and (d) measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times; and (e) written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items (a) to (d) of this condition.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.

Ref	Description	Reference	How Addressed
E107	Before any local road is used by a Heavy Vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the Relevant Road Authority(s) within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by Heavy Vehicles associated with the construction of the CSSI.	Section 2.1 Section 6.4	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
E108	If damage to roads occurs as a result of the construction of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion): (a) compensate the Relevant Road Authority for the damage so caused; or (b) rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
E109	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to: (a) minimise parking on public roads; (b) minimise idling and queueing on state and regional roads; (c) not carry out marshalling of construction vehicles near sensitive use (s); (d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
E110	Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
E111	The Proponent must maintain access to properties during the entirety of works unless an alternative access is agreed in writing with the landowner(s) whose access is impacted by the CSSI works.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
E112	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road decided through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.

Ref	Description	Reference	How Addressed
E113	Any property access physically affected by the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier. Property access must be reinstated within one (1) month of the work that physically affected the access is completed or in any other timeframe agreed with the landowner or occupier.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
E114	During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian, cyclist and vehicular access, and parking arrangements must be developed in consultation with affected businesses and landowners and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
E115	Safe pedestrian and cyclist access must be maintained around the St Marys construction site during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, a proximate alternate route which complies with the relevant standards, must be provided and signposted before the restriction or removal of the impacted access.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E116	A Traffic and Transport Liaison Group(s) must be established in accordance with the Construction Traffic Management Framework to inform the development of CTMP.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
E117	Supplementary analysis and modelling as required by TfNSW and / or the Traffic and Transport Liaison Group(s) must be undertaken to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations including changes to and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the CTMP. Permanent road works included in the CSSI must be designed, constructed and operated with the objective of integrating with existing and proposed	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.

Ref	Description	Reference	How Addressed
	road and related transport networks and minimising adverse changes to the safety, efficiency and, accessibility of the network. Design and assessment of related traffic, parking, pedestrian and cycle accessibility impacts and changes shall be undertaken: a) in consultation with, and to the reasonable requirements of the relevant Traffic and Transport Liaison Group; b) in 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, where possible and appropriate, retain or reinstate parking in St Marys; e) to ensure access is maintained to property and infrastructure f) to address relevant design, engineering and safety guidelines, including Austroads, Australian Standards and TfNSW requirements. Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road Authority for consultation during design development and before completion of construction of the CSSI.		
E118	As part of Condition E117 the Traffic and Transport Liaison Group(s) is to identify opportunities to improve the intersection performance during operation at: a) Queen Street/Great Western Highway/Mamre Road in St Marys; b) Glossop Street/ Forrester Road in St Marys; and c) Glossop Street / Great Western highway in St Marys. Identified improvements must be implemented prior to the commencement of operation.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
E119	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the relevant Traffic and Transport Liaison Group before the completion and use of the subject infrastructure and must be made available to the Planning Secretary upon request.	N/A	The requirements of this Condition are not triggered by the Main Works.

Ref	Description	Reference	How Addressed
E120	The CSSI must be designed and constructed with the objective of minimising impacts to, and interference with utilities infrastructure, and that such infrastructure and property is protected during construction. Utilities, services and other infrastructure potentially affected by construction must be identified before works affecting the item, to determine requirements for access to, diversion protection, and / or support. The relevant owner(s) and / or provider(s) of services must be consulted to make suitable arrangements for access to diversion, protection, and / or support of the affected infrastructure as required. The Proponent must ensure that disruption to any service is minimised and be responsible for advising local residents and businesses affected before any planned disruption of service.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
E121	The proponent must consult with WaterNSW regarding design, construction and operational management where the proposal interacts with the Warragamba to Prospect Water Supply Pipeline, and ensure that proposed construction and operational agreements are consistent with the "Guidelines for Development Adjacent to the Upper Canal and Warragamba Pipelines" and implement all practical measures to protect the Warragamba to Prospect Water Supply Pipelines infrastructure, or as otherwise agreed to by WaterNSW.	Section 1.7.1 Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan and the Non-Aboriginal Heritage Management Sub-plan.
E122	Waste generated during construction and operation must be dealt with in accordance with the following priorities: (a) waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced; (b) where avoiding or reducing waste is not possible, waste must be re-used, recycled, or recovered; and (c) where re-using, recycling or recovering waste is not possible, waste must be treated or disposed of.	Section 6.2	The requirements of this Condition are addressed in the Waste Management Sub-plan.
E123	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the conditions of the current EPL for the CSSI, or be done in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, as the case may be.	Section 6.2 Section 6.4	The requirements of this Condition are addressed in the Waste Management Sub-plan.

Ref	Description	Reference	How Addressed
E124	Waste must only be exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any other place that can lawfully accept such waste.	Section 6.2 Section 6.4	The requirements of this Condition are addressed in the Waste Management Sub-plan.
E125	All waste must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	Section 6.2	The requirements of this Condition are addressed in the Waste Management Sub-plan.
E126	The CSSI must be designed and constructed so as to maintain the NSW Water Quality Objectives (NSW WQO) where they are being achieved as at the date of this approval, and contribute towards achievement of the NSW WQO over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the NSW WQO, in which case those requirements must be complied with.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.
E127	The Proponent must consider the Guidelines for controlled activities on waterfront land riparian corridors (Department of Industry 2018) when carrying out work within 40 metres of a watercourse, including its bed.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.
E128	Before undertaking any work and during maintenance or construction activities, erosion and sediment controls must be implemented and maintained to prevent water pollution consistent with Managing Urban Stormwater: Soils and Construction Vol 1 4th ed. By Landcom, 2004 (The Blue Book).	Section 6.2 Section 6.4	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.

Ref	Description	Reference	How Addressed
E129	Unless an EPL is in force in respect to the CSSI and that licence specifies alternative criteria, discharges from construction wastewater treatment plants to surface waters must not exceed: (a) the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2018 (ANZG (2018)) default guideline values for toxicants at the 95 per cent species protection level; (b) for physical and chemical stressors, the guideline values set out in Tables 3.3.2 and 3.3.3 of the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000 (ANZECC/ARMCANZ); and (c) for bioaccumulative and persistent toxicants, the ANZG (2018) guidelines values at a minimum of 99 per cent species protection level. Where the ANZG (2018) does not provide a default guideline value for a particular pollutant, the approaches set out in the ANZG (2018) for deriving guideline values, using interim guideline values and/or using other lines of evidence such as international scientific literature or water quality guidelines from other countries, must be used.	Section 6.2 Section 6.4	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.
E130	If construction stage stormwater discharges are proposed, a Water Pollution Impact Assessment will be required. Any such assessment must be prepared in consultation with the EPA and be consistent with the National Water Quality Guidelines, with a level of detail commensurate with the potential water pollution risk. Note: If an EPL is required the Water Pollution Impact Assessment will be required to inform licensing consistent with section 45 of the POEO Act.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan.
E131	Drainage feature crossings (permanent and temporary watercourse crossings and stream diversions) and drainage swales and depressions must be carried out in accordance with relevant guidelines and designed by a suitably qualified and experienced person.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan and Design Report/s..

Ref	Description	Reference	How Addressed
E132	Unless an EPL is in force in respect to the CSSI and that licence specifies alternative criteria, discharges from operational water treatment plants to surface waters must not exceed: (a) the ANZG 2018 default guideline values for toxicants at the 95 per cent species protection level; (b) for physical and chemical stressors, the guideline values set out in Tables 3.3.2 and 3.3.3 of the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC/ARMCANZ, 2000); and (c) for bioaccumulative and persistent toxicants, the ANZG 2018 guideline values at a minimum of 99 per cent species protection level. Where the ANZG 2018 does not provide a default guideline value for a particular pollutant, the approaches set out in the ANZG 2018 for deriving guideline values, using interim guideline values and/or using other lines of evidence such as international scientific literature or water quality guidelines from other countries, must be used.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E133	Make good provisions for groundwater users must be provided in the event of a material decline in water supply levels, quality or quantity from registered existing bores associated with groundwater changes from either construction and/or ongoing operational dewatering caused by the CSSI.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
E134	The Proponent must submit a revised Groundwater Modelling Report to the Planning Secretary for information before bulk excavation at the relevant construction location. The Groundwater Modelling Report must include: (a) for each construction site where excavation will be undertaken, cumulative (additive) impacts from nearby developments, parallel transport projects and nearby excavation associated with the CSSI; (b) predicted incidental groundwater take (dewatering) including cumulative project effects; (c) potential impacts for all latter stages of the CSSI or detail and demonstrate why these later stages of the CSSI will not have lasting impacts to the groundwater system, ongoing groundwater incidental take and groundwater level drawdown effects;	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).

Ref	Description	Reference	How Addressed
	(d) actions required to minimise the risk of inflows (including in the event latter stages of the CSSI are delayed or do not progress) and a strategy for accounting for any water taken beyond the life of the operation of the CSSI; (e) saltwater intrusion modelling analysis, from saline groundwater in shale, into metro station sites; and (f) a schematic of the conceptual hydrogeological model.		

EIS Performance Outcomes

Ref	Environmental Performance Objective Topic	Environmental Performance Objective	Reference	How Addressed
EIS 27.4.2	**Design, place and movement** Supporting the provision of successful places - the project is integrated with and enhances the environment where it is located, including improved accessibility and connectivity for communities.	The Applicable – Western Sydney Airport Design Guidelines and Design Quality Framework are implemented to deliver a rail corridor, stations and ancillary facilities that achieve the project vision and design objectives.	Design Management Plan	The requirements of this performance outcome will be captured in the Design Management Plan and the PUDCLP.
		Design excellence is exhibited in the project to complement the anticipated character of the precincts in which the project is located.		
		Accessibility and connectivity between future communities is supported by the project through opportunities to integrate with key project components such as stations.		
EIS 27.4.2	**Transport** Network connectivity, safety and efficiency of the transport system in the vicinity of the project are managed to minimise impacts. The safety of transport system customers is maintained Impacts on network capacity and the level of service are effectively managed.	Safe and efficient routes are provided for pedestrians, cyclists and road users at/near construction sites.	Section 2.1	The requirements of this performance outcome are addressed in the Overarching Construction Traffic Management Plan.
		Safe access to properties and businesses is maintained during construction, unless alternatives are agreed with property owners and businesses.		
		Heavy vehicles access the arterial network as soon as practicable on route to, and immediately after leaving, a construction site.		
		The local community and relevant authorities are informed of transport, access and parking changes/impacts to minimise inconvenience to the public.		
		Safe and efficient interchanges are provided between transport modes.		
		Transport interchange facilities provided at station precincts are designed in accordance with the modal access hierarchy		
	Works are compatible with existing infrastructure and future transport corridors	The project is designed to be compatible with existing infrastructure and future transport corridors.		

Ref	Environmental Performance Objective Topic	Environmental Performance Objective	Reference	How Addressed
EIS 27.4.2	Noise and Vibration – Structural Construction noise and vibration (including airborne noise, groundborne noise and blasting) is effectively managed to minimise adverse impacts on acoustic amenity. Construction noise and vibration (including airborne noise, groundborne noise and blasting) are effectively managed to minimise adverse impacts on the structural integrity of buildings and items including Aboriginal places and environmental heritage	Construction noise and vibration impacts on local communities (including airborne noise and ground-borne noise and vibration) are managed in accordance with the Construction Noise and Vibration Standard, the Interim Construction Noise Guideline, and the Airports (Environment Protection) Regulations 1997	Section 6.2	The requirements of this performance outcome are addressed in the Noise and Vibration Management Sub-plan and the Non-Aboriginal Heritage Management Sub-plan.
		Structural damage to buildings, heritage items and public utilities and infrastructure, including the Warragamba to Prospect Water Supply Pipelines, from construction vibration to be avoided		
EIS 27.4.2	**Biodiversity** The project design considers all feasible measures to avoid and minimise impacts on terrestrial and aquatic biodiversity	Minimise or where possible avoid impacts on threatened flora and fauna species, and ecological communities listed under the Biodiversity Conservation Act 2016 (NSW) and Environment Protection and Biodiversity Conservation Act 1999 (Cth).	Section 6.2	The requirements of this performance outcome are addressed in the Flora and Fauna Management Sub-plan.
		Culverts and bridges would be appropriately sized to maintain fauna habitat connectivity		
		Maintain integrity and functionality of rail corridor fencing to minimise wildlife-train collision while providing opportunities for cross-corridor wildlife movement		
		Re-establish native vegetation in accordance with the National Airports Safeguarding Framework Principles and Guidelines including Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports (Australian Government, 2014)	N/A	This performance outcome is not triggered by the Main Works.

Ref	Environmental Performance Objective Topic	Environmental Performance Objective	Reference	How Addressed
EIS 27.4.2	**Non-Aboriginal Heritage** The design, construction and operation of the project facilitates, to the greatest extent possible, the long term protection, conservation and management of the heritage significance of items of environmental heritage. The design, construction and operation of the project avoids or minimises impacts, to the greatest extent possible, on the heritage significance of environmental heritage.	Impacts on non-Aboriginal heritage items and archaeology are minimised or where possible avoided.	Section 6.2	The requirements of this performance outcome are addressed in the Noise and Vibration Management Sub-plan and the Non-Aboriginal Heritage Management Sub-plan.
		The design of the project incorporates non-Aboriginal heritage interpretation		
EIS 27.4.2	**Aboriginal Heritage** The design, construction and operation of the project facilitates, to the greatest extent possible, the long term protection, conservation and management of the heritage significance of items of Aboriginal objects and places. The design, construction and operation of the project avoids or minimises impacts, to the greatest extent possible, on the heritage significance of Aboriginal objects and places.	The heritage significance of Aboriginal objects and places are protected, conserved and/or managed in order to ensure the project does not diminish the story and cultural understanding associated with the objects and places of Aboriginal people in New South Wales.	Section 6.2	The requirements of this performance outcome are addressed in the ACHMP.
		Impacts on areas of archaeological sensitivity and significance are avoided or minimised, where practical.		
		The design of the project incorporates Aboriginal heritage interpretation and Aboriginal cultural design principles in consultation with Aboriginal knowledge holders.		

Ref	Environmental Performance Objective Topic	Environmental Performance Objective	Reference	How Addressed
EIS 27.4.2	**Flooding, Hydrology and Water Quality** The project minimises adverse impacts on flooding characteristics Construction and operation of the project avoids or minimises the risk of, and adverse impacts from, infrastructure flooding, flooding hazards, or dam failure. Long term impacts on surface water and groundwater hydrology (including drawdown, flow rates and volumes) are minimised.	Land and property beyond the construction footprint would not be impacted by construction for the 0.5 Exceedances per Year (EY) storm event.	Section 6.2	The requirements of this performance outcome are addressed in the Soil and Water Management Sub-plan.
		No aspect of construction to materially adversely affect existing water quality in receiving waters to a minimum 0.5 EY storm event, or in line with the 'Blue Book' (Managing Urban Stormwater: Soils & Construction Volume 1 (Landcom, 2004))		
		No material change to channel shape within the construction footprint for the 0.5 EY storm event for streams classified first order and higher.		
	The environmental values of nearby, connected and affected water sources, groundwater and dependent ecological systems including estuarine and marine water (if applicable) are maintained (where values are achieved) or improved and maintained (where values are not achieved). Sustainable use of water resources. The project is designed, constructed and operated to protect the NSW Water Quality Objectives where they are currently being achieved, and contribute	Water discharged from the project, including runoff from hardstand areas, surface and ground water storages would: • contribute towards achieving ANZECC guideline water quality trigger values for physical and chemical stressors for slightly disturbed ecosystems in lowland rivers in southeast NSW, or • meet any water quality criteria determined in consultation with the NSW Environment Protection Authority (off-airport) where an EPL is required or in consultation with Western Sydney Airport in accordance with the Airports (Environmental Protection) Regulations 1997 (on-airport).	Section 6.2	The requirements of this performance outcome are addressed in the Soil and Water Management Sub-plan.
		Drainage from the project (including the stabling and maintenance facility, service facilities and stations) designed in accordance with local council requirements for managing urban stormwater quality and quantity		
		No change to flood hazard vulnerability classification limits for residential and commercial buildings or roads.		

Ref	Environmental Performance Objective Topic	Environmental Performance Objective	Reference	How Addressed
	towards achievement of the Water Quality Objectives over time where they are currently not being achieved, including downstream of the project to the extent of the project impact including estuarine and marine waters (if applicable).	No change to flood hazard vulnerability classification limits for all land types as a result of the permanent spoil placement areas at Western Sydney International.	N/A	Not applicable to Main Works.
		For all land currently flooded up to the one per cent annual exceedance probability event, no change to peak flood levels up to the following limits, unless otherwise agreed with the affected property owner: - residential, commercial, critical infrastructure no new above floor flooding, maximum change of 10 millimetres for existing flooded buildings and maximum 50 millimetres for properties where flooding is below floor level - Roads - Maximum change of 50 millimetres - Crown land open space, farming, grazing and cropping land - Maximum change of 200 millimetres	Design Management Plan	The requirements of this performance outcome will be captured in the Design Management Plan.
		Where flood water velocities are currently below one metre per second (m/s) the project is designed and operated to ensure they remain below one metre per second. Where velocities are above one m/s, an increase of no more than 20 per cent is permitted.		
		Critical infrastructure including stations entries and tunnel portals to have immunity against the probable maximum flood event.		
EIS 27.4.2	**Groundwater and geology** Long term impacts on surface water and groundwater hydrology (including drawdown, flow rates and volumes) are minimised.	Structural damage to buildings, heritage items and public utilities and infrastructure, including the Warragamba to Prospect Water Supply Pipelines, from ground movement to be avoided.	N/A	The requirements of this performance outcome are not triggered by the Main Works.
		Groundwater availability and quality for water supply and environmental benefit (e.g. groundwater dependent ecosystems) is not affected beyond the requirements outlined in the NSW Aquifer Interference Policy		

Ref	Environmental Performance Objective Topic	Environmental Performance Objective	Reference	How Addressed
EIS 27.4.2	**Soils and contamination** The environmental values of land, including soils, subsoils and landforms, are protected. Risks arising from the disturbance and excavation of land and disposal of soil are minimised, including disturbance to acid sulfate soils and site contamination.	Contamination risks to human health and ecological receivers are minimised through effective management of existing contaminated land.	Section 6.2	The requirements of this performance outcome are addressed in the Soil and Water Management Sub-plan.
		Contaminated land and soil within the footprint of the project is remediated where required, to ensure the land is suitable for the intended future land use.		
EIS 27.4.2	**Sustainability, climate change and greenhouse gas** The project reduces the NSW Government's operating costs and ensures the effective and efficient use of resources Conservation of natural resources is maximised.	The project achieves a minimum 'Design' and 'As built' rating score of Leading +75, using the Infrastructure Sustainability Council of Australia Infrastructure Sustainability Rating Scheme Version 1.2 or equivalent	Sustainability Management Plan	The requirements of this performance outcome are addressed in the Sustainability Management Plan (refer to Condition E100).
		Sustainability initiatives are incorporated into the planning, design and construction of the project		
		25 per cent of the greenhouse gas emissions associated with consumption of electricity during construction are offset		
	The project is designed, constructed and operated to be resilient to the future impacts of climate change	The project is designed to withstand known impacts associated with climate change to year 2100		
EIS 27.4.2	**Cumulative Impacts** Cumulative impacts are managed through coordination of construction activities and communication processes with nearby major projects (Western Sydney International, M12 Motorway, The Northern Road, St Marys Intermodal).	Cumulative impacts are managed through coordination of construction activities and communication processes with nearby projects (Western Sydney International, M12 Motorway, The Northern Road, St Marys Intermodal and St Marys Commuter Car Park Expansion)	Section 3.5	The Cumulative Construction Impacts Management Plan will be prepared by Sydney Metro. CPBUI will undertake the Main Works in accordance with the Cumulative Construction Impacts Management Plan.

Ref	Environmental Performance Objective Topic	Environmental Performance Objective	Reference	How Addressed
EIS 27.4.2	**Resource management** Conservation of natural resources is maximised.	100 per cent of useable spoil is reused in accordance with the spoil reuse hierarchy.	Section 6.2	The requirements of this performance outcome are addressed in the Spoil Management Sub-plan and the Waste Management Sub-plan.
		A minimum 95 per cent recycling target is achieved for construction and demolition waste.		
		Products made from recycled content are prioritised.		
		The use of potable water for non-potable purposes is avoided if non-potable water is available.		
		The reuse of water is maximised, either on-site or off-site.		

Revised Environmental Management Measures

Ref	Description	Reference	How Addressed
T1	Construction Traffic Management Plans would be prepared in accordance with the Construction Traffic Management Framework.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
T2	The Construction Traffic Management Plan for St Marys would be developed in consultation with the Traffic and Transport Liaison Group to ensure existing transport interchange infrastructure continues to operate effectively within the St Marys station precinct.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
T3	Coordination with Western Sydney Airport and Transport for NSW would be undertaken through the Traffic and Transport Liaison Group to manage potential cumulative construction traffic impacts with M12 Motorway and Elizabeth Drive.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
T4	Road Safety Audits would be carried out to address vehicular access and egress, and pedestrian, cyclist and public transport safety. Road Safety Audits would be carried out as per the guidelines outlined in Section 10 of the Construction Traffic Management Framework.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
T5	Maintain access for pedestrians and cyclists around construction sites as per the guidelines outlined in the Construction Traffic Management Framework. Appropriate signage and line marking would be provided to guide pedestrians and cyclists past construction sites and on the surrounding network to allow access to be maintained.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
T6	Access for construction vehicles to be planned as per the guidelines outlined in the Construction Traffic Management Framework. Construction site traffic would be managed to minimise movements during peak periods. Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist safety.	Section 2.1	The requirements of this Condition are addressed in the Overarching Construction Traffic Management Plan.
T7	Temporary relocation of bus stops and the bus layovers at to the Station Street car park in St Marys would be implemented prior to	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).

Ref	Description	Reference	How Addressed
	the commencement of construction works that impacts on the existing bus facilities. The temporary relocation of bus stops and the bus layover at St Marys would be carried out in consultation with the Transport for NSW, Penrith City Council and bus operators. Wayfinding and customer information would guide customers to temporary bus stop locations		
T8	Transport for NSW would be consulted to discuss opportunities for their delivery of intersection upgrades at Mamre Road/M4 Western Motorway on and off ramps prior to the peak year of construction	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
T9	A construction worker car parking strategy for St Marys would be prepared in consultation with Penrith City Council and Transport for NSW prior to the commencement of construction. The strategy would seek to: • minimise overall demand for construction worker car parking through initiatives such as use of other project construction worksites in combination with shuttle buses, car-pooling and encouraging the use of public transport • minimise potential use of on-street car parking by construction workers The construction worker car parking strategy would be implemented throughout construction	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
OT2	The project would be designed such that access to properties and existing infrastructure neighbouring the proposed stations would be maintained.	Section 6.6	Design Reports.
NV1	Where acoustic sheds are installed, the internal lining and type of material used in the construction of the sheds would be considered during design development and construction planning to ensure appropriate attenuation is provided.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
NV2	To avoid potential vibration impacts to the Warragamba to Prospect Water Supply Pipelines, a detailed construction vibration assessment would be undertaken in accordance with the Guidelines for Development Adjacent to the Upper Canal and Warragamba	Section 6.2	The requirements of this Condition are addressed in the Noise and Vibration Management Sub-plan.

Ref	Description	Reference	How Addressed
	Pipelines (WaterNSW, 2020) and would consider the following requirements: ▪ confirm velocity limits for construction activities and the impact the works will have on WaterNSW assets ▪ excavation methods would be undertaken in accordance with German Standard DIN 4150-3:2016 (2.5 mm/s PPV) ▪ vibration monitoring would be undertaken prior to and during construction for high risk construction activities ▪ vibration monitoring reports would be provided to WaterNSW		
FF1	The Biodiversity Construction Environmental Management Plan (on-airport) and Flora and Fauna Management Plan (off-airport) would be prepared by a suitably qualified and experienced person to minimise and manage the clearing of native vegetation and habitat by: ▪ seeking to locate site offices, site compounds and ancillary facilities in areas where there are limited biodiversity values (e.g. cleared land) ▪ delaying the removal of vegetation until absolutely necessary ▪ avoiding the removal of hollow-bearing trees, where possible ▪ using a qualified surveyor and suitably qualified ecologist to mark out exclusion zones and clearing/project boundaries prior to construction ▪ providing contractors with regularly updated sensitive area maps (showing clearing boundaries and exclusion zones) ▪ investigating opportunities for salvage and storage of felled native trees for potential use in landscape design. The Biodiversity Construction Environmental Management Plan (on-airport) and Flora and Fauna Management Plan (off-airport) would be implemented throughout construction.	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
FF2	A Nest Box Strategy would be prepared to minimise habitat loss to hollow-dependent fauna in accordance with the Flora and Fauna Management Plan and would include the following requirements:	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.

Ref	Description	Reference	How Addressed
	▪ hollow-bearing trees would be marked/tagged and mapped prior to their removal. The size, type, number and location of nest boxes required would be based on the results of the pre-clearing survey ▪ about 70 per cent of nest boxes would be installed about one month prior to any vegetation removal to provide alternate habitat for hollow-dependent fauna displaced during clearing		
FF4	A targeted microbat survey (including Eastern Coastal Free-tailed Bat, Large Bent-winged bat and Eastern False Pipistrelle) of dwellings and structures proposed for demolition, removal or modification would be undertaken in accordance with 'Species credit' threatened bats and their habitats NSW survey guide for the Biodiversity Assessment Method (OEH, 2018) prior to disturbance. Other human-made structures such as culverts and other under-road structures within the construction footprint would be surveyed for threatened microbats (e.g. particularly the Southern Myotis) in accordance with the Biodiversity Assessment Method (OEH, 2018). If threatened microbats are detected, a Microbat Management Plan would be developed as part of the Flora and Fauna Management Plan and implemented by a suitably qualified bat specialist.	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
FF5	Works on-airport would be managed in accordance with the Western Sydney Airport Microbat Management Plan and in consultation with Western Sydney Airport.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
FF6	During construction, shading and artificial light impacts would be minimised in areas adjoining remnant bushland that is in intact condition.	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
FF7	Fish passage and fish habitat associated with Cosgrove Creek and Blaxland Creek would be protected in accordance with the Policy and Guidelines for Fish Habitat Conservation and Management (DPI (Fisheries NSW), 2013)	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.

Ref	Description	Reference	How Addressed
FF8	A Dewatering Plan would be prepared and implemented for the dewatering of rural dams which are impacted as a result of the construction of the project. This would include measures to manage the transfer of native aquatic fauna, if required, prior to dewatering and removing of dams.	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
FF9	A Dewatering Plan would be prepared and implemented for the dewatering of rural dams which are impacted as a result of the construction of the project. This would include measures to manage the transfer of native aquatic fauna, if required, prior to dewatering and removing of dams. The plan would be consistent with the Western Sydney Airport Biodiversity Construction Environmental Management Plan (2019) (on-airport).	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
FF10	The impact of Key Threatening Processes as a result of the project would be managed and minimised where possible through: ▪ implementation of weed management measures to prevent the introduction and spread of weeds including exotic vines and scramblers, Olea europaea (African Olive), Chrysanthemoides monilifera, Lantana camara, and exotic perennial grasses ▪ implementation of pathogen management measures to prevent the introduction and spread of pathogens including amphibian chytrid, Phytophthora implementa, and Exotic Rust Fungi of the order Pucciniales ▪ implementation of management measures to protect the riparian zone to ensure fish passage and protect fish habitat in accordance with the Policy and Guidelines for Fish Habitat Conservation and Management (DPI (Fisheries NSW,) 2013), and minimisation of vegetation removal within the riparian zone where possible	Section 6.2	The requirements of this Condition are addressed in the Flora and Fauna Management Sub-plan.
FF11	A native vegetation seed collection and salvage program would be developed prior to the commencement of construction and implemented during construction. The seed collection and salvage program would aim to target native species prioritising the Cumberland Plain Woodland species to be utilised in landscaping for	N/A	Sydney Metro is responsible for the management of the native vegetation seed collection and salvage program. CPBUI will cooperate with Sydney Metro to achieve the requirements of this REMM.

Ref	Description	Reference	How Addressed
	the project where possible. Opportunities for use of collected and salvaged seed outside of the project would also be investigated.		
OFF1	Wildlife connectivity would be maintained (where possible) through the installation of viaduct/bridge structures designed in accordance with the following: ▪ Height and width of the area under a bridge to be maximised for all species, noting a minimum height of approximately 3 metres of dry passage will provide connectivity for most terrestrial species ▪ Bridges wide enough to encompass water flow, stream bank and riparian vegetation, preferably on both sides of the water course ▪ For small and medium sized mammals, provide fauna furniture as shelter (e.g. vegetation, logs, rocks, leaf-litter, refuge pipes, escape poles, roofing tiles, and roofing iron) ▪ Height and carriageway separation designed to allow sufficient light and moisture to enhance growth of vegetation under the structure ▪ If used for multiple purposes (e.g. pathways or access roads) aim to provide the 3 metre of natural passage for fauna ▪ Relocation or adjustment of the stream bed avoided where possible ▪ The structure to tie in with the natural hydrology of the surrounding habitat such that the width, depth and gradient of the watercourse are maintained in the structure ▪ Consistent with the Policy and Guidelines for Fish Friendly Waterway Crossings (DPI (Fisheries NSW), 2013	Section 6.6	Design Reports.
OFF2	The design of viaduct structures over the wildlife/riparian corridors at Blaxland Creek, the unnamed tributary south of Patons Lane and Cosgroves Creek would seek to: ▪ maximise the span over the wildlife/riparian corridor ▪ minimise native vegetation removal within the wildlife/riparian corridors	Section 6.6	Design Reports.

Ref	Description	Reference	How Addressed
	▪ maintain opportunities for fauna movement along the wildlife/riparian corridors and provide opportunities to enhance fauna movement where possible		
NAH1	Potential moveable heritage items would be identified and assessed and a significant fabric salvage schedule would be prepared by an appropriately qualified and experienced heritage specialist for St Marys Railway Station, Bringelly RAAF Base, **McGarvie-Smith Farm**, and **McMasters Farm**. Significant fabric would only be salvaged if it can be salvaged in such a way that it can be reused and is likely to be able to be reused	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
NAH2	Heritage advice would be sought to develop solutions to manage potential ground movement impacts to the St Marys Goods Shed.	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
NAH3	Archival recording of heritage items which would be impacted or that would have their setting altered, would be carried out in accordance with the NSW Heritage Office's Photographic Recording of Heritage Items Using Film or Digital Capture (2006). The following items would be archivally recorded: ▪ St Marys Railway Station ▪ **Luddenham Road Alignment** ▪ **McMaster Farm** ▪ **McGarvie-Smith Farm** ▪ Kelvin Park Group (the State Heritage listed curtilage) ▪ Bringelly RAAF Base	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
NAH5	Archaeological investigations would be undertaken in accordance with recommendations in the non-Aboriginal Archaeological Research Design	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
NAH6	The following heritage items would be monitored for potential vibration impacts during construction: ▪ St Marys Railway Station Group ▪ Queen Street Post-War Commercial Building ▪ St Marys Munitions Workers Housing	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.

Ref	Description	Reference	How Addressed
	▪ **McGarvie Smith Farm** ▪ **McMaster Farm.**		
NAH7	If required, the St Marys Station jib crane would be temporarily relocated prior to construction that may impact on this item, safely stored and appropriately maintained and conserved before reinstatement. If relocation is required, a detailed methodology for the removal and reinstatement of the jib crane would be prepared in consultation with an appropriately qualified heritage advisor	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
NAH8	A dilapidation survey of the Warragamba to Prospect Water Supply Pipelines would be undertaken prior to construction commencing in the vicinity of this item	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan and the Noise and Vibration Management Sub-plan.
NAH9	If suspected human remains or unexpected items of potential heritage significance are discovered within the on-airport area, all activity would cease and the unexpected/chance finds requirements specified in the Western Sydney Airport European and Other Heritage Construction Environmental Management Plan would be followed.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
ONAH1	Design development for the project would endeavour to minimise adverse impacts to heritage buildings, elements, fabric, and heritage significant settings and view lines that contribute to the overall heritage significance of heritage items	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
ONAH2	The architectural design for the project would take account local heritage context and be sympathetic to local heritage character. This would include using sympathetic building materials, colours and finishes Design should aim to minimise visual impacts by ensuring that significant elements are not obstructed or overshadowed Design should adhere to the Principal – Western Sydney Airport Design Guidelines The Design Review Panel and Heritage Working Group would be consulted in regard to the design, form and material of new built structures that may impact heritage items	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).

Ref	Description	Reference	How Addressed
ONAH3	Consultation with the Heritage Council and relevant stakeholders would occur for the design of works that have the potential to impact State significant items including St Marys Railway Station	N/A	Not applicable to SCAW package.
ONAH4	A heritage interpretation strategy would be prepared for the project identifying key stories and interpretive opportunities related to non-Aboriginal heritage. The strategy would address historic and contemporary heritage and community values and would identify innovative and engaging opportunities for interpretation	N/A	Sydney Metro is responsible for preparation of the heritage interpretation strategy
ONAH5	A conservation management plan would be prepared for St Marys Railway Station, in accordance with NSW Heritage Council guidelines. The plan would address any changes to the station, including updated assessment of significance of elements and recommendations on curtilage changes. It would also provide site specific exemptions and management policies	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
ONAH6	Heritage inventory registers for heritage items modified by the project would be updated to document their change in condition following the completion of construction works for the project	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
ONAH7	An appropriately qualified and suitably experienced heritage architect would be engaged to provide input into design development at St Marys Station	N/A	Not applicable to SCAW package.
AH1	Aboriginal stakeholder consultation would continue to be carried out in accordance with the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (NSW Office of Environment and Heritage, 2010). Registered Aboriginal Parties would be provided with opportunities to participate in survey and testing in unverified areas of Aboriginal archaeological sensitivity, archaeological salvage works and unexpected find assessments (if required).	N/A	Sydney Metro is responsible for the requirements of this REMM.
AH2	Areas of unverified Aboriginal archaeological sensitivity would be subject to archaeological survey, if required, and test excavation prior to construction in accordance with the Aboriginal Cultural Heritage Management Plan.	N/A	Sydney Metro is responsible for this requirement.

Ref	Description	Reference	How Addressed
AH5	All Aboriginal objects recovered from the construction footprint as a result of test excavation and salvage works would be appropriately secured and under the care of the archaeological consultant while options for their long-term management, as determined through consultation with Registered Aboriginal Parties, are being investigated.	N/A	Not applicable to SCAW package.
AH6	Aboriginal Heritage Information Management System site cards would be produced for all newly identified sites other than those identified on Commonwealth land. These should be submitted to the Aboriginal Heritage Information Management System Registrar as soon as practicable within one month of being identified. Newly identified sites within the boundaries of Defence Establishment Orchard Hills (Commonwealth land) would be reported to the Department of Defence to be managed in accordance with the relevant provisions of the Defence Establishment Orchard Hills Heritage Management Plan.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
AH7	Aboriginal Site Impact Recording forms for sites subject to archaeological salvage would be submitted to the Aboriginal Heritage Information Management System register within one month of the completion of salvage works within their bounds.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
AH8	If any suspected human remains or unexpected Aboriginal cultural heritage objects are discovered within the on-airport area, all activity would cease and the unexpected finds protocol and discovery of human remains protocol specified in the Western Sydney Airport Aboriginal Cultural Heritage Construction Environmental Management Plan would be followed	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
AH9	Works within the bounds of existing Aboriginal Heritage Impact Permit areas should be undertaken in accordance with the conditions of those permits and with permission from the relevant Aboriginal Heritage Impact Permit holder. Works undertaken on Defence Establishment Orchard Hills (Commonwealth land) should be undertaken in accordance with the Defence Establishment Orchard Hills Heritage Management Plan.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.

Ref	Description	Reference	How Addressed
AH10	Impacted Aboriginal Sites would be managed in accordance with the Aboriginal Cultural Heritage Management Plan.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
AH11	Aboriginal sites located outside of the construction footprint, but within 100m of it, would be clearly demarcated or sign posted to avoid potential impact.	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
AH12	Reporting for all archaeological salvage works completed for the project would include: ▪ a minimum of one interim Aboriginal archaeological salvage report providing a summary of salvage works completed up to the reporting date, including the results of any post-excavation analyses completed. Interim results may be used to inform consistency assessments and Aboriginal heritage interpretation initiatives ▪ an Archaeological Salvage Report detailing the results of the archaeological salvage program (including the results of any post-excavation analyses) would be completed within one year of the completion of the fieldwork component of the program. The Archaeological Salvage Report would be consistent with the best practice guidelines suggested by the Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (DECCW 2010b) and the Aboriginal Cultural Heritage Standards & Guidelines Kit (NSW NPWS 1997).	Section 6.2	The requirements of this Condition are addressed in the Non-Aboriginal Heritage Management Sub-plan.
OAH1	A heritage interpretation strategy would be prepared for the project in consultation with Aboriginal knowledge holders. Aboriginal heritage interpretation would be developed with reference to the findings of the Aboriginal Cultural Heritage Assessment Report and Archaeological Assessment Report, to promote understanding and awareness of cultural heritage values	N/A	Sydney Metro is responsible for the heritage interpretation strategy.
HYD1	Construction planning would consider flood related mitigation, including: ▪ staging construction works to reduce the duration of works within the floodplain	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan and Appendix C3 – Site Establishment Layout Plans

Ref	Description	Reference	How Addressed
	▪ daily and continuous monitoring of weather forecasts and storm events, rainfall levels and water levels in key watercourses to identify potential flooding events and related flood emergency response ▪ consultation with NSW State Emergency Services and relevant local councils to ensure consistent approaches to the management of flood events (off-airport only) ▪ provide flood-proofing to excavations at risk of flooding during construction, where reasonable and feasible, such as raised entry into shafts and/or pump-out facilities to minimise ingress of floodwaters into shafts and the dive structure ▪ review of site layout and staging of construction works to avoid or minimise obstruction of overland flow paths and limit the extent of flow diversion required		
HYD2	Minimise works in the main creek channels (at Blaxland Creek, unnamed watercourse south of Patons Lane and Cosgroves Creek) where possible and avoid works in the channel during rainfall events	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan
HYD3	Surface water flows during construction would be managed to ensure that there is no increase in flows into or through the Warragamba to Prospect Water Supply Pipelines corridor.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan and Appendix C3 – Site Establishment Layout Plans
WQ1	A surface water quality monitoring program would be implemented to monitor water quality during construction. The program would be developed in consultation with (as relevant) Western Sydney Airport, NSW Environment Protection Authority, relevant sections of Department of Planning, Industry and Environment and relevant local councils. The program would consider monitoring being undertaken as part of other infrastructure projects such as the M12 Motorway and Western Sydney International On-airport, the water quality monitoring program would ensure that works meet the requirements under Schedule 2 of the Airports (Environment Protection) Regulations 1997. The program would monitor all construction discharge locations.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan

Ref	Description	Reference	How Addressed
WQ2	Water treatment plants would be designed to ensure that wastewater is treated to a level that is compliant with the ANZECC/ ARMCANZ (2000), ANZG (2018) and draft ANZG (2020) default guidelines for 95 per cent species protection and 99 per cent species protection level for toxicants that bioaccumulate unless other discharge criteria are agreed with relevant authorities.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan
WQ3	The design and construction of the project would take into account the former NSW Office of Water's Guidelines for controlled activities on waterfront land.	Section 6.2 Section 6.6	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan
OHYD1	The flood model for the project would be updated with regard to flood modelling undertaken for the South Creek Sector Review (anticipated to be released in 2021). The updated flood modelling would be used to inform design development including but not limited to, addressing potential residual flood impacts identified at the following locations: ▪ the viaduct and earthworks in the vicinity of Blaxland Creek so as to minimise the extent of the project within the floodplain ▪ the earthworks arrangement at the stabling and maintenance facility in the area affected by the Probable Maximum Flood ▪ the flood model for the project would be prepared in consultation with relevant stakeholders	Section 6.6	Design Report/s
OHYD2	Develop localised stormwater management plans at St Marys Station and Aerotropolis Core Station to ensure these stations are protected from localised flooding	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
OHYD3	Flood compatible design would need to be demonstrated for the permanent spoil placement areas to ensure compliance with applicable land use criteria	Section 6.6	Design Report/s
OHYD4	The design of the viaduct crossing over the Warragamba to Prospect Water Supply Pipelines would not result in an increase of overland flows into or through the pipelines corridor for each storm event up to and including the 1% AEP event	Section 6.6	Design Report/s
OWQ1	Design batter slope gradients and surface treatments to minimise erosion risk	Section 6.6	Design Report/s

Ref	Description	Reference	How Addressed
OWQ2	Drainage and water treatment design to be undertaken in accordance with Water Sensitive Urban Design requirements specified in local council, Transport for NSW and on-airport standards	Section 6.6	Design Report/s
OWQ3	Suitably designed scour and erosion controls should be included at drainage and sedimentation basin outlet discharge points	Section 6.6	Design Report/s
OWQ4	Detailed design of viaducts across waterways would aim to minimise infrastructure within the bed and banks of existing waterways and minimise changes to flood behaviour across the floodplain	Section 6.6	Design Report/s
OWQ5	Where feasible, on-site detention of stormwater would be introduced where stormwater runoff rates are increased. Where there is insufficient space for the provision of on-site detention, the upgrade of downstream infrastructure would be implemented where feasible and reasonable	Section 6.6	Design Report/s
OWQ6	At all locations where stormwater is discharged, water quality measures such as gross pollutant traps, bio-retention swales and Water Sensitive Urban Design features would be investigated and implemented where feasible and reasonable	Section 6.6	Design Report/s
OWQ7	Water treatment plants would be designed to ensure that wastewater is treated to a level that is compliant with the ANZECC/ ARMCANZ (2000), ANZG (2018) and draft ANZG (2020) default guidelines for 95 per cent species protection and 99 per cent species protection level for toxicants that bioaccumulate unless other discharge criteria are agreed with relevant authorities.	N/A	Not applicable to SCAW package.
GW1	Further assessment would be undertaken during design development, and prior to construction commencing, to ensure that damage to buildings and structures at risk of ground movement impacts around St Marys, Claremont Meadows, Orchard Hills and Bringelly are avoided or managed. Where building damage risk is rated as slight, moderate or high (as per Rankin 1988), a structural assessment of the affected buildings/structures would be carried out and specific measures implemented to address the risk of damage	Section 6.6	Design Report/s

Ref	Description	Reference	How Addressed
GW2	Further assessment of road and rail infrastructure and utility assets (including the Warragamba to Prospect Water Supply Pipelines) considered to be at risk from ground movement would be undertaken during design development. Consultation would be undertaken with the infrastructure and asset owners in each case to determine appropriate ground movement criteria for the assessment and, if required, to agree management measures to manage potential impacts	Section 6.6	Design Report/s
GW3	Further assessment of potential ground movement impacts on the Goods Shed building at St Marys Station, including a building condition survey, would be carried out during design development and prior to the commencement of construction. The assessment would be carried out in consultation with a suitably qualified heritage architect and would identify acceptable ground movement criteria and, if required, feasible measures to reduce or mitigate the effects of ground movement on this structure	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
GW4	Consultation with Western Sydney Airport will be on-going in respect to the construction programs for both projects to understand the potential for ground movement impacts to proposed buildings and structures	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
GW5	Detailed hydrogeological and geotechnical models for the project would be developed and progressively updated during design and construction. These models would: •be informed by the results of groundwater monitoring undertaken before and during construction •identify predicted changes to groundwater levels, including at nearby water supply works and at groundwater dependent ecosystems or other sensitive groundwater receptors	Design Reports (if applicable)	During detailed design it will be confirmed if the SCAW package will be required to contribute to this. Due to the low risk of groundwater impact from the SCAW package and the fact that Condition E134 – *Groundwater Modelling Report* is not allocated to the project in Table 4-2 of the Staging Report (Rev6), construction changes to groundwater levels, including at nearby water supply works and at groundwater dependent ecosystems or other sensitive groundwater receptors is not predicted to occur

Ref	Description	Reference	How Addressed
GW6	A Groundwater Management Plan would be prepared and implemented. The plan must include the following trigger-action response measures in relation to groundwater levels in areas identified as subject to potential drawdown (at groundwater dependent ecosystems or other sensitive receivers) but outside the construction footprint and Western Sydney International Stage 1 Construction Impact Zone: a.target criteria, set with reference to relevant standards and site specific parameters; b.trigger values and corresponding corrective actions to prevent recurring or long-term exceedance of the target criteria described in (a); c.corrective actions to compensate for any recurring or long-term exceedance of the target criteria described in (a) Response measures may include: •targeted ground improvement and grouting to limit groundwater inflows into station excavations, tunnels and cross-passage to reduce groundwater drawdown •design of undrained temporary retention systems to minimise groundwater inflow into station excavations and reduce groundwater drawdown •supplementing groundwater supply at affected groundwaterdependent ecosystems or watercourses •make good provisions for groundwater supply wells impacted bychanges in groundwater level or quality	N/A	Due to the low risk of groundwater impact, the requirement for SCAW package to prepare a Groundwater Management is not allocated in Table 4-2 of the Staging Report (Rev6).
OGW1	Ongoing groundwater inflows from drained project elements (or incidental flows) would be treated and tested before discharge to comply with any relevant Environment Protection Licence or agreed discharge criteria	N/A	Not applicable to the SCAW package as it relates to St Marys Station and the Bringelly Service Facility.
SC1	The Soil and Water Management Plan would incorporate the following measures: ▪ for low risk areas of environmental concern, worker health and safety measures, waste management and tracking for contamination would be outlined.	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan

Ref	Description	Reference	How Addressed
	▪ for medium and high risk areas of environmental concern, detailed site investigations and review of further available information would be undertaken prior to the start of construction		
SC2	Based on outcomes of SC1: ▪ if a medium or high risk area of environmental concern is reassessed as low risk, the site would be managed in accordance with the Soil and Water Management Plan. This would typically occur where there is minor, isolated contamination that can be readily remediated through standard construction practices such as excavation and off-site disposal ▪ for areas of environmental concern that remain or change to medium risk, visual inspections and monitoring would be performed during earthworks. If suspected contamination is encountered, the materials would be subject to sampling and analysis to assess management requirements in accordance with statutory guidelines made or endorsed by the NSW Environment Protection Authority statutory guidelines ▪ for areas of environmental concern that remain or change to high risk, a Sampling, Analysis and Quality Plan would be prepared for Detailed Site Investigations or data gap investigations. The results from the site investigations would be assessed against criteria contained within the National Environment Protection (Assessment of Site Contamination) Measure (2013) and other applicable NSW statutory guidelines to assess whether remediation is required. Remediation works would be performed in accordance with the hierarchy of preferred strategies in the Guidelines for the NSW Site Auditor Scheme (NSW Environment Protection Authority, 2017) and other guidelines made or endorsed by the NSW Environment Protection Authority. Where practical, remediation works would be integrated with excavation and development works performed during construction	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan

Ref	Description	Reference	How Addressed
SC3	Where information gathered from investigations for medium and high risk areas of environmental concern (as per mitigation measure SC1) is insufficient to determine the risk of contamination, a detailed site investigation would be carried out in accordance with the National Environment Protection Measure (2013) and other guidelines made or endorsed by the NSW Environment Protection Authority Where data from the additional data review (mitigation measure SC1) or the detailed site investigation (mitigation measure SC2) confirms that contamination would require remediation, a Remediation Action Plan would be developed for the area of the construction footprint. If a Remediation Action Plan is required, it would be developed in accordance with NSW Environment Protection Authority statutory guidelines and a Site Auditor would be engaged. Remediation methodologies would be undertaken in accordance with Australian Standards and other relevant government guidelines and codes of practice Remediation would be performed as an integrated component of construction and to a standard commensurate with the proposed end use of the land	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan
SC4	If a duty to report to the NSW Environment Protection Authority under Section 60 of the *Contaminated Lands Management Act 1997* is triggered, or where a medium to high risk of contamination is identified, an accredited Site Auditor would review and approve the Remediation Action Plan (including issue of interim audit advice) and would develop a Site Audit Statement and Site Audit Report upon completion of remediation	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan
SC5	An unexpected finds procedure would be developed and implemented as part of the project Soil and Water Management Plan, outlining a set of potential contamination issues which could be encountered, and detailing the management actions to be implemented. The unexpected finds procedure would include a process for chemical and asbestos contamination and would generally include: ▪ cessation of works within the affected area until inspection of the suspected contamination by a qualified contaminated lands	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan

Ref	Description	Reference	How Addressed
	consultant (verification by a certified contaminated land practitioner) ▪ collection of soil samples for chemical or asbestos analysis, where required, based on observations ▪ assessment of results against applicable land use or waste classification criteria in accordance with statutory guidelines made or endorsed by the NSW Environment Protection Authority statutory guidelines ▪ management of the contamination in accordance with statutory guidelines made or endorsed by the NSW Environment Protection Authority statutory guidelines ▪ the unexpected finds procedure for on-airport construction would be consistent with the Western Sydney Airport unexpected finds procedure detailed in the Soil and Water Construction Environmental Management Plan (Western Sydney Airport, 2019)		
SC6	Post construction, an inspection of construction, stockpiling and laydown sites and soil validation of redundant sedimentation/water quality basins would be undertaken to assess if further investigation and remediation is required. Investigation and remediation (if required) would be undertaken in accordance with the Soil and Water Management Plan (off-airport) and a project specific Remediation Action Plan that would be prepared in a manner consistent with the Western Sydney Airport Remediation Action Plan (2019) (on-airport). All inspections, investigations and remediation would be undertaken by a qualified contaminated lands consultant with reports prepared or reviewed by a Certified Contaminated Land Consultant	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan
SC7	Prior to ground disturbance in areas of potential acid sulfate soil occurrence, testing would be carried out to determine the actual presence of acid sulfate soils. If acid sulfate soils are encountered, they would be managed in accordance with the Acid Sulfate Soil Manual (Acid Sulfate Soil Management Advisory Committee, 1998)	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan

Ref	Description	Reference	How Addressed
SC8	Prior to ground disturbance in high probability salinity areas testing would be carried out to determine the presence of saline soils. If salinity is encountered, excavated soils would not be reused or would be managed in accordance with Book 4 Dryland Salinity: Productive Use of Saline Land and Water (NSW DECC 2008). Erosion controls would be implemented in accordance with the Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom, 2004)	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan
SC9	Targeted groundwater investigations would be undertaken prior to construction to identify high salinity areas at risk from rising groundwater. Where high saline areas (>1000 µS/cm) are identified, measures such as planting, regenerating and maintaining native vegetation and good ground cover in recharge, transmission and discharge zones would be implemented where possible	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan
SC10	Where the construction footprint is not used as part of the operational footprint (residual land), an assessment of the suitability of the site for the proposed land use would be undertaken in accordance with statutory guidelines made or endorsed by the NSW Environment Protection Authority	Section 6.2	The requirements of this Condition are addressed in the Soil and Water Management Sub-plan
SC11	For works within Western Sydney International: •a review of further available information from Western Sydney Airport would be undertaken prior to the commencement of construction, which may include review of investigations, the Western Sydney Airport Remediation Action Plan and validation reports •any remediation works (for contamination encountered by Sydney Metro that has not been remediated by Western Sydney Airport) would be undertaken in accordance with the Sydney Metro Remediation Action Plan, developed in a manner consistent with the Western Sydney Airport Remediation Action Plan	N/A	Not applicable to the SCAW package in accordance with the Staging Report (Appendix B).
SUS1	A Sustainability Plan would be developed and implemented during construction of the project. The Sustainability Plan would identify the sustainability, climate change and greenhouse gas objectives, initiatives and targets which would be implemented during further	Sustainability Plan	The requirements of this REMM will be addressed in the Sustainability Plan (refer to Condition 100).

Ref	Description	Reference	How Addressed
	design development and construction of the project. The Sustainability Plan would be developed to be consistent with the Western Sydney Airport Sustainability Plan for on-airport works. The Sustainability Plan would also inform the preparation of Sustainability Management Plans for each off-airport construction work package.		
SUS2	Protect sensitive construction equipment from the effects of extreme weather, such as direct exposure to the sun on extreme heat days and flooding	Section 6.2	The requirements of this Condition are addressed in the Visual Amenity Management Sub-plan
SUS3	Address climate change impacts in emergency management procedures for the construction of the project, such as consideration of impacts of flash flooding on evacuation procedures	Emergency Response Plan	As part of the Emergency Response Plan, a Bushfire Management Plan will be prepared and implemented in accordance with the requirements of this REMM.
GHG1	Carry out an iterative process of greenhouse gas assessments and design refinement prior to construction to identify opportunities to minimise greenhouse gas emissions. Performance would be measured in terms of a percentage reduction in greenhouse gas emissions, and assessed against a business as usual project benchmark verified by Infrastructure Sustainability Council of Australia or equivalent independent industry body	Sustainability Plan	The requirements of this REMM will be addressed in the Sustainability Plan (refer to Condition 100).
OSUS1	A Sustainability Plan would be developed and implemented during operation of the project. The Sustainability Plan would identify the sustainability, climate change and greenhouse gas objectives, initiatives and targets which would be implemented during further design development and operation of the project. The Sustainability Plan would be developed to be consistent with the Western Sydney Airport Sustainability Plan for on-airport works	N/A	Not applicable to the SCAW package in accordance with the Staging Report (Appendix B).
OSUS2	Climate change risk treatments would be confirmed and incorporated during further design development	Section 6.6	Design Report/s Sustainability Management Plan
OGHG1	Carry out an iterative process of greenhouse gas assessments and design refinement during detailed design to identify opportunities to minimise greenhouse gas emissions Performance would be measured in terms of a percentage reduction in greenhouse gas	Section 6.6	Design Report/s Sustainability Management Plan

Ref	Description	Reference	How Addressed
	emissions, and assessed against a business as usual project benchmark verified by Infrastructure Sustainability Council of Australia or equivalent independent industry body.		
WR1	Construction waste would be minimised by accurately calculating materials brought to the site and limiting materials packaging	Section 6.2	The requirements of this Condition are addressed in the Waste Management Sub-plan
WR2	Waste streams would be segregated to avoid cross-contamination of materials and maximise reuse and recycling opportunities	Section 6.2	The requirements of this Condition are addressed in the Waste Management Sub-plan
WR3	A materials tracking system would be implemented for material transferred between construction sites	Section 6.2	The requirements of this Condition are addressed in the Waste Management Sub-plan
OWR1	Generation of waste would be minimised and reused where possible in line with the waste hierarchy and the sustainability objectives outlined in a Sustainability Plan. In addition: ▪ bins would be provided for general waste and recyclables and collection would be undertaken by an authorised contractor for off-site recycling or disposal at a licenced waste facility ▪ waste from maintenance activities would be stored in designated areas for collection by an authorised contractor for off-site disposal ▪ containers holding grease and lubricants for maintenance would be washed prior to disposal or stored separately for disposal as hazardous waste ▪ waste oil and oil filters would be stored in recycling bins and collected by an authorised contractor, and recycled off-site, where feasible ▪ wastewater, sewage and grey water would be disposed to stormwater, sewer, recycled wastewater system or transported to an appropriately licenced liquid waste treatment facility (if water quality does not meet requirements for discharge to the stormwater/sewer system)	Section 6.2	The requirements of this Condition are addressed in the Waste Management Sub-plan

Ref	Description	Reference	How Addressed
LU1	Areas of land leased for the purposes of construction would be reinstated at the end of the lease to at least equivalent standard in consultation with the landowner.	Soil and Water Management Sub-plan Lease Conditions	Section 7.9.3 of the Soil and Water Management Sub-plan contains details of the post-construction monitoring required to ensure that construction areas have no residual contamination, waste or erosion risk. Details of reinstatement requirements will be subject to individual leases.
LU2	Where required property adjustments have the potential to impact farm infrastructure (such as fencing or dams) or local access to properties. Consultation with affected property owners would be carried out prior to these works occurring, in order to determine reasonable, feasible and acceptable solutions.	Section 7.7.2	The requirements of this REMM are addressed in the Communication Strategy.
LU3	Where a property would be potentially fragmented by the construction corridor, access to properties would be maintained, in consultation with the landowner(s)	Section 7.7.2	The requirements of this REMM are addressed in the Communication Strategy.
OLU1	Where a property would be potentially fragmented by the rail corridor, access to properties would be provided. The location of access to be provided would be agreed in consultation with the landowner(s).	Section 7.7.2	The requirements of this REMM are addressed in the Communication Strategy.
OLU2	Sydney Metro would continue to consult with key stakeholders during design development of the station interchanges and precincts	Section 7.7.2	The requirements of this REMM are addressed in the Communication Strategy.
LV1	Opportunities for the retention and protection of existing street trees and trees within the construction sites would be identified during detailed construction planning	Section 6.2	The requirements of this REMM are addressed in the Flora and Fauna Management Sub-plan and the Visual Amenity Management Sub-plan
LV2	Existing trees to be retained would be protected prior to the commencement of construction in the vicinity of these trees in accordance with AS4970-2009 Protection of Trees on Development Sites	Section 6.2	The requirements of this REMM are addressed in the Flora and Fauna Management Sub-plan
LV3	All structures (including potential acoustic sheds, site offices, workshop sheds and site hoarding) would be finished in a colour which aims to minimise their visual impact where appropriate. This	Section 6.2	The requirements of this REMM are addressed in the Flora and Fauna Management Sub-plan and the Visual Amenity Management

Ref	Description	Reference	How Addressed
	finish is to be applied to all visible fixtures and fittings (such as exposed downpipes)		
OLV1	The landscape design for the project would include consideration of appropriate species lists to minimise opportunities to attract wildlife at levels likely to present a hazard to aviation operations. The landscape design would have regard to relevant requirements and species lists under Western Sydney Airport's Wildlife Management Plan and other relevant guidelines, including the National Airports Safeguarding Framework (Guideline C) and Recommended Practices No. 1 – Standards for Aerodrome Bird/Wildlife Control (International Birdstrike Committee 2006)	Section 6.6	Design report/s PUDCLP
OLV2	Lighting at stations would be designed and operated in accordance with AS4282-2019 Control of the obtrusive effects of outdoor lighting and the National Airports Safeguarding Framework Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports (Australian Government, 2014) (where relevant)	N/A	Not applicable to SCAW package
OLV3	Opportunities to provide vegetation screening of the stabling and maintenance facility (from sensitive receivers such as Luddenham Road and the surrounding rural areas within the view shed) would be investigated during design development. This would include investigating options for establishing screening vegetation as early in the construction phase as possible	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
OLV4	Landscape screening would be provided along the corridor including restoring vegetation along the creeks to contain local views, in accordance with the Principal – Western Sydney Airport Design Guidelines, to minimise adverse visual impacts where feasible	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
OLV5	Corridor services, including the combined services route would be designed to reduce visual clutter and minimise visual impact ensuring these structures have a low profile and do not obstruct views across the corridor	Section 6.6	Design report/s PUDCLP
OLV6	Proposed engineering batters and water management measures would be designed to integrate with the existing landforms and natural features	Section 6.6	Design report/s PUDCLP

Ref	Description	Reference	How Addressed
OLV7	The landscape design for the project would: ▪ incorporate salvaged native trees (including tree hollows and root balls), to enhance fauna habitat in suitable locations, including riparian corridors, where practicable ▪ use native species from the relevant native vegetation communities within the local area for tree planting programs	Section 6.6	Design report/s PUDCLP
SE1	Consultation with the local community and project stakeholders would be undertaken to: ▪ identify and deliver opportunities for facilitating local creative and cultural activities in appropriate project locations ▪ identify and deliver initiatives and opportunities to provide a positive contribution to the potentially affected community and affected locations such as temporary public art and targeted community events and programs	Section 7.7.2	The requirements of this REMM are addressed in the Communication Strategy.
SE3	Where partial property acquisition has been identified, undertake property liaison and consultation activities to minimise disruption to property owners and activities on impacted sites	Section 7.7.2	The requirements of this REMM are addressed in the Communication Strategy.
AQ1	The Air Quality Management Plan for the project would incorporate the following best-practice odour management measures would be implemented during relevant construction works: ▪ the extent of opened and disturbed contaminated soil at any given time would be minimised ▪ temporary coverings or odour supressing agents would be applied to excavated areas where appropriate ▪ regular odour monitoring would be conducted during excavation to verify that no offensive odours are being generated	Section 6.2	The requirements of this REMM are addressed in the Air Quality Management Sub-plan
AQ2	Where acoustic sheds are proposed these would be designed and managed to prevent/minimise the escape of dust emissions	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).

Ref	Description	Reference	How Addressed
AQ3	Air quality monitoring, consistent with the Western Sydney Airport Air Quality Construction Environmental Management Plan would be carried out during construction to ensure that works meet the requirements under Schedule 1 of the Airports (Environment Protection) Regulations 1997	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
HR1	All hazardous substances that may be required for construction would be stored and managed in accordance with the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005), the Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 (Department of Planning, Industry and Environment, 2011), the Work Health and Safety Act 2011 (Commonwealth and NSW) and the requirements of the Environmentally Hazardous Chemicals Act 1985 (NSW)	Section 6.2	The requirements of this REMM are addressed in the Soil and Water Management Sub-plan
HR2	A Bushfire Management Plan would be prepared and implemented to manage current bushfire risk and identify response actions during construction of the project. The Plan would be prepared in consultation with the NSW Rural Fire Service and Western Sydney Airport. For project areas within Western Sydney International the Plan would be prepared having regard to the existing Western Sydney Airport Site at Badgerys Creek Bushfire Risk Management Plan (Western Sydney Airport Corporation, 2019)	Emergency Response Plan	As part of the Emergency Response Plan, a Bushfire Management Plan will be prepared and implemented in accordance with the requirements of this REMM.
HR3	A hazardous materials analysis would be carried out prior to stripping and demolition of structures and buildings which are suspected of containing hazardous materials (particularly asbestos). Hazardous materials and special waste (such as asbestos) would be removed and disposed of in accordance with the relevant legislation, codes of practice and Australian Standards (including the Work Health and Safety and Regulation 2011 (NSW))	Section 2.1	Demolition Management Plan
HR4	Where the project crosses or is adjacent to the Warragamba to Prospect Water Supply Pipelines, construction planning, and approaches to minimising risks of damage or rupture of the Pipelines, would be developed in consultation with Water NSW, and in	Section 6.2	The requirements of this REMM are addressed in the Noise and Vibration Management Sub-plan.

Ref	Description	Reference	How Addressed
	accordance with the *Guidelines for Development Adjacent to the Upper Canal and Warragamba Pipelines*		
OHR1	All hazardous substances that may be required for operation would be stored and managed in accordance with the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005), the Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 (Department of Planning, Industry and Environment, 2011), the Work Health and Safety Act 2011 (Commonwealth and NSW) and the requirements of the Environmentally Hazardous Chemicals Act 1985 (NSW)	N/A	Not applicable to SCAW package in accordance with Staging Report (Appendix B).
OHR2	A Bushfire Management Plan would be prepared and implemented to manage current bushfire risk and identify response actions during operation of the project. The Plan would be prepared in consultation with the NSW Rural Fire Service and Western Sydney Airport. For project areas within Western Sydney International, the Plan would be prepared having regard to the existing Western Sydney Airport Site at Badgerys Creek Bushfire Risk Management Plan	N/A	Not applicable to SCAW package
OHR3	Where the project crosses or is adjacent to the Warragamba to Prospect Water Supply Pipelines, the design of the project would aim to minimise risks of damage or rupture of the Pipelines in consultation with WaterNSW, and in accordance with the *Guidelines for Development Adjacent to the Upper Canal and Warragamba Pipelines*	Section 6.6	Design Report/s
OHR4	The project would be designed to avoid pilot distraction and minimise the risk of headlight glare from metro trains where on surface rail alignment. This would include providing glare screens in those locations where the project creates an unacceptable risk of pilot distraction	Section 6.6	Design Report/s
CL1	A Cumulative Construction Impacts Management Plan would be developed and would detail co-ordination and consultation requirements with the following stakeholders (as relevant) to manage the interface of projects under construction at the same time: ▪ Western Sydney Airport	Section 3.5	The Cumulative Construction Impacts Management Plan will be prepared by Sydney Metro.

Ref	Description	Reference	How Addressed
	▪ Transport for NSW ▪ Western Parkland City Authority ▪ Sydney Water ▪ Emergency service providers ▪ Utility providers Co-ordination and consultation requirements with these stakeholders would be detailed in the plan to include: – provision of regular updates to the detailed construction program, construction sites and haul routes – identification of key interfaces with other construction projects – development of mitigation strategies to manage cumulative impacts associated with these interfaces		CPBUI will undertake the Main Works in accordance with the Cumulative Construction Impacts Management Plan.

Sydney Metro Construction Environmental Management Framework

Ref	Section	Description	Reference
3.1(a)	Environmental and Sustainability Management System	Principal Contractors are required to have a corporate Environmental Management System certified under AS/NZS ISO 14001:2016.	Section 7
3.1(b)	Environmental and Sustainability Management System	Principal Contractors are required to develop a project based Environment and Sustainability Management System (E&SMS). The E&SMS will: i. Be consistent with the Principal Contractors corporate Environmental Management System and AS/NZS ISO 14001:2016; ii. Be supported by a process for identifying and responding to changing legislative or other requirements; iii. Include processes for assessing design or construction methodology changes for consistency against the planning approvals; iv. Include processes for tracking and reporting performance against sustainability and compliance targets; v. Include a procedure for the identification and management of project specific environmental risks and appropriate control measures; and vi. Be consistent with the Sydney Metro – Western Sydney Airport Sustainability Plan and the Sydney Metro Environment and Sustainability Statement of Commitment.	Section 7
3.1 (c)	Environmental and Sustainability Management System	All sub-contractors engaged by the Principal Contractor will be required to work under the Principal Contractor's Environment and Sustainability Management System.	Section 6.7
3.1 (d)	Environmental and Sustainability Management System	The relationship between the Sydney Metro Environment and Sustainability Management System and the Principal Contractor's Environment and Sustainability Management System is shown in Figure 1.	Noted
3.2(a)	Sustainability Management Plan	Principal Contractors are required to prepare and implement a Sustainability Management Plan (SMP) relevant to the scale and nature of the Project Works.	Sustainability Management Plan
3.2(b)	Sustainability Management Plan	The SMP must, as a minimum, address and detail [the requirements listed in Section 3.2b of the CEMF].	Sustainability Management Plan

Ref	Section	Description	Reference
3.3(a)	Construction Workforce Development and Industry Participation Plan	The Workforce Development and Industry Participation Plan will address and detail: i. The proposed response to State and Commonwealth requirements including but not limited to: ▪ NSW Aboriginal Participation in Construction Policy ▪ NSW Infrastructure Skills Legacy Program ▪ Australian Jobs Act – Australian Industry Participation Plan ▪ Western Sydney City Deal ii. Indigenous Participation Plan – National Partnerships Agreement Proposed appropriately skilled key personnel to support delivery of the workforce development and industry participation requirements; iii. Implementation approach, processes and systems to ensure delivery and reporting of workforce development and industry participation priority areas: ▪ Jobs and Industry Participation; ▪ Skills Development; ▪ Diversity and Inclusion including Aboriginal Participation; and ▪ Inspiring Future Talent.	Workforce Development and Industry Participation Plan
3.4(a)	Construction Environmental Management Plan(s)	Sydney Metro will develop the Construction Environmental Management Plans (CEMPs) for the on-airport construction of the rail. These on-airport CEMPs will be developed in consultation with WSA and be consistent with existing WSA CEMPs. Figure 2 displays the relationship between the planning documentation and the environmental documentation required for SMWSA.	On-airport works are outside of the scope of this Main Works CEMP.
3.4(b)	Construction Environmental Management Plan(s)	Sydney Metro will submit the on-airport CEMPs to the Commonwealth for approval. The approved SMWSA on-airport CEMPs will be implemented for all on-airport rail construction works and inform the Principal Contractor's environmental documentation where working on the airport site.	On-airport works are outside of the scope of this Main Works CEMP.
3.4 (c)	Construction Environmental Management Plan(s)	Principal Contractors are required to prepare and implement a Construction Environmental Management Plan (CEMP) relevant to the scale and nature of their off-airport scope of works. The CEMP shall comprise of a main CEMP document, issue specific sub plans, activity specific procedures and site based control maps. The CEMP shall illustrate the relationship between other plans required by the contract, in particular those that relate to design management. The CEMP will	This Plan

Ref	Section	Description	Reference
		address the specific requirements of scope of works and address the off-airport environmental requirements.	
3.4 (d)	Construction Environmental Management Plan(s)	Depending on the scope and scale of the works, Sydney Metro may decide to streamline the CEMP and sub-plan requirements for off-airport works. For example, depending on the risk associated with particular environmental issues it may be appropriate to remove the need for a sub plan, or replace with a procedure as part of the CEMP. The CEMP and sub-plan requirements from this CEMF for each construction stage / contract will be detailed in the Staging Report / Construction (Rail) Plan for the project.	This Plan Section 6.1.1
3.4(e)	Construction Environmental Management Plan(s)	Environmental documentation prepared for works within the on-airport site will be in accordance with the approved SMWSA on-airport CEMPs.	On-airport works are outside of the scope of this Main Works CEMP.
3.4 (f)	Construction Environmental Management Plan(s)	The Principal Contractor CEMP will cover the requirements of the relevant planning approval documentation, the conditions of all other permits and licences, the Principal Contractor's corporate EMS, the environmental provisions of the contract documentation and this Construction Environmental Management Framework.	This Plan
3.4 (g)	Construction Environmental Management Plan(s)	As a minimum the Principal Contractor CEMP will: i. Include a contract specific environmental policy;	Appendix C1 – Environment and Sustainability Policy
3.4 (g)	Construction Environmental Management Plan(s)	ii. Include a description of activities to be undertaken during construction;	Section 1.4.1 Section 3
3.4 (g)	Construction Environmental Management Plan(s)	iii. For each plan under the CEMP include a matrix of the relevant SSI Conditions of Approval referencing where each requirement is addressed;	Section 1.5.2 This Table and Appendix C6 – Compliance Tracking

Ref	Section	Description	Reference
3.4 (g)	Construction Environmental Management Plan(s)	iv. For each plan under the CEMP, set objectives and targets, and identify measurable key performance indicators in relation to these;	Section 1.5.2
3.4 (g)	Construction Environmental Management Plan(s)	v. For each role that has environmental accountabilities or responsibilities, including key personnel, provide a tabulated description of the authority and roles of key personnel, lines of responsibility and communication, minimum skill level requirements and their interface with the overall project organisation structure;	Section 5
3.4 (g)	Construction Environmental Management Plan(s)	vi. Assign the responsibility for the implementation of the CEMP to the Environment Manager, who will have appropriate experience. The Principal Contractor's Project Director will be accountable for the implementation of the CEMP;	Section 5
3.4 (g)	Construction Environmental Management Plan(s)	vii. Identify communication requirements, including liaison with stakeholders and the community;	Section 5 Section 7.7
3.4 (g)	Construction Environmental Management Plan(s)	viii. Include induction and training requirements and a summary of the Training Needs Analysis required in Section 3.11(b);	Section 7.8
3.4 (g)	Construction Environmental Management Plan(s)	ix. Management strategies for environmental compliance and review of the performance of environmental controls;	Section 7.4 Section 7.13
3.4 (g)	Construction Environmental Management Plan(s)	x. Procedures for environmental inspections and monitoring, auditing and review, and reporting on environmental performance including environmental compliance tracking;	Section 6.5 Section □ Section 7.4.2 Section 7.13
3.4 (g)	Construction Environmental Management Plan(s)	xi. Include an annual schedule for auditing the CEMP and Sub-Plans that is updated at least monthly;	Section 7.13.1
3.4 (g)	Construction Environmental Management Plan(s)	xii. Include procedures for emergency and incident management, non-compliance management, and corrective and preventative action; and	Section 7.4.3 Section 7.10

Ref	Section	Description	Reference
3.4 (g)	Construction Environmental Management Plan(s)	xii. Include procedures for the control of environmental records.	Section 7.12.1
3.4(h)	Construction Environmental Management Plan(s)	The Principal Contractor CEMP and associated sub-plans will be reviewed by Sydney Metro prior to any construction works commencing. For off-airport works approved under the CSSI, the independent environmental representative (see Section 3.13) will also review the CEMP.	Section 1.7
3.4 (i)	Construction Environmental Management Plan(s)	Where a corresponding systems document exists within the Sydney Metro Integrated Management System, the Principal Contractor's procedures will be required to be consistent with any requirements in those documents.	Section 6.2
3.5(a)	Off-Airport Construction Environmental Management Sub-Plans	Subject to Section 3.4(b) the Principal Contractors will prepare issue-specific environmental sub plans to the CEMP which address each of the relevant environmental impacts at a particular site or stage of the project. Issue specific sub plans will include as a minimum: i. Spoil management; ii. Groundwater management; iii. Traffic and transport management; iv. Noise and vibration management; v. Heritage management; vi. Flora and fauna management; vii. Visual amenity management; viii. Soil and water management; ix. Air quality management; and x. Waste management. Some of these sub plans may also be informed by other environmental management documents included in the planning approval, for example the Construction Traffic Management Framework or Construction Noise and Vibration Standard.	Section 7 Appendix C2 – Environment Procedure
3.5 (b)	Off-Airport Construction Environmental Management Sub-Plans	Additional detail on the minimum requirements for these sub plans is provided in Sections 6 to14 of this CEMF.	Noted.

Ref	Section	Description	Reference
3.6 (a)	Environmental Procedures and Control Maps	The Principal Contractor will prepare and implement activity specific environmental procedures. These procedures should supplement environmental management sub plans, but may substitute for sub plans in agreement with Sydney Metro if a reasonable risk based justification can be made and the sub plan is not a requirement of any approval.	Section 6.2
3.6 (b)	Environmental Procedures and Control Maps	The procedures will include: i. A breakdown of the work tasks relevant to the specific activity and indicate responsibility for each task; ii. Potential impacts associated with each task; iii. A risk rating for each of the identified potential impacts; iv. Mitigation measures relevant to each of the work tasks; and v. Responsibility to ensure the implementation of the mitigation measures.	Section 6.2 Appendix C4 – Sensitive Area Plans
3.6 (c)	Environmental Procedures and Control Maps	The Principal Contractor will prepare and implement site based, progressive Environmental Control Maps (ECMs) which as a minimum: i. Depicting the current representation of the site; ii. Indicate which environmental procedures, environmental approvals, or licences are applicable; iii. Illustrate the site, showing significant structures, work areas and boundaries; iv. Illustrate the environmental control measures and environmentally sensitive receivers; v. Is endorsed by the Principal Contractors Environmental Manager or delegate; vi. Include all the training and competency requirements for relevant workers; and. vii. Be communicated to relevant workers, including sign off the appropriate procedures prior to commencing works on the specific site and / or activity.	Section 6.2
3.7 (a)	Additional Environmental Assessments	Where the requirement for an additional environmental assessment is identified, this will be undertaken prior to undertaking any construction activities. The environmental assessment will include: i. A description of the existing surrounding environment; ii. Details of the ancillary works and construction activities required to be carried out including the hours of works; iii. An assessment of the environmental impacts of the works, including, but not necessarily limited to, traffic, noise and vibration, air quality, soil and water, ecology and heritage; iv. Details of mitigation measures and monitoring specific to the works that would be implemented to minimise environmental impacts; and	Section 7.12.3

Ref	Section	Description	Reference
		v. Identification of the timing for completion of the construction works, and how the sites would be reinstated (including any necessary rehabilitation).	
3.8 (a)	Cumulative Impacts	A cumulative construction impacts management plan would be developed. The plan would detail co-ordination and consultation requirements with the following stakeholders (as relevant) would occur where required to manage the interface of projects under construction at the same time: i. Western Sydney Airport ii. Transport for NSW iii. Department of Planning, Industry and Environment iv. Western Parkland City Authority (and their contractors) v. Emergency service providers vi. Utility providers	Sydney Metro Cumulative Construction Impacts Management Plan Section 3.5
3.8 (b)	Cumulative Impacts	Co-ordination and consultation requirements with these stakeholders would be detailed in the plan to include: i. provision of regular updates to the detailed construction program, construction sites and haul routes ii. identification of key interfaces with other construction projects iii. Development of mitigation strategies to manage cumulative impacts associated with these interfaces.	Sydney Metro Cumulative Construction Impacts Management Plan Section 3.5
3.9 (a)	Condition Surveys	Prior to the commencement of construction the Principal Contractors are to offer Pre-construction Building Condition Surveys, in writing, to the owners of buildings where there is a potential for construction activities to cause any damage (regardless of severity). If accepted, the Principal Contractor will produce a comprehensive written and photographic condition report produced by an appropriate professional prior to relevant works commencing.	Section 6.2 Section 6.4
3.9 (b)	Condition Surveys	Prior to the commencement of construction the Principal Contractor will prepare a Road Dilapidation Report for all local public roads proposed to be used by heavy vehicles. Dilapidation reports are to include other road infrastructure such as signs, curbs, applicable driveways and pedestrian paths.	Section 6.4
3.10 (a)	Register of Hold Points	Principal Contractors will identify hold points, beyond which approval is required to proceed with a certain activity. Example activities include vegetation removal and water discharge. Hold points will be documented in relevant CEMPs.	Section 6.4
3.10 (b)	Register of Hold Points	Table 1.4 provides the structure for the register of hold points as well as a preliminary list of hold points which will be implemented	Section 6.4

<table>
<tr><th>Ref</th><th>Section</th><th>Description</th><th>Reference</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><th>Hold Point</th><th>Release of Hold Point</th><th>By Who</th></tr>
<tr><td>Prior to Vegetation Clearing / Ground Disturbance</td><td>Pre-clearing inspection
Erosion and sediment control plan</td><td>Qualified Ecologist
Contractor’s Environmental Manager or delegate</td></tr>
<tr><td>Discharge of water</td><td>Water tested to verify compliance and approval to discharge</td><td>Contractor’s Environment Manager or delegate</td></tr>
<tr><td>Out of hours works</td><td>Noise Assessment</td><td>Contractor’s Environment Manager</td></tr>
<tr><td>Use of local roads by heavy vehicles</td><td>Road Dilapidation Report</td><td>Appropriate Professional nominated by Principal Contractor</td></tr>
<tr><td>Construction identified as affecting buildings</td><td>Building Condition Survey</td><td>Appropriate Professional nominated by Principal Contractor</td></tr>
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<tr><td>3.11 (a)</td><td>Training, Awareness and Competence</td><td>Principal Contractors are responsible for determining the training needs of their personnel. As a minimum this will include site induction, regular toolbox talks and topic specific environmental training as follows:
i. The site induction will be provided to all site personnel and will include, as a minimum:
▪ Training purpose, objectives and key issues;
▪ Contractor’s environmental and sustainability policy(s) and key performance indicators;
▪ Due diligence, duty of care and responsibilities;
▪ Relevant conditions of any environmental licence and/or the relevant conditions of approval;
▪ Site specific issues and controls including those described in the environmental procedures;
▪ Reporting procedure(s) for environmental hazards and incidents; and
▪ Communication protocols for interactions with community and stakeholders.
ii. Toolbox talks will be held on a regular basis in order to provide a project or site wide update, including any key or recurring environmental issues; and
iii. Topic specific environmental training should be based upon, but is not limited to, issue specific sub-plans required under Section 3.5 (a).</td><td>Section 7.8</td></tr>
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Ref	Section	Description	Reference
3.11 (b)	Training, Awareness and Competence	Principal Contractors will conduct a Training Needs Analysis which: i. Identifies that all staff are to receive an environmental training; ii. Identifies the competency requirements of staff that hold environmental roles and responsibilities documented within the Construction Environmental Management Plan and sub-plans; iii. Identifies appropriate training courses/events and the frequency of training to achieve and/or maintain these competency requirements; and iv. Implements and document as part of the CEMP a training schedule that plans attendance at environmental training events, provides mechanisms to notify staff of their training requirements, and identifies staff who do not attend scheduled training events or who have overdue training requirements.	Section 7.8
3.12 (a)	Emergency and Incident Response	Principal Contractors undertaking off-airport work in accordance with an EPL must develop and implement a Pollution Incident Response Management Plan, in accordance with the requirements of the POEO Act. Contractor's emergency and incident response procedures will also be consistent with any relevant Sydney Metro procedures and, for on-airport works, consistent with the environmental incident and emergency management requirements identified in the Western Sydney Airport Site Environmental Management Framework, and will include: i. Categories for environmental emergencies and incidents; ii. Notification protocols for each category of environmental emergency or incident, including notification to Sydney Metro, WSA (where required for on-airport works) and notification to owners / occupiers in the vicinity of the incident. This is to include relevant contact details; iii. Identification of personnel who have the authority to take immediate action to shut down any activity, or to affect any environmental control measure (including as directed by an authorised officer of any regulator or government department); iv. A process for undertaking appropriate levels of investigation for all incidents and the identification, implementation and assessment of corrective and preventative actions; and v. Notification protocols of incidents to relevant regulators and stakeholders including (but not limited to) the EPA, DPIE, the AEO, WSA and DITRDC for incidents that are made by the Contractor or Sydney Metro.	Section 7.10 Pollution Incident Response Management Plan Emergency Response Plan
3.12 (b)	Emergency and Incident Response	The Contractor will make all personnel aware of the plan and their responsibilities.	Section 7.8.1 Pollution Incident Response

Ref	Section	Description	Reference
			Management Plan Emergency Response Plan
3.13 (a)	Independent Environmental Representatives	Sydney Metro will engage Independent Environmental Representatives (ERs) as required under the SSI approval for off-airport works to undertake the following, along with any additional roles as required: i. Review, provide comment on and endorse (where required) any relevant environmental documentation to verify it is prepared in accordance with relevant environmental legislation, planning approval conditions, Environment Protection Licences, relevant standards and this CEMF; ii. Monitor and report on the implementation and performance of the above mentioned documentation and other relevant documentation; iii. Provide independent guidance and advice to Sydney Metro and the Contractors in relation to environmental compliance issues and the interpretation of planning approval conditions; iv. Be the principal point of advice for the DPIE in relation to all questions and complaints concerning the environmental performance of the project; v. Ensure that environmental auditing is undertaken in accordance with all relevant project requirements; and vi. Recommend reasonable steps, including 'stop works', to be taken to avoid or minimise adverse environmental impacts.	Section 5.4
3.14 (a)	Airport Environmental Officer	An Airport Environment Officer (AEO) is responsible for the day to day regulatory oversight of compliance with the Airports (Environment Protection) Regulations 1997 (AEPRs) at Western Sydney International and will have a role in relation to the on-airport works for SWMG. The responsibilities of the AEO in relation to on-airport works of SMWSA include: i. Monitoring compliance with the AEPRs ii. Facilitate an understanding of the obligations of the AEPRs iii. Ensure the best possible outcomes are achieved iv. Complete site inspections to review monitoring requirements and completion of works v. Review and comment on incidents and remedial activities vi. Issue an environment protection order in accordance with Part 7 of the AEPR vii. Issue an infringement notice in response to an offence against the AEPR.	On-airport works are outside of the scope of this Main Works CEMP.

Ref	Section	Description	Reference
3.15 (a)	Roles and Responsibilities	In relation to Roles and Responsibilities the Principal Contractor CEMP will: i. Describe the relationship between the Principal Contractor, Sydney Metro, key regulatory stakeholders, the independent environmental representative and the independent certifier; ii. For each role that has environmental accountabilities or responsibilities, including key personnel, provide a tabulated description of the authority and roles of key personnel, lines of responsibility and communication, minimum skill level requirements and their interface with the overall project organisation structure; iii. Provide details of each specialist environment, sustainability or planning consultant who is employed by the Principal Contractor including the scope of their work; and iv. Provide an overview of the role and responsibilities of the Independent Environmental Representative, the Independent Certifier and other regulatory stakeholders.	Section 5
3.15 (b)	Roles and Responsibilities	All sub-contractors engaged by the Principal Contractor will be required to operate within the EMS documentation of that Principal Contractor.	Section 6.7
3.16 (a)	Environmental Monitoring, Inspections and Auditing	Issue specific environmental monitoring will be undertaken as required or as additionally required by any approval, permit or licence conditions	Section 6.5
3.16 (b)	Environmental Monitoring, Inspections and Auditing	The results of any monitoring undertaken as a requirement of a license or permit that is required to be published will be published on the Principal Contractor's, or a project specific, website within 14 days of obtaining the results.	Section 7.13.2
3.16 (c)	Environmental Monitoring, Inspections and Auditing	Environmental inspections will include: i. Surveillance of environmental mitigation measures by the Site Foreman; and ii. Periodic inspections by the Principal Contractor's Environmental Manager (or delegate) to verify the adequacy of all environmental mitigation measures. This will be documented in a formal inspection record.	Section 7.4.2
3.16 (d)	Environmental Monitoring, Inspections and Auditing	The results of any monitoring undertaken as a requirement of a license or permit that is required to be published will be published on the Principal Contractor's, or a project specific, website within 14 days of obtaining the results.	Section 6.5
3.16 (e)	Environmental Monitoring,	Principal Contractors must undertake internal environmental audits. The scope will include:	Section 7.13.1

Ref	Section	Description	Reference
	Inspections and Auditing	i. Compliance with any approval, permit or licence conditions; ii. Compliance with the E&SMS, CEMP, SMP, sub-plans and procedures; iii. Community consultation and complaint response; iv. Environmental training records; and v. Environmental monitoring and inspection results.	
3.16 (f)	Environmental Monitoring, Inspections and Auditing	Sydney Metro will also undertake periodic audits of the Principal Contractor's E&SMS and compliance with the environmental aspects of contract documentation, including this CEMF. These audits would cover both on- and off-airport works.	Section 7.13.1
3.16 (g)	Environmental Monitoring, Inspections and Auditing	Off-airport works approved under the SSI approval will be subjected to audits undertaken by the independent environmental auditor. Independent environmental audits will focus on compliance with the planning approval and the conditions of approval. The independent auditor is approved by DPE and an audit schedule will be developed in consultation with the Principal Contractor and Sydney Metro.	Section 7.13.1
3.16 (h)	Environmental Monitoring, Inspections and Auditing	On-airport works approved under the Airport Plan, as varied, will be subject to environmental audits and compliance audits, noting unscheduled audits may also be undertaken. The environmental audits would audit the environmental systems and on-site performance of the on-airport works of SMWSA and be undertaken on a 6 monthly basis.	On-airport works are outside of the scope of this Main Works CEMP.
3.17 (a)	Environmental Non-compliances	Principal Contractors will document and detail any non-compliances arising out of the above monitoring, inspections and audits. Sydney Metro will be made aware of all non-compliances in a timely manner.	Section 7.4.3
3.17 (b)	Environmental Non-compliances	Principal Contractors will develop and implement corrective actions to rectify the non-compliances and preventative actions in order to prevent a re-occurrence of the non-compliance. Contractors will also maintain a register of non-compliances, corrective actions and preventative actions.	Section 7.4.3
3.17 (c)	Environmental Non-compliances	Sydney Metro may raise non-compliances against environmental requirements. The Environmental Representative and Airport Environmental Officer also have the authority to raise a non-compliance for their respective areas of work.	Section 7.13.1
3.18 (a)	Environmental Records and Compliance Reporting	Principal Contractors will maintain appropriate records of the following: i. Site inspections, audits, monitoring, reviews or remedial actions;	Section 7.12.1

Ref	Section	Description	Reference
		ii. Documentation as required by performance conditions, approvals, licences and legislation; iii. Modifications to site environmental documentation (e.g. CEMP, sub-plans and procedures); and iv. Other records as required by this Construction Environmental Management Framework.	
3.18 (b)	Environmental Records and Compliance Reporting	Records must be accessible onsite for the duration of works.	Section 7.12.1
3.18 (c)	Environmental Records and Compliance Reporting	Records will be retained by the Principal Contractor for a period of no less than 7 years. Records will be made available in a timely manner to Sydney Metro (or their representative) upon request.	Section 7.12.1
3.18 (d)	Environmental Records and Compliance Reporting	Compliance reports detailing the outcome of any environmental surveillance activity including internal and external audits (refer to Section 3.14) will be produced by the Principal Contractors Environmental Manager or delegate. These reports will be submitted to Sydney Metro at an agreed frequency.	Section 7.13.2
3.19 (a)	Review and Improvement of the Environment & Sustainability Management Systems	Principal Contractors will ensure the continual review and improvement of the management systems. This will generally occur in response to: i. Issues raised during environmental surveillance and monitoring; ii. Expanded scope of works; iii. Environmental incidents; and iv. Environmental non-conformances.	Section 7.13
3.19 (b)	Review and Improvement of the Environment & Sustainability Management Systems	A formal review of the management systems by the Principal Contractor's Senior Management Team will also occur on an annual basis, as a minimum. This review shall generate actions for the continual improvement of the systems and supporting management plans.	Section 7.13.3
4.1 (a)	Overview	Throughout construction, Sydney Metro and the Principal Contractors will work closely with stakeholders and the community to ensure they are well informed regarding the construction works.	Section 7.7
4.1 (b)	Overview	Stakeholders and the community will be informed of significant events or changes that affect or may affect individual properties, residences and businesses. These will include: i. Significant milestones; ii. Design changes; iii. Changes to traffic conditions and access arrangements for road users and the affected public; and	Section 7.7

Ref	Section	Description	Reference
		iv. Construction operations which will have a direct impact on stakeholders and the community including noisy works, interruptions to utility services or construction work outside of normal work hours.	
4.2 (a)	Community Communication Strategy	An Overarching Community Communication Strategy (OCCS) has been developed for SMWSA. The OCCS incorporates both on and off-airport works, with the on-airport components being developed in consultation with WSA.	Section 7.7
4.2 (b)	Community Communication Strategy	Each Principal Contractor would be responsible for implementing their own Community Communication Strategy prepared in accordance with this overarching strategy.	Section 7.7
4.2 (c)	Community Communication Strategy	Key elements of the Community Communication Strategy, which will be implemented at appropriate times in the construction process, include: i. Notification (including targeted letterbox drops and email) of any works that may disturb local residents and businesses (such as noisy activities and night works) at least seven days prior to those works commencing; ii. Notification (including targeted letterbox drops and email) of works that may affect transport (such as road closures, changes to pedestrian routes and changes to bus stops); iii. Traffic alerts (via email) to all key traffic and transport stakeholders advising of any changes to access and local traffic arrangements (at least seven days prior to significant events); iv. Print and radio advertisements regarding major traffic changes; v. 24-hour toll-free community project information phone line; vi. Complaints management process; vii. Community information sessions, as required; viii. Regular updates to the Sydney Metro website (sydneymetro.info), including uploading of all relevant documents, and contact details for the stakeholder and community relations team; ix. Provision of information to the Sydney Metro Community Information Centre including community newsletters, information brochures and fact sheets and interactive web-based activities; x. Clear signage at the construction sites; xi. Regular newspaper advertisements in local and metropolitan papers; xii. Regular inter-agency group meetings; xiii. Community, business and stakeholder satisfaction surveys and feedback forms; xiv. Translator and interpreter services; and	Section 7.7

Ref	Section	Description	Reference
		xv. The Principal Contractor's Community Relations Team will liaise with the Sydney Metro Project Communications team as the point of contact for the community.	
4.3 (a)	Complaint Handling	Community liaison and complaints handling will be undertaken in accordance with the Construction Complaints Management System and will include: i. Principal Contractors will deal with complaints in a responsive manner so that stakeholders' concerns are managed effectively and promptly; and ii. A verbal response will be provided to the complainant as soon as possible and within a maximum of two hours from the time of the complaint (unless the complainant requests otherwise). A detailed written response will then be provided, if required, to the complainant within one week. iii. Community liaison and complaints handling for construction of on-airport works will be undertaken in accordance with the Integrated Complaint Handling Procedure. This Procedure will include a single integrated complaint handling telephone line and email address for all works on the airport site which will be managed so that any contact made by a stakeholder will be directed to the relevant party responsible for those works so that stakeholder's concerns are managed effectively and promptly.	Section 7.7.3
4.4 (a)	Urban Design of Temporary Works	Principal Contractors will ensure as a minimum: i. Temporary construction works consider urban design and visual impacts, including: ▪ Artwork, graphics and images to enhance the visual appearance of temporary works in high visibility locations; ▪ Project information to raise awareness on benefits, explain the proposed works at each site and provide updates on construction progress; ▪ Community information, including contact numbers for enquiries / complaints; ▪ Signage and information to mitigate impacts on local businesses which may be obscured by the construction site; ▪ Sydney Metro advertising / public awareness campaigns; and ▪ Logos / branding, including Sydney Metro, NSW and Commonwealth Government, and Contractor branding. ii. The design of all temporary works will require Sydney Metro approval in relation to urban design and visual impacts and Sydney Metro will stipulate the design of hording artwork, including: ▪ Sydney Metro advertising / public awareness campaigns; and Logos / branding, including Sydney Metro, NSW and Commonwealth Government, and Contractor branding.	Section 6.2 Visual Amenity Management Sub-plan

Ref	Section	Description	Reference
4.4 (b)	Urban Design of Temporary Works	Construction hoardings, scaffolding and acoustic sheds will be regularly inspected and kept clean and free of dust build up. Graffiti on construction hoardings, scaffolding or acoustic sheds will be removed or painted over promptly.	Section 6.2 Visual Amenity Management Sub-plan
4.4 (c)	Urban Design of Temporary Works	The principles of Crime Prevention through Environmental Design (CPTED) will be applied to all works, including temporary works that have a public interface.	Section 6.2 Visual Amenity Management Sub-plan
4.5 (a)	Business and Property Impacts	Principal Contractors will proactively work with potentially affected stakeholders to identify the likely impacts and put in place measures to minimise impacts.	Section 7.7
4.5 (b)	Business and Property Impacts	Construction works will be undertaken to meet the following objectives: i. Minimise the potential impact of the project to businesses affected by construction works; ii. Ensure businesses are kept informed of the project and consulted in advance of major works or factors that are likely to have a direct impact; iii. Consult with all business directly affected by changes to access arrangements regarding specific requirements at least two weeks prior to those changes coming into effect; and iv. Ensure that business stakeholder enquiries and complaints regarding the project are managed and resolved effectively.	Section 7.7
4.5 (c)	Business and Property Impacts	The Community Communication Strategy (Section 4.2) will document key issues relating to business impacts by locality with a particular focus on proactive consultation with affected businesses. Including: i. Identification of specific businesses which are sensitive to construction activity disturbances; ii. Summary of the commercial character of the locality, its general trading profile (daily and annually) and information gained from the business profiling such as: ▪ Operating hours; ▪ Main delivery times; ▪ Reliance on foot traffic; ▪ Any signage or advertising that may be impacted; ▪ Customer origin; and	Section 7.7 Communication Strategy

Ref	Section	Description	Reference
		▪ Other information specific to the business that will need to be considered in construction planning. iii. Define the roles and responsibilities in relation to the control and monitoring of business disturbances; iv. Identification of locality specific standard business mitigation measures which would be implemented; v. Maps and diagrams to illustrate the information for easy identification of measures which would be implemented; vi. Description of the monitoring, auditing and reporting procedures; vii. Procedure for reviewing performance and implementing corrective actions; viii. Description of the complaints handling process; and ix. Procedure for community consultation and liaison.	
5.1 (a)	Working Hours	Standard working hours are between 7am – 6pm on weekdays and 8am – 1pm on Saturdays.	Section 3.4
5.1 (b)	Working Hours	Works which can be undertaken outside of standard construction hours without any further approval include: i. Those which have been described and assessed in the environmental assessments. For example, tunnelling and underground excavations and supporting activities or works within Western Sydney International ii. Works which are determined to comply with the relevant Noise Management Level at sensitive receivers; iii. The delivery of materials outside of approved hours as required by the Police or other authorities(including Transport for NSW) for safety reasons; iv. Where it is required to avoid the loss of lives, property and / or to prevent environmental harm in an emergency; and v. Where written agreement is reached with all affected receivers.	Section 3.4
5.1 (c)	Working Hours	Where off-airport works are being undertaken under an Environmental Protection Licence, Principal Contractors may apply for EPA approval to undertake works outside of normal working hours.	Section 3.4
5.2 (a)	Construction Traffic Management	The management of traffic impacts due to construction is addressed in the Construction Traffic Management Framework (CTMF) which sets out system requirements for management plans and other associated documentation. This document applies to Principal Contractors and forms part of the contract documentation.	Section 2.1

Ref	Section	Description	Reference
5.2 (b)	Construction Traffic Management	The Construction Traffic Management Framework (CTMF) sets out the approach to managing traffic impacts during the construction of the Sydney Metro projects. The CTMF also outlines contractor requirements, with reference to third party agreements. Principal Contractors are required to produce these documents in accordance with the CTMF.	Section 2.1
5.2 (c)	Construction Traffic Management	For on-airport works, the Sydney Metro Western Sydney Airport Traffic and Access CEMP will detail all the management objectives and will be consistent with the WSA Traffic and Access CEMP , including all appendices to the CEMP	On-airport works are outside of the scope of this Main Works CEMP.
5.3 (a)	Site Layout	Principal Contractors will consider the following in the layout of construction sites: i. The location of noise intensive works and 24 hour activities in relation to noise sensitive receivers; ii. The location of site access and egress points in relation to noise and light sensitive receivers, especially for sites proposed to be utilised 24 hours per day; iii. The use of site buildings to shield noisy activities from receivers; iv. The use of noise barriers and / or acoustic sheds where feasible and reasonable for sites proposed to be regularly used outside of daytime hours; and v. Aim to minimise the requirement for reversing, especially of heavy vehicles.	Section 6.2 Appendix C3 – Site Establishment Layout Plans
5.4 (a)	Reinstatement	Where measures for reinstatement are not stipulated in the contracts, mitigation measures for reinstatement of construction and ancillary lands will be produced in consultation with Sydney Metro, the landowner and stakeholders.	Section 6.2
5.4 (b)	Reinstatement	Mitigation measures required for reinstatement will be incorporated into the CEMP and will include as a minimum: i. Principal Contractors will clear and clean all working areas and accesses at project completion; ii. At the completion of construction all plant, temporary buildings or vehicles not required for the subsequent stage of construction will be removed from the site; iii. All land, including roadways, footpaths, loading facilities or other land having been occupied temporarily will be returned to their pre-existing condition or better; and iv. Reinstatement of community spaces, infrastructure and services will occur as soon as possible after completion of construction.	Section 6.2

Ref	Section	Description	Reference
6.1 (a)	Spoil Management Objectives	The following spoil management objectives will apply to the construction of the project: i. Minimise spoil generation where possible; ii. The project will mandate 100% reuse or recycling (on or off-site) of usable spoil; iii. Spoil will be managed with consideration to minimising adverse traffic and transport related issues; iv. Spoil will be managed to avoid contamination of land or water; v. Spoil will be managed with consideration of the impacts on residents and other sensitive receivers; and vi. Site contamination will be effectively managed to limit the potential risk to human health and the environment.	Section 6.2
6.2 (a)	Spoil Management Implementation	Principal Contractors will develop and implement a Spoil Management Plan for their scope of works. The Spoil Management Plan will include as a minimum: i. The spoil mitigation measures as detailed in the planning approval documentation; ii. The responsibilities of key project personnel with respect to the implementation of the plan; iii. Procedures and methodologies for the haulage and disposal locations, storage and stockpiling arrangements, including those for virgin excavated natural material, contaminated and unsuitable material; iv. Procedures for the testing, excavation, classification, handling and reuse of spoil; v. Measures that will be implemented to both reduce spoil quantities and maximise the beneficial reuse of spoil which will be generated during the performance of the Contractor's Activities, including how spoil generation is minimised through the design development process; vi. Details, links or references to where traffic movements in relation to spoil are described, and measures that will be implemented to minimise traffic and noise impacts associated with haulage and disposal of spoil; vii. quantities for reuse of spoil within the Construction Site or Western Sydney International, for beneficial reuse of spoil off site and for spoil disposal; viii. Processes and procedures for the management of the environmental and social impacts of spoil transfer and reuse; ix. A register of spoil receipt sites that includes the site or project name, location, capacity, site owner and which tier the site is classified as under the spoil reuse hierarchy; x. Spoil management monitoring requirements; and xi. Compliance record generation and management.	Section 6.2

Ref	Section	Description	Reference
6.2 (b)	Spoil Management Implementation	Spoil management measures will be included in regular inspections undertaken by the Contractor, and compliance records will be retained. These will include: i. Records detailing the beneficial re-use of spoil either within the project or at off-site locations; and ii. Waste dockets for any spoil disposed of to landfill sites.	Section 6.2
6.3 (a)	Spoil Mitigation	Examples of spoil mitigation measures include: i. Implementing the spoil re-use hierarchy; ii. Handling spoil to minimise potential for air or water pollution; and iii. Minimise traffic impacts associated with spoil removal.	Section 6.2
7.1 (a)	Groundwater Management Objectives	The following groundwater management objectives will apply to construction: i. Reduce the potential for drawdown of surrounding groundwater resources; ii. Prevent the pollution of groundwater through appropriate controls; and iii. Reduce the potential impacts of groundwater dependent ecosystems. iv. For on-airport works, the Sydney Metro Western Sydney Airport Soil and Water CEMP will detail all the groundwater management objectives and will be consistent with the WSA Soil and Water CEMP, including all appendices to the CEMP.	N/A
7.2 (a)	Groundwater Implementation	For off-airport works, the following content may be provided within other sub plans such as the Soil and Water Management Plan and Flora and Fauna Management Plan. Groundwater management of on-airport works will be implemented through the groundwater management plan approved as part of the SMWSA Soil and Water CEMP. In particular the groundwater quality criteria will be in accordance to the WSA Soil and Groundwater CEMP Appendix G.	As per the Staging Report, the groundwater requirements of the CEMF are not triggered for the Main Works.
7.2 (b)	Groundwater Implementation	Principal Contractors will develop and implement a Groundwater Management Plan for off-airport works. The Groundwater Management Plan will include as a minimum: i. The groundwater mitigation measures as detailed in the planning approval documentation; ii. The requirements of any applicable licence conditions;	As per the Staging Report, the groundwater requirements of the CEMF are not

Ref	Section	Description	Reference
		iii. Details of proposed extraction, use and disposal of groundwater, and measures to mitigate potential impacts to groundwater sources, incorporating monitoring, impact trigger definition and response actions for all groundwater sources potentially impacted by SMWSA; iv. Evidence of consultation with the relevant government agencies, such as DPIE for off-airport worksor land; v. The responsibilities of key project personnel with respect to the implementation of the plan; vi. Procedures for the treatment, testing and discharge of groundwater from the site; vii. Compliance record generation and management; and viii. Details of groundwater monitoring if required.	triggered for the Main Works.
7.3 (a)	Groundwater Mitigation	The on-airport Soil and Water CEMP (with the groundwater management plan) and the off-airport Groundwater Management Plan will include the following groundwater mitigation measures as well as relevant Conditions: I .Implementing all feasible and reasonable measures to limit groundwater inflows to stations and crossovers; and ii. Undertaking groundwater monitoring during construction (levels and quality) in areas identified as 'likely' and 'potential' groundwater dependent ecosystems.	As per the Staging Report, the groundwater requirements of the CEMF are not triggered for the Main Works.
8.1 (a)	Construction Noise and Vibration Management Objectives	The following noise and vibration management objectives will apply to construction: i. Minimise unreasonable noise and vibration impacts on residents and businesses; ii. Avoid structural damage to buildings or heritage items as a result of construction vibration; iii. Undertake active community consultation; iv. Maintain positive, cooperative relationships with schools, childcare centres, local residents and building owners; and v. For on-airport works, the Sydney Metro Western Sydney Airport Noise and Vibration CEMP will detail all the noise and vibration management objectives and will be consistent with the WSA Noise and Vibration CEMP, including all appendices to the CEMP.	Section 6.2
8.2 (a)	Construction Noise and Vibration Management Implementation	On-airport management of noise and vibration will be achieved through the implementation of the SMWSA Noise and Vibration CEMP and Principal Contractors will develop and implement a Construction Noise and Vibration Management Plan for all off-airport works consistent with the	Section 6.2

Ref	Section	Description	Reference
		Interim Construction Noise Guidelines (Department of Environment and Climate Change, 2009). Both plans will include as a minimum: i. Identification of work areas, site compounds and access points; ii. Identification of sensitive receivers and relevant construction noise and vibration goals; iii.Be consistent with, and include the requirements of the noise and vibration mitigation measures as detailed in the planning approval documentation and the Sydney Metro Construction Noise and Vibration Standard (CNVS), including the provision of respite; iv. Details of construction activities and an indicative schedule for construction works, including the identification of key noise and/or vibration generating construction activities (based on representative construction scenarios) that have the potential to generate noise or vibration impacts on surrounding sensitive receivers, in particular residential areas; v. Identification of feasible and reasonable procedures and mitigation measures to ensure relevant vibrations and blasting criteria are achieved, including a suitable blast program; vi. The requirements of any applicable licence or approval (for example EPL); vii. Additional requirements in relation to activities undertaken 24 hours of the day, 7 days per week; viii. Pre-construction compliance requirements and hold points; ix. The responsibilities of key project personnel with respect to the implementation of the plan; x. Noise monitoring requirements; xi. Compliance record generation and management; and xii. An Out of Hours Works Protocol applicable to all construction methods and sites.	
8.2 (b)	Construction Noise and Vibration Management Implementation	Detailed Construction Noise and Vibration Impact Statements will be prepared for noise-intensive construction sites and or activities to ensure the adequacy of the noise and vibration mitigation measures. Specifically, Construction Noise and Vibration Impact Statements will be prepared for works proposed to be undertaken outside of standard construction hours and to support applications to undertake out of hours works (this includes variations of EPLs and applications to relevant agencies).	Section 6.2
8.2 (c)	Construction Noise and Vibration Management Implementation	Noise and vibration monitoring would be undertaken for construction as specified in the CNVS.	Section 6.2
8.2 (d)	Construction Noise and Vibration	The following compliance records would be kept by Principal Contractors:	Section 7.12.1

Ref	Section	Description	Reference
	Management Implementation	i. Records of noise and vibration monitoring results against appropriate NMLs and vibration criteria; and ii. Records of community enquiries and complaints, and the Contractor's response.	
8.3 (a)	Construction Noise and Vibration Mitigation	All feasible and reasonable mitigation measures would be implemented in accordance with the CNVS. The on-airport Noise and Vibration CEMP and the off-airport Noise and Vibration Management Plan will include the following noise and vibration mitigation measures as well as relevant Conditions: i. Construction hours will be in accordance with the working hours specified in Section 5.1; ii. Hoarding and enclosures will be implemented where required to minimise airborne noise impacts; and iii. The layout of construction sites will aim to minimise airborne noise impacts to surrounding receivers iv. Provision of respite periods.	Section 6.2
9.1 (a)	Heritage Management Objectives	The following heritage management objectives will apply to construction: i. Embed significant heritage values through any architectural design, education or physical interpretation; ii. Minimise impacts on items or places of heritage value; iii. Avoid accidental impacts on heritage items; iv. Maximise worker's awareness of indigenous and non-indigenous heritage; and v. For on-airport works, the Sydney Metro Western Sydney Airport Aboriginal Cultural Heritage CEMP and the European and Other Heritage CEMP will detail all the heritage management objectives and will be consistent with the WSA Aboriginal Cultural Heritage CEMP and European and Other Heritage CEMP, including all appendices to these CEMP documents.	Section 6.2
9.2 (a)	Heritage Management Implementation	On-airport management of Aboriginal cultural heritage and European heritage will be achieved through the implementation of the SMWSA Aboriginal Cultural Heritage and the European and Other Heritage CEMPs .Principal Contractors will develop and implement a Heritage Management Plan for all off-airport works. Plans will include as a minimum: i. Evidence of consultation with Registered Aboriginal Parties and the NSW Heritage Council; ii. Identify initiatives that will be implemented for the enhancement of heritage values and minimisation of heritage impacts, including procedures and processes that will be used to implement and document heritage management initiatives; iii. The heritage mitigation measures as detailed in the planning approval documentation;	Section 6.2

Ref	Section	Description	Reference
		iv. The responsibilities of key project personnel with respect to the implementation of the plan; v. Procedures for interpretation of heritage values uncovered through salvage or excavation during detailed design; vi. Procedures for undertaking salvage or excavation of heritage relics or sites (where relevant), consistent with and any recordings of heritage relics prior to works commencing that would affect them; vii. Details for the short and / or long term management of artefacts or movable heritage; viii. Details of management measures to be implemented to prevent and minimise impacts on heritage items (including further heritage investigations, archival recordings and/or measures to protect unaffected sites during construction works in the vicinity); ix. Procedures for unexpected heritage finds, including procedures for dealing with human remains; x. Heritage monitoring requirements; and xi. Compliance record generation and management.	
9.2 (b)	Heritage Management Implementation	The Contractor's regular inspections will include checking of Aboriginal and non-Aboriginal heritage mitigation measures.	Section 6.2
9.2 (c)	Heritage Management Implementation	Compliance records will be retained by the Contractor. These will include: i. Inspections undertaken in relation to heritage management measures; ii. Archival recordings undertaken of any heritage item; iii. Unexpected finds and stop work orders; and iv. Records of any impacts avoided or minimised through design or construction methods.	Section 7.12.1
9.3 (a)	Heritage Mitigation	The on-airport Aboriginal Cultural Heritage and European and Other Heritage CEMPs and the off-airport Heritage Management Plan will include the following mitigation measures as well as relevant Conditions: i. Induction courses for site workers will include training in the identification of Aboriginal artefacts and management of Aboriginal heritage values. ii. Any heritage item not affected by the works will be retained and protected throughout construction; iii. During construction undertake professional archaeological investigation, excavation, and reporting of any historical Indigenous heritage sites of state significance which will be affected. Reporting may be completed as construction progresses; iv. Undertake archival recordings of all non-Indigenous heritage items affected by the works prior to commencement of works; and	Section 6.2

Ref	Section	Description	Reference
		v. Implement unexpected heritage find procedures for Indigenous and non-Indigenous heritage items.	
10.1 (a)	Flora and Fauna Management Objectives	The following flora and fauna management objectives will apply to construction: i. Minimise impacts on flora and fauna; ii. Design waterway modifications and crossings to incorporate best practice principles; iii. Retain and enhance existing flora and fauna habitat wherever possible; iv. Appropriately manage the spread of weeds and plant pathogens; and v. For on-airport works, the Sydney Metro Western Sydney Airport Biodiversity CEMP will detail all fauna and flora management objectives and will be consistent with the WSA Biodiversity CEMP, including all appendices to the Biodiversity CEMP.	Section 6.2
10.2 (a)	Flora and Fauna Management Implementation	On-airport management of flora and fauna will be achieved through the implementation of the SMWSA Biodiversity CEMP and Principal Contractors will develop and implement a Flora and Fauna Management Plan for all off-airport works. Both plans will include as a minimum: i. The biodiversity mitigation measures as detailed in the planning approval documentation; ii. The responsibilities of key project personnel with respect to the implementation of the plan; iii. Procedures for the clearing of vegetation and the relocation of flora and fauna; iv. Details on the locations, monitoring program and use of nest boxes by fauna; v. Procedures for the demarcation and protection of retained vegetation, including all vegetation outside and adjacent to the construction footprint, and the protection of retained vegetation within the environmental conservation zone on the airport site; vi. Plans for impacted and adjoining areas showing vegetation communities; important flora and fauna habitat areas; locations where threatened species, populations or ecological communities have been recorded; vii. Vegetation management plan(s) for sites where native vegetation is proposed to be retained; viii. Identification of measures to reduce disturbance to sensitive fauna; ix. Rehabilitation details, including identification of flora species and sources, and measures for the management and maintenance of rehabilitated areas (including duration of the implementation of such measures); x. Weed and disease management measures focusing on early identification of invasive weeds and diseases. Protocols to address the effective management of these risks; xi. A procedure for dealing with unexpected threatened species identified during construction, including cessation of work and notification to the relevant government department for both on- and	Section 6.2

Ref	Section	Description	Reference
		off-airport works. The procedure shall define how appropriate mitigation measures (including relevant relocation measures) and updating of ecological monitoring or off-set requirements; xii. Details on the methodology for vegetation mapping and survey; xiii. Ecological monitoring requirements; and xiv. Compliance record generation and management.	
10.2 (b)	Flora and Fauna Management Implementation	Principal Contractors would undertake the following ecological monitoring as a minimum: i. A pre-clearing inspection will be undertaken prior to any native vegetation clearing by a suitable qualified ecologist and the Contractor's Environmental Manager (or delegate). The pre-clearing inspection will include, as a minimum: ▪ Identification of hollow bearing trees or other habitat features; ▪ Identification of any threatened flora and fauna; ▪ A check on the physical demarcation of the limit of clearing; ▪ An approved erosion and sediment control plan for the worksite; and ▪ The completion of any other pre-clearing requirements required by any project approvals, permits or licences. ii. The completion of the pre-clearing inspection will form a HOLD POINT requiring sign-off from the Contractor's Environmental Manager (or delegate) and a qualified ecologist; and iii. A post clearance report, including any relevant Geographical Information System files, will be produced that validates the type and area of vegetation cleared including confirmation of the number of hollows impacted and the corresponding nest box requirements to offset these impacts.	Section 6.2
10.2 (c)	Flora and Fauna Management Implementation	The Principal Contractor's regular inspections will include a check on the ecological mitigation measures and project boundary fencing.	Section 7.4.2
10.2 (d)	Flora and Fauna Management Implementation	The following compliance records would be kept by the Principal Contractor: i. Records of pre-clearing inspections undertaken; ii. Records of the release of the pre-clearing hold point; and iii. Records of ecological inspections undertaken.	Section 7.12.1
10.3 (a)	Flora and Fauna Mitigation	The on-airport Biodiversity CEMP and the off-airport Flora and Fauna Management Plan will include the following flora and fauna mitigation measures as well as any relevant Conditions: i. Areas to be retained and adjacent habitat areas will be fenced off prior to works to prevent damage or accidental over clearing;	Section 6.2

Ref	Section	Description	Reference
		ii. Clearing will follow a two-stage process as follows: ▪ Non-habitat trees will be cleared first after sign-off of the pre-clearing inspection; and ▪ Habitat trees will be cleared no sooner than 48 hours after non-habitat trees have been cleared. A suitably qualified ecologist will be present on site during the clearing of habitat trees. Felled habitat trees will be left on the ground for 24 hours or inspected by the ecologist prior to further processing. iii. Weed management is to be undertaken in areas affected by construction prior to any clearing works. Off-airport weed management will be undertaken in accordance with the NSW Noxious Weeds Act 1993. On-airport weed management will also be undertaken in accordance with the NSW Noxious Weeds Act 1993 and the NSW Biosecurity Act 2015, which is consistent with the approach adopted in the Western Sydney Airport Weed and Disease Management Plan (Appendix C of the Western Sydney Airport Biodiversity CEMP).	
11.1 (a)	Visual Amenity Management Objectives	The following visual and landscape management objectives will apply to the construction of the project: i. Minimise impacts on existing landscape features as far as feasible and reasonable; ii. Ensure the successful implementation of the Landscape Design; iii. Reduce visual impact of construction to surrounding community; and iv. For on-airport works, the Sydney Metro Western Sydney Airport Visual and Landscape CEMP will detail all the visual amenity and landscaping management objectives and will be consistent with the WSA Visual and Landscape CEMP, including all the appendices to the CEMP.	Section 6.2
11.2 (a)	Visual Amenity Management Implementation	On-airport management of visual and landscaping will be achieved through the implementation of the SMWSA Visual and Landscape CEMP and Principal Contractors will develop and implement a Visual Amenity Management Plan for all the off-airport temporary works which will include as a minimum: i. The visual mitigation measures as detailed in the planning approval documentation for construction; ii. Input from an experienced Landscape or Urban Designer; iii. The maintenance of outward facing elements of site hoarding or noise barriers, including the removal of graffiti and weeds; iv. Apply the principles of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting and relevant safety design requirements and detail mitigation measures to minimise lighting impacts on sensitive receivers for all permanent, temporary and mobile light sources;	Section 6.2

Ref	Section	Description	Reference
		v. Identify the processes and procedures that will be used for the incorporation of the principles of Crime Prevention Through Environmental Design (CPTED) in the design and construction of any temporary site facilities; and vi. Compliance record generation and management.	
11.2 (b)	Visual Amenity Management Implementation	Visual and landscape measures will be incorporated into the Principal Contractor's regular inspections including checking the health of retained vegetation around site boundaries, checking the condition of any site hoarding and acoustic sheds, and checking the position and direction of any sight lighting.	Section 6.2
11.2 (c)	Visual Amenity Management Implementation	The Contractor will retain compliance records of any inspections undertaken in relation to visual and landscape measures.	Section 7.12.1
11.3 (a)	Visual Amenity Mitigation	The on-airport Visual and Landscape CEMP and the off-airport Visual Management Plan will include the following visual amenity mitigation measures as well as relevant Conditions: i. Wherever feasible and reasonable, vegetation around the perimeter of the construction sites will be maintained; ii. Existing vegetation not affected by the construction works will be retained; iii. Temporary construction works will be designed with consideration of urban design and visual amenity as per Section 4.4; and iv. Temporary site lighting, for security purposes or night works will be installed and operated in accordance with AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting.	Section 6.2
12.1 (a)	Soil and Water Management Objectives	The following soil and water management objectives will apply to construction: i. Minimise pollution of surface water through appropriate erosion and sediment control; ii. Minimise leaks and spills from construction activities; iii. Maintain existing water quality of surrounding surface watercourses; iv. Source construction water from non-potable sources, where feasible and reasonable; and v. For on-airport works, the Sydney Metro Western Sydney Airport Soil and Water CEMP will detail all the soil and water management objectives and will be consistent with the WSA Soil and Water CEMP, including all appendices to the CEMP.	Section 6.2
12.2 (a)	Soil and Water Implementation	On-airport management of soil and water will be achieved through the implementation of the SMWSA Soil and Water CEMP and Principal Contractors will develop and implement a Soil and Water Management Plan for all off-airport works. Both plans will include as a minimum:	Section 6.2

Ref	Section	Description	Reference
		i. The soil and water mitigation measures as detailed in the planning approval documentation and sustainability requirements; ii. Details of construction activities and their locations, which have the potential to impact on watercourses, storage facilities, stormwater flows, and groundwater; iii. Surface water and ground water impact assessment criteria consistent with the principles of the Australian and New Zealand Environment Conservation Council (ANZECC) guidelines for off-airport works and the Airports (Environment Protection) Regulations 1997 for on-airport works (with due consideration of the ANZECC guidelines); iv. Management measures to be used to minimise surface and groundwater impacts, including identification of water treatment measures and discharge points, details of how spoil and fill material required by the project will be sourced, handled, stockpiled, reused and managed; erosion and sediment control measures; salinity control measures and the consideration of flood events; v. A contingency plan, consistent with the NSW Acid Sulphate Soils Manual (EPA 1998), to deal with the unexpected discovery of actual or potential acid sulphate soils both on and off-airport lands. The plan must including procedures for the investigation, handling, treatment and management of such soils and water seepage; vi. Management measures for contaminated material (soils, water and building materials)and a contingency plan to be implemented in the case of unanticipated discovery of contaminated material, including asbestos, during construction; vii. A description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would be undertaken, the locations where monitoring would take place, how the results of the monitoring would be recorded and reported, and, if any exceedance of the criteria is detected how any non-compliance can be rectified; viii. The requirements of any applicable licence conditions; ix. The responsibilities of key project personnel with respect to the implementation of the plan; x. Procedures for the development and implementation of Progressive Erosion and Sediment Control Plans; xi. Identification of locations where site specific Stormwater and Flooding Management Plans are required; and xii. Compliance record generation and management.	
12.2 (b)	Soil and Water Implementation	Principal Contractors will develop and implement Progressive Erosion and Sediment Control Plans (ESCPs) for all active worksites in accordance with Managing Urban Stormwater: Soils & Construction Volume 1 (Landcom, 2004) (known as the “Blue Book”). The ESCPs will be approved	Section 6.2

Ref	Section	Description	Reference
		by the Contractor's Environmental Manager (or delegate) prior to any works commencing (including vegetation clearing) on a particular site. Copies of the approved ESCP will be held by the relevant Contractor personnel including the Engineer and the Site Foreman.	
12.2 (c)	Soil and Water Implementation	ESCPs will detail all required erosion and sediment control measures for the particular site at the particular point in time and be progressively updated to reflect the current site conditions. Any amendments to the ESCP will be approved by the Contractor's Environmental Manager (or delegate).	Section 6.2
12.2 (d)	Soil and Water Implementation	Principal Contractors will develop and implement Stormwater and Flooding Management Plans for the relevant construction sites. These plans will identify the appropriate design standard for flood mitigation based on the duration of construction, proposed activities and flood risks. The plan will develop procedures to ensure that threats to human safety and damage to infrastructure are not exacerbated during the construction period.	Section 6.2
12.2 (e)	Soil and Water Implementation	Principal Contractors will undertake the following soil and water monitoring as a minimum: i. Weekly inspections of the erosion and sediment control measures. Issues identified would be rectified as soon as practicable; ii. Additional inspections will be undertaken following significant rainfall events (greater than 20 mm in 24 hours); and iii. All water will be tested (and treated if required) prior to discharge from the site in order to determine compliance with the appropriate approvals and licencing. No water will be discharged from the site without written approval of the Contractor's Environmental Manager (or delegate). This is to form a HOLD POINT.	Section 6.2 Section 7.4.2
12.2 (f)	Soil and Water Implementation	The following compliance records will be kept by the Principal Contractors: i. Copies of current ESCPs for all active construction sites; ii. Records of soil and water inspections undertaken; iii. Records of testing of any water prior to discharge; and iv. Records of the release of the hold point to discharge water from the construction site to the receiving environment.	Section 7.12.1
12.2 (g)	Soil and Water Implementation	The following water resources management objectives will apply to the construction of the project: i. Minimise demand for, and use of potable water; ii. Maximise opportunities for water re-use from captured stormwater, wastewater and groundwater; iii. Examples of measures to minimise potable water consumption include:	Section 6.2

Ref	Section	Description	Reference
		▪ Water efficient controls, fixtures and fittings in temporary facilities; ▪ Collecting, treating and reusing water generated in tunnelling operations, concrete batching and casting facility processes; ▪ Using recycled water or treated water from onsite sources in the formulation of concrete; ▪ Harvesting and reusing rainwater from roofs of temporary facilities; ▪ Using water from recycled water networks; ▪ Collecting, treating and reusing groundwater and stormwater; ▪ Using water efficient construction methods and equipment; and Providing designated sealed areas for equipment wash down.	
12.3 (a)	Soil and Water Mitigation	The on-airport Soil and Water CEMP and the off-airport Soil and Water Management Plan will include the following surface water and flooding mitigation measures as well as any relevant Conditions: i. Clean water will be diverted around disturbed site areas, stockpiles and contaminated areas; ii. Control measures will be installed downstream of works, stockpiles and other disturbed areas; iii. Exposed surfaces will be minimised, and stabilised / revegetated as soon feasible and reasonable upon completion of construction; iv. Dangerous good and hazardous materials storage will be within bunded areas with a capacity of110 per cent of the maximum single stored volume; v. Chemicals will be stored and handled in accordance with relevant Australian standards such as: ▪ AS 1940-2004 The storage and handling of flammable and combustible liquids ▪ AS/NZS 4452:1997 The storage and handling of toxic substances ▪ AS/NZS 5026:2012 The storage and handling of Class 4 dangerous goods ▪ AS/NZS 1547:2012 On-site domestic wastewater management vi. Spill kits will be provided at the batch plants, storage areas and main work sites; vii. A protocol will be developed and implemented to respond to and remedy leaks or spills. viii. A remedial action plan and unexpected finds protocol would be established to facilitate the quarantining, isolation and remediation of contamination identified throughout the construction programme. Any asbestos identified on site would be managed in accordance with applicable regulatory requirements.	Section 6.2
13.1 (a)	Air Quality Management Objectives	The following air quality management objectives will apply to construction: i. Minimise gaseous and particulate pollutant emissions from construction activities as far as feasible and reasonable;	Section 6.2

Ref	Section	Description	Reference
		ii. Identify and control potential dust and air pollutant sources; and iii. For on-airport works, the Sydney Metro Western Sydney Airport Air Quality CEMP will detail all the air quality management objectives and will be consistent with the WSA Air Quality CEMP including all appendices to the CEMP.	
13.2 (a)	Air Quality Management Implementation	On-airport management of soil and water will be achieved through the implementation of the SMWSA Soil and Water CEMP and Principal Contractors will develop and implement an Air Quality Management Plan for all off-airport works. Both plans will include, as a minimum: i. The air quality mitigation measures as detailed in the planning approval documentation; ii. The requirements of any approval and applicable licence conditions; iii. Site plans or maps indicating locations of sensitive receivers and key air quality / dust controls; iv. The responsibilities of key project personnel with respect to the implementation of the plan; v. Air quality and dust monitoring requirements; and vi. Compliance record generation and management.	Section 6.2
13.2 (b)	Air Quality Management Implementation	Air quality and dust monitoring will involve the following as a minimum: i. Meteorological conditions will be monitored and appropriate responses will be organised and undertaken periodically by the Principal Contractor; ii. Regular visual monitoring of dust generation from work zones; and iii. Monitoring emissions from plant and construction vehicles to ensure they have appropriate emission controls and are being maintained correctly.	Section 6.2
13.2 (c)	Air Quality Management Implementation	The following compliance records will be kept by the Principal Contractor: i. Records of any meteorological condition monitoring; ii. Records of any management measures implemented as a result of adverse, windy weather conditions; and iii. Records of air quality and dust inspections undertaken.	Section 7.12.1
13.3 (a)	Air Quality Mitigation	The on-airport Air Quality CEMP and the off-airport Air Quality Management Plan will include the following air quality mitigation measures as well as any relevant Conditions: i. Plant and equipment will be serviced and maintained in good working order to reduce unnecessary emissions from exhaust fumes; ii. Plant and equipment to be switched off engines when not in use; iii. The avoidance the use of diesel or petrol powered generators and instead using mains electricity or battery powered equipment, where practicable;	Section 6.2

Ref	Section	Description	Reference
		iv. Appropriate vehicle speeds on sealed and unsealed roads; v. Development and implementation of a construction logistics plan to manage the sustainable delivery of goods and materials; vi. Implementing measures to support and encourage sustainable travel for construction workers to and from the construction sites; vii. Water suppression will be used for active earthwork areas, stockpiles, unsurfaced haul roads and loads of soil being transported to reduce wind-blown dust emissions; viii. Wheel-wash facilities or rumble grids will be provided and used near the site exit points, as appropriate; and ix. Dust extraction and filtration systems will be installed for tunnel excavation works and deep excavation with limited surface exposure	
14.1 (a)	Waste Objectives	The following waste objectives will apply to construction: i. Minimise waste throughout the project life-cycle; ii. Waste management strategies for off-airport works will be implemented in accordance with the Waste Avoidance and Resource Recovery Act 2001 management hierarchy as follows: ▪ Avoidance of unnecessary resource consumption; ▪ Resource recovery (including reuse, reprocessing, recycling and energy recovery); and ▪ Disposal. iii. Consistent with the Western Sydney Airport Waste and Resource Construction Environmental Management Plan, waste management strategies for on-airport works will also be aligned with the NSW Waste Avoidance and Resource Recovery Strategy under the NSW Waste Avoidance and Resource Recovery Act 2001; and iv. For on-airport works, the Sydney Metro Western Sydney Airport Waste and Resources CEMP will detail all the waste management objectives and will be consistent with the WSA Waste and Resources CEMP including all appendices to the CEMP.	Section 6.2
14.1 (b)	Waste Objectives	Targets for the recovery, recycling or reuse of construction waste, and beneficial reuse of spoil will be provided by the Principal Contractor.	Section 6.2
14.2 (a)	Waste Implementation	On-airport management of waste and resources will be achieved through the implementation of the SMWSA Waste and Resources CEMP and Principal Contractors will develop and implement a Waste Management Plan for all off-airport works. Both plans will include as a minimum: i. The waste management mitigation measures as detailed in the planning approval documentation; ii. The responsibilities of key project personnel with respect to the implementation of the plan;	Section 6.2

Ref	Section	Description	Reference
		iii. Waste management monitoring requirements; iv. A procedure for the assessment, classification, management and disposal of waste in accordance with Waste Classification Guidelines; and v. Compliance record generation and management.	
14.2 (b)	Waste Implementation	Principal Contractors will undertake the following waste monitoring as a minimum: i. Weekly inspections will include checking on the waste storage facilities on site; and ii. All waste removed from the site will be appropriately tracked from 'cradle to grave' using waste tracking dockets.	Section 6.2
14.2 (c)	Waste Implementation	Principal Contractors will report all necessary waste and purchasing information to Sydney Metro as required for Sydney Metro to fulfil their WRAPP reporting requirements.	Section 6.7
14.2 (d)	Waste Implementation	Compliance records will be retained by the Principal Contractors in relation to waste management including records of inspections and waste dockets for all waste removed from the site.	Section 7.12.1
14.3 (a)	Waste Mitigation	The on-airport Waste and Resources CEMP and the off-airport Waste Management Plan will include the following waste management mitigation measures as well as relevant Conditions: i. A central waste area (or areas) would be established, at which waste (including recyclables) would be stored or stockpiled. Stockpiles and bins would be appropriately labelled, managed and monitored till being removed from site; ii. All waste materials removed from the sites will be directed to an appropriately licensed waste management facility; iii. The use of raw materials (noise hoarding, site fencing, etc...) will be reused or shared, between sites and between construction contractors where feasible and reasonable; and iv. Recyclable wastes, including paper at site offices, will be stored separately from other wastes.	Section 6.2

EPBC 2020/8687 Conditions of Approval

Topic	Reference	Condition of Approval	Reference
Clearing and pre-clearing	EPBC1	The approval holder must not clear outside the study area.	Section 6.2
Clearing and pre-clearing	EPBC2	To minimise the impacts of the action on protected matters, the approval holder must not clear more than the following specified amounts within the study area: a. 5.87 hectares of Cumberland Plain Woodlands and Shale-Gravel Transition Forest threatened ecological community (TEC). b. 4.94 hectares of Coastal Swamp Oak (Casuarina glauca) Forest of New South Wales and South East Queensland TEC. c. 24.79 hectares of Grey-headed Flying-fox habitat. d. 7.3 hectares of native vegetation on the Defence Establishment Orchard Hills site (which may include threatened ecological communities in conditions 2a and 2b). e. 335 individuals of Grevillea juniperina subsp. juniperina on the Defence Establishment Orchard Hills site (Lot 1 DP 629326 and Lot 2 DP 242968). f. The number of individuals identified by pre-clearance surveys, undertaken in accordance with conditions 3 - 5.	Section 6.2
Clearing and pre-clearing	EPBC3	To inform the preparation of the Biodiversity Management Plan required under conditions 8 and the Biodiversity Offset Strategy required under conditions 18, the approval holder must undertake pre-clearance surveys in areas not yet surveyed for the following species: a. Bynoe's Wattle. b. Downy Wattle. c. Allocasuarina glareicola. d. White-flowered Wax Plant. e. Small-flower Grevillea. f. Micromyrtus minutiflora. g. Pimelea curviflora var. curviflora.	The requirements of this condition are addressed by Sydney Metro

Topic	Reference	Condition of Approval	Reference
		h. Spiked Rice-flower. i. Pultenaea parviflora.	
Clearing and pre-clearing	EPBC4	Pre-clearance surveys in areas not yet surveyed must be undertaken in accordance with the NSW Biodiversity Assessment Method, or another methodology agreed to by the Department in writing.	The requirements of this condition are addressed by Sydney Metro
Clearing and pre-clearing	EPBC5	The results of the pre-clearance surveys in areas not yet surveyed must be submitted to the Department in writing prior to, or with, the submission of: a. The Biodiversity Management Plan required under condition 8; and b. The Biodiversity Offset Strategy required under condition 18.	The requirements of this condition are addressed by Sydney Metro
Aboriginal Heritage	EPBC6	To minimise the impacts of the action on heritage values of the Defence Establishment Orchard Hills, the approval holder must prepare an Aboriginal Cultural Heritage Management Plan in consultation with the Registered Aboriginal Parties and Heritage NSW, prior to the commencement of the action. To demonstrate compliance with this condition, the approval holder must keep appropriate records to demonstrate that consultation has taken place, and how comments received during consultation have been taken into account in the Aboriginal Cultural Heritage Management Plan.	The requirements of this condition are addressed by Sydney Metro.
Aboriginal Heritage	EPBC7	The approval holder must not remove or disturb any Aboriginal archaeological heritage artefacts or sites on the Defence Establishment Orchard Hills, including unexpected finds, except in accordance with an Aboriginal Cultural Heritage Management Plan prepared under condition 6.	Section 6.2
Biodiversity Management Plan	EPBC8	For the protection of protected matters, the approval holder must submit to the Minister for approval a Biodiversity Management Plan that sets out requirements for Flora and Fauna Management Plans prepared and implemented under the project's Construction Environmental Management Framework.	The requirements of this condition are addressed by Sydney Metro.
Biodiversity Management Plan	EPBC9	The Biodiversity Management Plan must be consistent with the Department's Environmental Management Plan Guidelines (2014), and must include:	The requirements of this condition are addressed by Sydney Metro.

Topic	Reference	Condition of Approval	Reference
		a. Environmental objectives, relevant protected matters, and a reference to EPBC Act approval conditions to which the Biodiversity Management Plan refers; b. A table of commitments made in the Biodiversity Management Plan to achieve the objectives, and a reference to where the commitments are detailed in the Biodiversity Management Plan; c. Reporting and review mechanisms, and documentation standards, to demonstrate compliance with the Biodiversity Management Plan; d. An assessment of risks to achieving Biodiversity Management Plan environmental objectives and risk management strategies that will be applied; e. Impact avoidance, mitigation and repair measures, and their timing; f. A monitoring program, which must include: i. measurable performance indicators; ii. trigger values for corrective actions; iii. the timing and frequency of monitoring to detect trigger values and changes in the performance indicators; and iv. proposed corrective actions, if trigger values are reached. g. Provide any links to other plans or conditions of approval for the action.	
Biodiversity Management Plan	EPBC10	The approval holder must not commence the action unless the Minister has approved the Biodiversity Management Plan in writing.	The Department of Agriculture, Water and the Environment approved the Sydney Metro – Western Sydney Airport Off-airport Biodiversity Management Plan, (Rev 0.5 dated March 2022) on 29 March 2022.
Biodiversity Management Plan	EPBC11	If the Minister approves the Biodiversity Management Plan then the Biodiversity Management Plan must be implemented.	Section 6.2
Staging Plan	EPBC12	The approval holder must submit to the Minister, for approval, a Staging Plan in relation to the construction of the action, prior to commencement of the action.	The requirements of this condition are addressed by Sydney Metro.

Topic	Reference	Condition of Approval	Reference
Staging Plan	EPBC13	The approval holder must implement the Staging Plan approved by the Minister.	Section 6.2
Staging Plan	EPBC14	The Staging Plan must set out: a. how the construction of the action will be staged, including details of clearing and other activities to be carried out in each stage; b. mapping and delineation of the spatial location of each stage; and c. the planned timing of when construction of each stage will commence and finish.	The requirements of this condition are addressed by Sydney Metro.
Compensation Measures	EPBC15	Prior to the commencement of clearing of protected matters identified in condition 2 in each stage, as defined in the Staging Plan required under condition 12, the approval holder must: a. determine the offset requirement for protected matters identified in condition 2 to be cleared in that stage in accordance with the NSW Biodiversity Assessment Method and the process set out in the Biodiversity Offset Strategy required under condition 18. b. secure the required offsets for that stage.	To enable Sydney Metro to report on matters of compliance, a hold point has been established prior to clearing. Refer to Section 6.4
Compensation Measures	EPBC16	The offsets must be secured in accordance with the NSW Biodiversity Offset Scheme.	The requirements of this condition are addressed by Sydney Metro.
Compensation Measures	EPBC17	Within 3 months of retiring credits or making a payment to secure offsets, the approval holder must submit evidence of the retirement or payment the Department.	The requirements of this condition are addressed by Sydney Metro.
Biodiversity Offset Strategy	EPBC18	The approval holder must submit a Biodiversity Offset Strategy for the Minister's approval, prior to clearing of protected matters identified in condition 2.	The requirements of this condition are addressed by Sydney Metro.
Biodiversity Offset Strategy	EPBC19	The Biodiversity Offset Strategy must: a. Be prepared by a suitably qualified ecologist; b. Be prepared in accordance with the NSW Biodiversity Assessment Method; c. Be based on and consistent with the Biodiversity Development Assessment Report at Appendix A of the EIA;	The requirements of this condition are addressed by Sydney Metro.

Topic	Reference	Condition of Approval	Reference
		d. Be consistent with the principles of the Environment Protection and Biodiversity Conservation Act 1999 Environmental Offsets Policy (October 2012); and e. Provide for the number of individuals identified in accordance with condition 3; and f. Set out: i. The process used for quantifying the impacts to protected matters based on the final design of the action, with quantification of the final number and class of biodiversity credits required to offset the residual impacts of action on protected matters; ii. Details of how the credit requirement to offset the impacts from each stage of construction (defined in the Staging Plan) will be determined and reported; and iii. How offset requirements will be satisfied, including the timeframes by which offsets must be secured in relation to each stage of construction as defined within the Staging Plan.	
Biodiversity Offset Strategy	EPBC20	The approval holder must not commence the action unless the Minister has approved the Biodiversity Offset Strategy in writing.	The Department of Agriculture, Water and the Environment approved the Sydney Metro – Western Sydney Airport EPBC Biodiversity Offset Strategy for off-airport lands (Rev 0.6 dated February 2022) on 29 March 2022.
Biodiversity Offset Strategy	EPBC21	If the Minister approves the Biodiversity Offset Strategy then the Biodiversity Offset Strategy must be implemented.	The requirements of this condition are addressed by Sydney Metro.
Notification of date of commencement of the action	EPBC22	The approval holder must notify the Department in writing of the date of commencement of the action within 10 business days after the date of commencement of the action.	The requirements of this condition are addressed by Sydney Metro.
Notification of date of commencement of the action	EPBC23	The approval holder must notify the Department in writing of the date of commencement of each stage of the action, as specified in the Staging Plan required under condition 12, within 10 business days after the date of commencement of the relevant stage of the action.	The requirements of this condition are addressed by Sydney Metro.

Topic	Reference	Condition of Approval	Reference
Compliance Records	EPBC24	The approval holder must maintain accurate and complete compliance records.	To enable Sydney Metro to report on matters of compliance, relevant records will be provided to Sydney Metro as detailed in Section 7.12.1
Compliance Records	EPBC25	If the Department makes a request in writing, the approval holder must provide electronic copies of compliance records to the Department within the timeframe specified in the request. Note: Compliance records may be subject to audit by the Department or an independent auditor in accordance with section 458 of the EPBC Act, and or used to verify compliance with the conditions. Summaries of the result of an audit may be published on the Department's website or through the general media.	To enable Sydney Metro to report on matters of compliance, relevant records will be provided to Sydney Metro as detailed in Section 7.12.1
Submission and publication of plans	EPBC26	The approval holder must: a. submit plans electronically to the Department b. publish each plan on the website within 3 month of the date the plan is approved by the Minister or the date a revised action management plan is submitted to the Minister or the Department, unless otherwise agreed in writing by the Minister c. exclude or redact sensitive ecological data from plans published on the website or provided to a member of the public d. keep plans published on the website until 24 months after the completion of the action, or as otherwise agreed by the department in writing.	The requirements of this condition are addressed by Sydney Metro.
Submission and publication of plans	EPBC27	The approval holder must ensure that any monitoring data (including sensitive ecological data), surveys, maps, and other spatial and metadata required under the Biodiversity Management Plan, is prepared in accordance with the Department's Guidelines for biological survey and mapped data (2018) and submitted electronically to the Department in accordance with the requirements of the plan.	To enable Sydney Metro to report on matters of compliance, relevant records will be provided to Sydney Metro as detailed in Section 7.12.1
Annual Compliance Reporting	EPBC28	The approval holder must prepare a compliance report addressing each condition of this approval for each 12-month period following the date of commencement of the action, or otherwise in accordance with	To enable Sydney Metro to report on matters of compliance, relevant records

Topic	Reference	Condition of Approval	Reference
		an annual date that has been agreed to in writing by the Minister. The approval holder must: a. publish each compliance report on the website within 3 months following the relevant 12-month period; b. notify the Department by email that a compliance report has been published on the website and provide the weblink for the compliance report within 5 business days of the date of publication; c. keep all compliance reports publicly available on the website until 24 months after the completion of the action, or as otherwise agreed by the department in writing; d. exclude or redact sensitive ecological data from compliance reports published on the website; and e. where any sensitive ecological data has been excluded from the version published, submit the full compliance report to the Department within 5 business days of publication. Note: Compliance reports may be published on the Department's website.	will be provided to Sydney Metro as detailed in Section 7.12.1
Reporting Non-Compliance	EPBC29	The approval holder must notify the Department in writing of any: incident; non-compliance with the conditions; or non-compliance with the commitments made in plans. The notification must be given as soon as practicable, and no later than 2 business days after becoming aware of the incident or non-compliance. The notification must specify: a. any condition which is or may be in breach b. a short description of the incident and/or non-compliance c. the location (including co-ordinates), date, and time of the incident and/or non-compliance. In the event the exact information cannot be provided, provide the best information available.	Section 7.4.3 Section 7.10.2
Reporting Non-Compliance	EPBC30	The approval holder must provide to the Department the details of any incident or non-compliance with the conditions or commitments made in plans as soon as practicable and no later than 10 business days after becoming aware of the incident or non-compliance, specifying:	Section 7.4.3 Section 7.10.2

Topic	Reference	Condition of Approval	Reference
		a. any corrective action or investigation which the approval holder has already taken or intends to take in the immediate future b. the potential impacts of the incident or non-compliance c. the method and timing of any remedial action that will be undertaken by the approval holder	
Independent Audit	EPBC31	The approval holder must ensure that independent audits of compliance with the conditions are conducted as requested in writing by the Minister.	Section 7.13.1
Independent Audit	EPBC32	For each independent audit, the approval holder must: a. provide the name and qualifications of the independent auditor and the draft audit criteria to the Department b. only commence the independent audit once the independent auditor and audit criteria have been approved in writing by the Department c. submit an audit report to the Department within the timeframe specified in the approved audit criteria.	The requirements of this condition are addressed by Sydney Metro.
Independent Audit	EPBC33	The approval holder must publish the audit report on the website within 10 business days of receiving the Department's approval of the audit report and keep the audit report published on the website until 24 months after the completion of the action, or as otherwise agreed by the department in writing.	The requirements of this condition are addressed by Sydney Metro.
Revision of action management plans	EPBC34	The approval holder may, at any time, apply to the Minister for a variation to an action management plan approved by the Minister under conditions 8 and 15, or as subsequently revised in accordance with these conditions, by submitting an application in accordance with the requirements of section 143A of the EPBC Act. If the Minister approves a revised action management plan (RAMP) then, from the date specified, the approval holder must implement the RAMP in place of the previous action management plan.	The requirements of this condition are addressed by Sydney Metro.
Revision of action management plans	EPBC35	The approval holder may choose to revise an action management plan approved by the Minister under conditions 18 and 15, or as subsequently revised in accordance with these conditions, without submitting it for approval under section 143A of the EPBC Act, if the	The requirements of this condition are addressed by Sydney Metro.

Topic	Reference	Condition of Approval	Reference
		taking of the action in accordance with the RAMP would not be likely to have a new or increased impact. agreed to in writing with the Department. b. subject to condition 38, implement the RAMP from the RAMP implementation date.	
Revision of action management plans	EPBC36	If the approval holder makes the choice under condition 35 to revise an action management plan without submitting it for approval, the approval holder must: a. notify the Department in writing that the approved action management plan has been revised and provide the Department with: i. an electronic copy of the RAMP ii. an electronic copy of the RAMP marked up with track changes to show the differences between the approved action management plan and the RAMP iii. an explanation of the differences between the approved action management plan and the RAMP iv. the reasons the approval holder considers that taking the action in accordance with the RAMP would not be likely to have a new or increased impact v. written notice of the date on which the approval holder will implement the RAMP (RAMP implementation date), being at least 20 business days after the date of providing notice of the revision of the action management plan, or a date	The requirements of this condition are addressed by Sydney Metro.
Revision of action management plans	EPBC37	The approval holder may revoke their choice to implement a RAMP under condition 35 at any time by giving written notice to the Department. If the approval holder revokes the choice under condition 35, the approval holder must implement the action management plan in force immediately prior to the revision undertaken under condition 35.	The requirements of this condition are addressed by Sydney Metro.
Revision of action management plans	EPBC38	If the Minister gives a notice to the approval holder that the Minister is satisfied that the taking of the action in accordance with the RAMP would be likely to have a new or increased impact, then:	The requirements of this condition are addressed by Sydney Metro.

Topic	Reference	Condition of Approval	Reference
		a. condition 35 does not apply, or ceases to apply, in relation to the RAMP b. the approval holder must implement the action management plan specified by the Minister in the notice.	
Revision of action management plans	EPBC39	At the time of giving the notice under condition 38, the Minister may also notify that for a specified period, condition 35 does not apply for one or more specified action management plans. Note: conditions 35, 36, 37, and 38 are not intended to limit the operation of section 143A of the EPBC Act which allows the approval holder to submit a revised action management plan, at any time, to the Minister for approval.	The requirements of this condition are addressed by Sydney Metro.
Completion of the action	EPBC40	Within 20 business days after the completion of the action, the approval holder must notify the Department in writing and provide completion data.	The requirements of this condition are addressed by Sydney Metro.

Appendix C7 – Monitoring, Inspections, Reporting, Review and Audit Schedule (MIRRA)

Name	Detail	Frequency	By Whom	Resources
MONITORING				
Surface Water Quality Monitoring	Surface water monitoring of water quality parameters including pH, EC, temp, DO, Redox, TSS, Turbidity, oil/grease, heavy metals in waterways identified in the SWMonP.	Monthly	CPBUI Environment Team	Soil and Water Management Plan SCAW Water Quality Monitoring Record Surface Water Monitoring Program
Discharge Water Quality Monitoring	Water quality monitoring for controlled discharges offsite to watercourses and stormwater drainage in accordance with the project EPL.	As Required	CPBUI Environment Team	Soil and Water Management Plan Surface Water Monitoring Program Permit to Discharge Water EPL 21695
Dewatering Water Quality Monitoring	Water quality monitoring for controlled dewatering of captured stormwater on-site.	As Required	CPBUI Environment Team	Soil and Water Management Plan Surface Water Monitoring Program Permit to Dewater

Name	Detail	Frequency	By Whom	Resources
Salinity and ASS/PASS Monitoring and Testing	Field testing to be undertaken as part of DSI and Geotech investigations to confirm presence/absence of salinity and ASS/PASS per REMM SC7 and SC8.	As Required	CPBUI Environment Team	Soil and Water Management Plan Appendix C4 – Acid Sulfate Soil Management Procedure
Meteorological Monitoring	Meteorological data review to assist with managing impacts and identify potential non-compliances.	As Required	CPBUI Environment Team Site Supervisors	Soil and Water Management Plan Air Quality Management Plan Project Weather Stations Bureau of Meteorology Weather Stations
Wet Weather Monitoring	Surface Water Quality Monitoring following 25mm of continuous rainfall in a 24 hour period.	As Required	CPBUI Environment Team Site Supervisor	Soil and Water Management Plan SCAW Water Quality Monitoring Record Surface Water Monitoring Program

Name	Detail	Frequency	By Whom	Resources
				Project Weather Stations Bureau of Meteorology Weather Stations
Attended Noise Monitoring	15 minute attended noise monitoring to be undertaken as required by the Noise and Vibration Monitoring Program	As Required	CPBUI Environment Team	Noise and Vibration Management Plan Noise and vibration Construction Monitoring Program Noise Monitoring Record Sheet
Unattended Noise Monitoring	Unattended noise monitoring (loggers) as required by the Noise and Vibration Monitoring Program	As Required	CPBUI Environment Team	Noise and Vibration Management Plan Noise and vibration Construction Monitoring Plan
Attended Vibration Monitoring	Attended vibration monitoring to assess vibration impacts of works in close proximity to sensitive receivers.	As Required	CPBUI Environment Team	Noise and Vibration Management Plan

Name	Detail	Frequency	By Whom	Resources
				Noise and vibration Construction Monitoring Plan
Unattended Vibration Monitoring	Unattended vibration Monitoring where attended monitoring has demonstrated that there is a reasonable risk of exceeding the established vibration criteria at sensitive receivers or structures.	As Required	CPBUI Environment Team	Noise and Vibration Management Plan Noise and vibration Construction Monitoring Plan
Deposited Dust Monitoring	Deposited dust data collected from project dust deposition gauges	Monthly	CPBUI Environment Team	Air Quality Management Plan
Air Quality Monitoring	Real time monitoring undertaken to support deposited dust data in response to a complaint and/or an investigation	Real Time	CPBUI Environment Team	Air Quality Management Plan
Odour Monitoring	Odour monitoring to ensure no detectable odour extends beyond the project boundary during odour producing works.	Daily	CPBUI Environment Team Site Supervisor	Air Quality Management Plan
Weed and pathogen monitoring	Inspection and mapping of project Weeds of National Significance, Priority Weeds and plant pathogens	6 Monthly	Project Ecologist	Flora and Fauna Management Plan

Name	Detail	Frequency	By Whom	Resources
	Records of the location and treatment techniques.		CPBUI Environment Team	Tree Clearing and Grubbing Procedure Weed Management Procedure SWMSA EPBC Off Airport Biodiversity Management Plan
Dam dewatering	Pre-dewatering Assessment of waterbody including size, species and weed / pathogen risk. Monitoring to ensure safe and harmless relocation of aquatic fauna during dam dewatering activities. Count (estimate) of number of each species relocated and pest species euthanized.	As Required	CPBUI Environment Team	SWMSA EPBC Off Airport Biodiversity Management Plan Flora and Fauna Management Plan Farm Dam Dewatering Procedure
Nest-box Monitoring and Maintenance	Post nest box installation to assess nest box uptake by visual inspection or use of fibre-optic camera. Ground Assessment of deterioration of nest box or maintenance required	Six Monthly	CPBUI Environment Team	Flora and Fauna Management Plan SWMSA EPBC Off Airport Biodiversity Management Plan

Name	Detail	Frequency	By Whom	Resources
Rehabilitation Monitoring	Monitoring the rehabilitation of site including retained vegetation following commencement of rehabilitation.	Weekly	Project Ecologist CPBUI Environment Team	Flora and Fauna Management Plan Environmental Inspection Checklists
Vegetation Clearing and Retention	Current aerial photograph interpretation (API) of the construction footprint with comparison to baseline mapping biodiversity mapping including results of pre-clearing surveys. Ground truthing all site boundary fencing which are adjacent to areas of retained protected matters.	Annually	CPBUI Environment Team	SWMSA EPBC Off Airport Biodiversity Management Plan
INSPECTIONS				
Environmental Inspection	An inspection of all environmental factors associated with the SCAW project	Weekly	CPBUI Environment Team	Construction Environment Management Plan
Pre-rainfall Inspection	Environmental Inspection prior to a rainfall event of >20mm in a 24-hour period, where forecasted.	As Required	CPBUI Environment Team	Soil and Water Management Plan
Post Rainfall Inspection	Environmental Inspection following a rainfall event of >20mm in a 24-hour period.	As Required	CPBUI Environment Team	CPBUI Environmental Inspection Checklist
Pre-delivery Inspection	Inspection of all plant and equipment prior to use on-site	As Required	CPBUI Environment Team	Soil and Water Management Plan CPBUI Plant Onboarding system

Name	Detail	Frequency	By Whom	Resources
Shutdown Inspection	Environmental Inspection prior to any planned shutdown of more than four days.	As Required	CPBUI Environment Team	Construction Environment Management Plan CPBUI Shutdown Inspection Checklist
Pre-clearing Inspection	Inspection of vegetation prior to Vegetation Clearing / Ground Disturbance	As Required	Project Ecologist	Construction Environment Management Plan Flora and Fauna Management Plan Pre-clearing Inspection Checklist
Post-Clearing Inspection	Inspection of cleared area post vegetation Clearing / Ground Disturbance.	As Required	CPBUI Environment Team Project Ecologist	Flora and Fauna Management Plan Post-clearing Inspection Checklist
REPORTING				
Monthly environmental compliance report	Project Monthly Report including: environmental statistics (i.e. incidents, regulatory action, complaints on environmental issues), outcome of any environmental surveillance activity including internal and external audits, regulatory and authority considerations, monitoring program performance and key environmental issues.	Monthly	CPBUI Environment Manager	Construction Environment Management Plan

Name	Detail	Frequency	By Whom	Resources
EPL Monthly report	Pollution monitoring data as required by section 66(6) of the POEO Act. Uploaded to Project website within 14 working days of obtaining the results	Monthly	CPBUI Environment Manager	Project EPL 21695
EPL Annual returns	Report on compliance with EPL.	Annually	CPBUI Environment Manager	Project EPL 21695
Environmental risk assessment	Conducted for each construction stage, material changes and significant issues.	Prior to construction, during development of CEMP, and as required thereafter	CPBUI Environment Manager	Construction Environment Management Plan
Construction Compliance Reporting (C22)	The results of the Air Quality Monitoring Program, Noise and Vibration Monitoring Program and Surface Water Quality Monitoring Program	Six Monthly – to be submitted within 60 days of the end of the monitoring period	CPBUI Environment Manager	Construction Environment Management Plan
Environmental Audit Report	Environmental audit reports following internal audits of CEMP and Planning approval compliance.	Six Monthly	CPBUI Environment Manager	Construction Environment Management Plan
Road Dilapidation Report	Detailed impact of the use of local roads by heavy vehicles	As Required	Appropriate Professional Nominated by Principal Contractor	Construction Environment Management Plan Construction Traffic Management Plans

Name	Detail	Frequency	By Whom	Resources
Environmental Event Form (Incident Report)	Detailed report of Environmental Incidents, Environmental Non-compliances or Environmental Issues.	As Required	CPBUI Environment Manager	Construction Environment Management Plan Environmental Incident and Non-compliance Reporting Procedure
Waste Classification Report	Where material requiring disposal off-site is identified a waste classification will be developed in accordance with the NSW EPA Waste Classification Guidelines	As Required	CPBUI Environment Manager	Spoil Management Plan
Water Usage Report	Data of water usage and reuse on site	Monthly	CPBUI Environment & Sustainability Team(s)	Soil and Water Management Plan Sustainability Management Plan and Water Re-use Strategy
ER Report	ER inspections will include review of implementation of management procedures and mitigation measures	Fortnightly	Independent Environment Representative	Construction Environment Management Plan/Sub-Plans
Complaints Report	A summary of all complaints received in the 24 hours to 12pm submitted by 4pm to the EPA	As Required	Stakeholder and Community Relations Manager	Project EPL 21695

Name	Detail	Frequency	By Whom	Resources
			CPBUI Environment Manager	
Waste Report	Waste monitoring data collected for recording and reporting purposes	Monthly	CPBUI Environment & Sustainability Team(s)	Waste Management Plan Sustainability Management Plan
Post Clearing Report	A Project Ecologist(s) will be engaged for the duration of SCAW to provide advice and to supervise and lead the implementation of processes and management measures for ecologically sensitive activities. The Project Ecologist will prepare post clearing survey reports following the completion of clearing.	As Required	Project Ecologist	Flora and Fauna Management Plan
Weed Treatment	Records of location, treatment technique and weather conditions for weed management	Every time weeds are treated	CPBUI Environment Team	Herbicide application records
Dewatering Survey Report	Post dewatering survey report following the completion of dam dewatering.	As Required	Project Ecologist	Flora and Fauna Management Plan Dam Dewatering Report
REVIEW				
Construction Environment Management Plan/Sub-Plans Revision	A review of the project CEMP in response to status and progress of the main works, a change in design and construction processes and conditions, lessons learnt during the delivery of the main works, changes in other related project plans, changes requested by Sydney Metro in accordance with the contract, audit/inspection findings,	As Required	CPBUI Environment Manager	Construction Environment Management Plan SCAW Project Sub-Plans

Name	Detail	Frequency	By Whom	Resources
	environmental incident and non- compliances, management review process, and changes in compliance obligations.			
Management Review	Undertaking an annual review of environmental performance trends and implementing corrective actions as required	Annually	CPBUI Senior Leadership Team	Construction Environment Management Plan
Construction Methodology Review	The Review of proposed construction methodology and the implementation of additional mitigation measures to minimise identified environmental risk.	As Required	CPBUI Senior Leadership Team	Construction Environment Management Plan
Project Risk Register Review	Review of the Project Risk Register	As Required	CPBUI Senior Leadership Team	Construction Environment Management Plan SCAW Project Sub-Plans
Erosion and Sediment Control Plan Review	The review of site layout and staging of construction works to enhance erosion and sediment control.	As Required	CPBUI Environment Team Certified Professional in Erosion and Sediment Control	Soil and Water Management Plan
Monitoring Exceedance Review	Written review / investigation of any instances where monitoring parameters detailed in the Construction Monitoring Programs are exceeded	As Required	CPBUI Environment Team	Soil and Water Monitoring Program,

Name	Detail	Frequency	By Whom	Resources
				Air Quality Monitoring Program Noise and Vibration Monitoring Program
Waste Review	Review and approval of a proposed waste facility prior to waste being taken offsite.	As Required	CPBUI Environment Manager	Waste Management Plan
AUDIT				
Independent audit (Condition A36)	Verify compliance with approval and legal requirements, Sydney Metro specifications, construction documentation and any other commitments	12 weeks after commencement of construction and at six-month intervals there-after.	Sydney Metro	Conditions of Approval
Independent Audit (EPBC Act Approval)	Verify compliance with EPBC Act Approval	Conducted as requested in writing by the Minister.	Sydney Metro	EPBC 2020/8687

Name	Detail	Frequency	By Whom	Resources
Sydney Metro Audit	Verify compliance with CEMP, environmental aspects of contract documentation and the CEMF.	Periodic	Sydney Metro	Sydney Metro **Construction** Environmental Management Framework Conditions of Approval
Internal audit	Verify compliance with SSI 10051 Planning Approval and legal requirements, EPL and the CEMP. Assess the adequacy of community consultation and complaint response, environmental training, environmental monitoring and inspections.	Six Monthly	Environment Manager	Construction Environment Management Plan
Hazardous Materials Audit	Prior to the stripping and demolition of structures and buildings which are suspected of containing hazardous materials (particularly asbestos) a hazardous materials audit will be carried out as required by REMM HR3.	As Required	Environment Manager	Soil and Water Management Plan
Waste to Destination Audit	Waste to Final Destination Audits will be undertaken at least 6-monthly during construction. To meet the requirements of the Infrastructure Sustainability Council rating (ISV1.2 Was-1 level 2).	Six Monthly	CPBUI Environment Manager CPBUI Sustainability Manager	Waste Management Plan