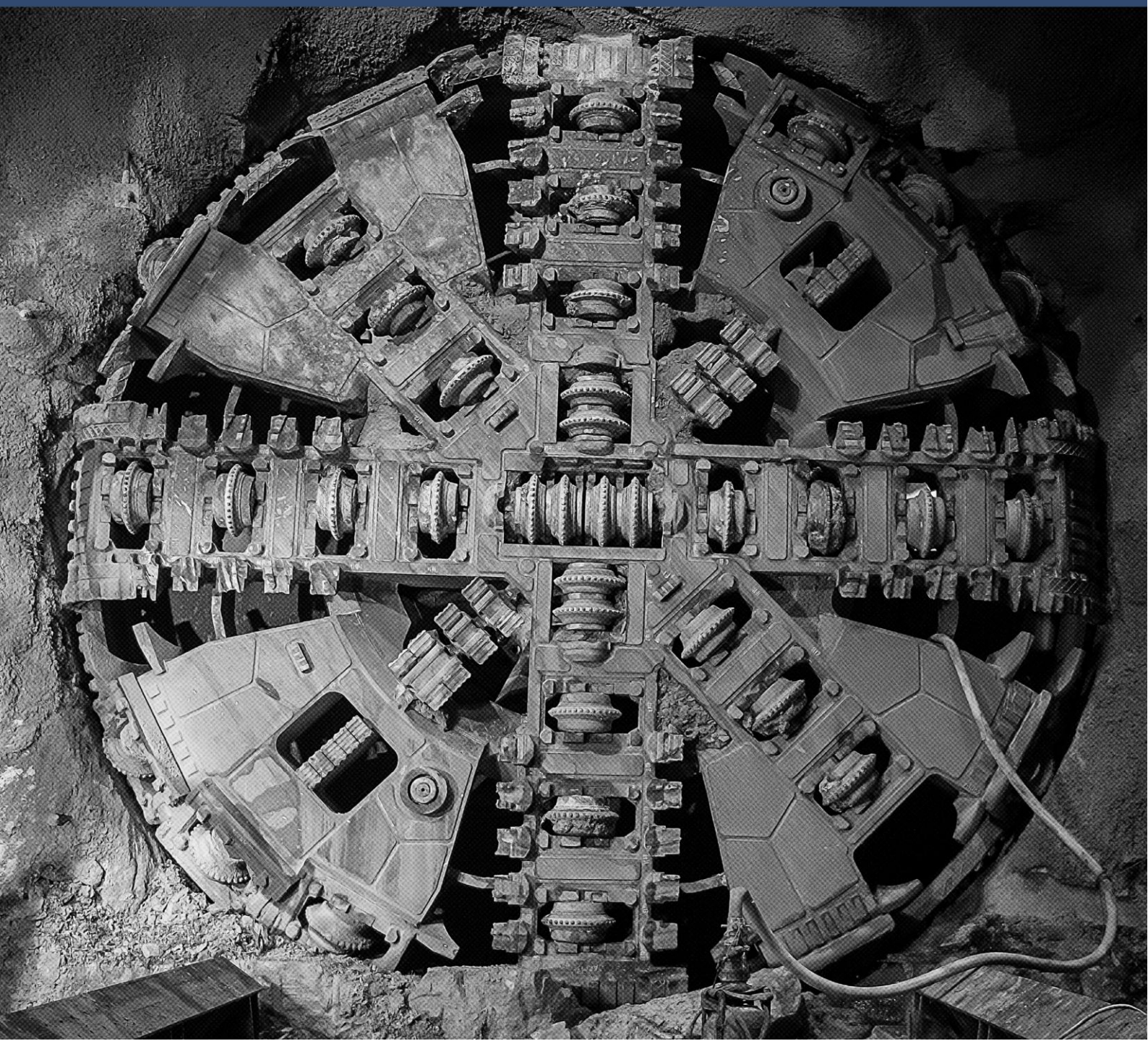
EASTERN TUNNELLING PACKAGE
John Holland CPB Contractors Ghella JV

JOHN HOLLAND CPB CONTRACTORS Ghella

Construction Environmental Management Plan



CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Project number	7040
Document number	SMWSTETP-JCG-SWD-SW000-EN-PLN-002018

Document approval

Rev	Date	Prepared by	Reviewed by	Comments	Approved by
A	22/02/2023	[redacted]	[redacted]	For Sydney Metro review and ER endorsement	[redacted]
B	13/03/2023	[redacted]	[redacted]	Revised in response to Sydney Metro and ER comments	[redacted]
C	15/03/2023	[redacted]	[redacted]	Revised in response to ER comments	[redacted]
0	23/03/2023	[redacted]	[redacted]	ER endorsement	[redacted]
1	6/05/2024	[redacted]	[redacted]	Annual review	[redacted]
2	07/06/2024	[redacted]	[redacted]	Inclusion of ancillary facility (truck marshalling area at the Bays)	[redacted]
3	11/06/2024	[redacted]	[redacted]	Comment close out	[redacted]
4	18/07/2024	[redacted]	[redacted]	Update to include Hunter Street West Ancillary Facility and Union St MAF	[redacted]

THIS PLAN IS THE PROPERTY OF JCG AND MAY NOT BE COPIED, DISTRIBUTED OR USED WITHOUT THE WRITTEN CONSENT OF JCG.

5	27/11/2024	[redacted]	[redacted]	Update to address Rev 4 comments. Inclusion of Glebe Island MAF, Richard Johnson Square MAF and amend Pyrmont West Site Boundary	[redacted]
6	02/12/2024	[redacted]	[redacted]	Update to address Rev 5 comments.	[redacted]
Signature:					

THIS PLAN IS THE PROPERTY OF JCG AND MAY NOT BE COPIED, DISTRIBUTED OR USED WITHOUT THE WRITTEN CONSENT OF JCG.

Compliance

Table 1: Compliance matrix

ID	Requirement	Reference
SSI 19238057 Infrastructure Approval		
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.	Section 1.1
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.	Section 1.3
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 phased no later than one (1) month before the commencement of that phase. 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 1.3
C4	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 phased no later than one (1) month before the commencement of that phase.	In accordance with the Phasing Report, the requirements of this condition are not triggered by this CEMP.
C5	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 must be included in the relevant CEMP Sub-plan, including copies of all correspondence from those government agencies as required by Condition A6. 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: (a) Noise and vibration: Place Management NSW (in respect of The Bays) and Relevant Council(s) (b) Flora and fauna: DPE Environment and Heritage Group, DPI Fisheries, and Relevant Council(s) (c) Heritage (Non-Aboriginal and Aboriginal): Heritage NSW, Place Management NSW (in respect of The Bays) and Relevant Council(s) (d) Spoil: Relevant council(s) (e) Soil and water: DPE Water and Relevant Council(s)	Section 1.3
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 conditions 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.	Refer to the Compliance Matrix of the relevant Sub-plan.

ID	Requirement	Reference
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 1.3
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 phased no later than one (1) month before the commencement of that phase.	Section 1.3
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 phased no later than one (1) month before the commencement of that phase.	Section 1.3
C10	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER (whichever is applicable), unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans, as approved by the Planning Secretary or endorsed by the ER (whichever is applicable), including any minor amendments approved by the ER, must be implemented for the duration of construction. Where construction of the CSSI is phased, construction of a phase must not commence until the CEMP and CEMP Sub-plans for that phase have been approved by the Planning Secretary or endorsed by the ER upon nomination by the Planning Secretary (whichever is applicable).	Section 1.3
C14	The following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies 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: (a) Noise and vibration: EPA, Place Management NSW (in respect of The Bays) and Relevant Council(s) (b) Surface water quality: DPE Water, Relevant Council(s) and Sydney Water (if any Sydney Water assets are impacted) (c) Groundwater: DPE Water	Section 1.3
C15	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;	Refer to the Compliance Matrix of the relevant monitoring program.

ID	Requirement	Reference
	(j) a consideration of SMART principles; and (k) any consultation to be undertaken in relation to the monitoring programs; and (l) any specific requirements as required by Conditions C16 and C17.	
C18	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 1.3
C19	The Construction Monitoring Programs not requiring the Planning Secretary's approval must obtain the endorsement of the ER as being in accordance with the conditions of approval and all undertakings made in the documents listed in Condition A1. Any of these Construction Monitoring Programs must be submitted to the ER for endorsement at least one (1) month before the commencement of construction or where construction is phased no later than one (1) month before the commencement of that phase.	Section 1.3
C20	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 phased no later than one (1) month before the commencement of that phase.	Section 1.3
C21	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 1.3
C22	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 1.3
C23	The results of the Construction Monitoring Programs must be submitted to the Planning Secretary, ER, AA (where relevant) and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program. Notes: 1. Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan. 2. Data must be provided in an acceptable format for relevant regulatory agencies. 3. With regards to monitoring data to be provided to DPE Water, the format of the dataset must be both in a tabulated and electronic quality-controlled data (.csv, Excel) ready to use format.	Refer to the Compliance Matrix of the relevant monitoring program.
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 3.1
3.1 (b) i	Principal Contractors are required to develop a project based Environment and Sustainability Management System (E&SMS). The E&SMS will:	Section 3.1

ID	Requirement	Reference
	i.Be consistent with the Principal Contractors corporate Environmental Management System and AS/NZS ISO 14001:2016;	
3.1 (b) ii	Be supported by a process for identifying and responding to changing legislative or other requirements	Section 3.3
3.1 (b) iii	Include processes for assessing design or construction methodology changes for consistency against the planning approvals	Section 3.6
3.1 (b) iv	Include processes for tracking and reporting performance against sustainability and compliance targets	Section 3.13
3.1 (b) v	Include a procedure for the identification and management of project specific environmental risks and appropriate control measures	Section 3.5.1
3.1 (b) vi	Be consistent with the SM C&SW Sustainability Strategy and Sydney Metro Environment and Sustainability Statement of Commitment.	Section 3.1
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 3.9
3.4 (a)	Principal Contractors are required to prepare and implement a Construction Environmental Management Plan (CEMP) relevant to the scale and nature of their 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.	This CEMP
3.4 (b)	Depending on the scope and scale of the works, Sydney Metro may decide to streamline the CEMP and sub-plan requirements. 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.	Section 3.5.1
3.4 (c)	The 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.	Appendix E
3.4 (d) i	As a minimum the CEMP will: i. Include a contract specific environmental policy	Appendix A
3.4 (d) ii	Include a description of activities to be undertaken during construction	Section 2
3.4 (d) iii	For each plan under the CEMP include a matrix of the relevant Conditions of Approval or Consent referencing where each requirement is addressed	Appendix E
3.4 (d) iv	For each plan under the CEMP, set objectives and targets, and identify measurable key performance indicators in relation to these	Section 1.2
3.4 (d) 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 3.3.3
3.4 (d) 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 3.4.1

ID	Requirement	Reference
3.4 (d) vii	Identify communication requirements, including liaison with stakeholders and the community	Section 3.7
3.4 (d) viii	Include induction and training requirements and a summary of the Training Needs Analysis required in Section 3.10(b)	Section 3.8
3.4 (d) ix	Management strategies for environmental compliance and review of the performance of environmental controls	Section 3.3 Section 3.11
3.4 (d) x	Procedures for environmental inspections and monitoring, auditing and review, and reporting on environmental performance including environmental compliance tracking	Section 3.11 Section 3.12 Section 3.13
3.4 (d) xi	Include an annual schedule for auditing the CEMP and Sub-Plans that is updated at least monthly	Section 3.12.1
3.4 (d) xii	Include procedures for emergency and incident management, non-compliance management, and corrective and preventative action	Section 3.10 Section 3.12.2
3.4 (d) xiii	Include procedures for the control of environmental records.	Section 3.14.1
3.4 (e)	The CEMP and associated sub-plans will be reviewed by Sydney Metro and/or an independent environmental representative (see Section 3.12) prior to any construction works commencing. Depending on the Conditions of Approval, the CEMP and certain sub-plans may also require the approval of the Department of Planning, Industry and Environment (DPIE).	Section 1.3
3.4 (f)	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.	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 B
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; iv. Mitigation measures relevant to each of the work tasks; and v. Responsibility to ensure the implementation of the mitigation measures.	Section 3.5.1 Activity Method Statements Task Risk Assessments
3.6 (c)	The Principal Contractor will prepare and implement site based, progressive Environmental Control Maps (ECMs) which as a minimum: i. Depicts 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 for the	Section 3.5.3

<table>
<tr><th>ID</th><th>Requirement</th><th>Reference</th></tr>
<tr><td></td><td>appropriate procedures prior to commencing works on the specific site and / or activity.</td><td></td></tr>
<tr><td>3.7 (a)</td><td>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).</td><td>Section 3.6</td></tr>
<tr><td>3.8 (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 4.5</td></tr>
<tr><td>3.8 (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 4.5</td></tr>
<tr><td>3.9 (a)</td><td>Principal Contractors will identify hold points, beyond which approval is required to proceed with a certain activity. These hold points will be documented in the CEMP or relevant sub-plans. Example activities include vegetation removal and water discharge.</td><td>Section 3.5.2</td></tr>
<tr><td>3.9 (b)</td><td>Table 1.4 provides the structure for these hold points to be included in the CEMP as well as an initial 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 Environmental Manager or delegate</td></tr>
<tr><td>Out of hours works</td><td>Noise assessment</td><td>Contractor’s Environmental Manager or delegate</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>
</table></td><td>Section 3.5.2</td></tr>
</table>

ID	Requirement			Reference
	Construction identified as affecting buildings	Building condition survey	Appropriate professional nominated by Principal Contractor	
3.10 (a)	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) (i-xi).			Section 3.8
3.10 (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 3.8
3.11 (a)	Principal Contractors undertaking 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. Contractors' emergency and incident response procedures will also be consistent with any relevant Sydney Metro procedures and will include:			Section 3.10 Emergency Response Plan which incorporates Pollution Incident Response Management Plan (PIRMP)
3.11 (a) i	Categories for environmental emergencies and incidents			Emergency Response Plan which incorporates Pollution Incident Response Management Plan (PIRMP)
3.11 (a) ii	Notification protocols for each category of environmental emergency or incident, including notification to Sydney Metro and notification to owners / occupiers in the vicinity of the incident. This is to include relevant contact details;			Section 3.10 Emergency Response Plan including PIRMP
3.11 (a) iii	Identification of personnel who have the authority to take immediate action to shut down any activity, or to affect any environmental control			Section 3.10

ID	Requirement	Reference
	measure (including as directed by an authorised officer of any regulator or government department)	Emergency Response Plan including PIRMP
3.11 (a) iv	A process for undertaking appropriate levels of investigation for all incidents and the identification, implementation and assessment of corrective and preventative actions	Section 3.10 Emergency Response Plan including PIRMP
3.11 (a) v	Notification protocols of incidents to relevant regulators and stakeholders including (but not limited to) the EPA or DPIE that are made by the Contractor or Sydney Metro.	Section 3.10 Emergency Response Plan including PIRMP
3.11 (b)	The Contractor will make all personnel aware of the plan and their responsibilities	Section 3.10 Emergency Response Plan including PIRMP
3.12 (a)	Sydney Metro will engage Independent Environmental Representatives (ERs) as required under the CSSI approval 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 DP&E 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 3.4.4
3.13 (a)	In relation to Roles and Responsibilities the 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 3.3.3
3.13 (b)	All sub-contractors engaged by the Principal Contractor will be required to operate within the EMS documentation of that Principal Contractor.	Section 3.9
3.14 (a)	Issue specific environmental monitoring will be undertaken as required or as additionally required by any approval, permit or licence conditions	Section 3.11.2
3.14 (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 3.13

ID	Requirement	Reference
3.14 (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 3.11.1
3.14 (d)	Regular site inspections by the ERs and Sydney Metro representatives at a frequency to be agreed with the Principal Contractor.	Section 3.11.1
3.14 (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 3.12.1
3.14 (f)	Sydney Metro (or an independent environmental auditor) will also undertake periodic audits of the Principal Contractor's E&SMS, including this Construction Environmental Management Framework.	Section 3.12.1
3.15 (a)	Principal Contractors will document and detail any non-compliances with the requirements of any legislative or other requirements. Sydney Metro will be made aware of all non-compliances in a timely manner.	Section 3.3.3 Section 3.12.2
3.15 (b)	Principal Contractors will develop and implement corrective actions to rectify the non-compliances in order to prevent a re-occurrence of the non-compliance. Contractors will also maintain a register of non-compliances and associated corrective actions.	Section 3.12.2
3.15 (c)	Sydney Metro or the Environmental Representative may raise non-compliances against environmental requirements. In these circumstances the Principal Contractor must abide by any requirements of Sydney Metro's procedure for managing non-compliances.	Section 3.12.2
3.16 (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 3.14.1
3.16 (b)	Records must be accessible onsite for the duration of works.	Section 3.14.1
3.16 (c)	Additionally 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 3.14.1
3.16 (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 3.13
3.17 (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; ii. Expanded scope of works;	Section 3.15.2

ID	Requirement	Reference
	iii. Environmental incidents; and iv. Environmental non-conformances.	
3.17 (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 3.15.1

NOTE: Other relevant compliance obligations are detailed in Part B of this Sub-Plan (Element 4).

Table of contents

Compliance i
Acronyms 13
1. Introduction 15
1.1. Purpose 15
1.2. Objectives, targets and key performance indicators 15
1.3. Consultation and approval 15
1.4. Plan structure 16
2. Project overview 18
2.1. Background 18
2.2. Project scope 18
2.3. Project phasing 19
2.4. Ancillary facilities 26
2.5. Construction hours 26
3. Environmental Management System 28
3.1. Overview 28
3.2. Leadership 28
3.3. Legal and approval requirements 28
3.4. Roles and responsibilities 31
3.5. Environmental management 35
3.6. Change management 37
3.7. Communication and consultation 38
3.8. Training and competency 40
3.9. Subcontractor and supplier relationships 42
3.10. Incident and emergency management 42
3.11. Inspections and monitoring 43
3.12. Audit and review 44
3.13. Reporting 46
3.14. Documentation 46
3.15. Review and improvement 47
4. Environmental impact management 49
4.1. Overview 49
4.2. Cumulative impacts and interface management 49
4.3. Flooding 50
4.4. Water reuse strategy 51
4.5. Third party property 51
4.6. Traffic and transport 53
Part C Annexures 56

Appendix A Environment and Sustainability Policy 56
Appendix B Environment Procedures 57
Appendix C Indicative Worksite Layouts 58
Appendix D Aspects and Impacts Register 75
Appendix E Compliance Tracking 84
Appendix F Sydney Metro Environmental Incident and Non-compliance Reporting Procedure .. 122
Appendix G Endorsements 123

Acronyms

Acronym	Definition
ACM	Asbestos Containing Material
AEP	Annual Exceedance Probability
CEMP	Construction Environmental Management Plan
CEMF	Construction Environmental Management Framework
CJP	Customer Journey Planning
CTMF	Construction Traffic Management Framework
CTMP	Construction Traffic Management Plan
CTP	Central Tunnelling Package
DNVIS	Detailed Noise and Vibration Impact Statement
DPE	Department of Planning and Environment
DPI Fisheries	Department of Primary Industries Fisheries
ECM	Environmental Control Map
EIS	Environmental Impact Statement
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 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 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.
E&SMS	Environment and Sustainability Management System
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence
ER	Environmental Representative
ESCP	Erosion and Sediment Control Plan
ETP Works	Eastern Tunnelling Package Works
IC	Independent Certifier
JCG	John Holland CPB Ghella Joint Venture
OOHW	Out-of-hours work
PCEMP	Preliminary Construction Environmental Management Plan
PFAS	Perfluoroalkyl and Polyfluoroalkyl Substances
POEO Act	Protection of the Environment Operations Act 1997
Project, the	Eastern Tunnelling Package
RAP	Registered Aboriginal Party

Acronym	Definition
REMM	Revised Environmental Mitigation Measure
SES	NSW State Emergency Service
SM	Sydney Metro
SSI	State Significant Infrastructure
TBM	Tunnel Boring Machine
TTLG	Traffic and Transport Liaison Group
WTP	Water Treatment Plant

1. Introduction

1.1. Purpose

This Construction Environmental Management Plan (CEMP) is applicable to the Tunnelling, Excavation and Associated Works Phase of the Sydney Metro West - Eastern Tunnelling Package (ETP Works or the Project). This CEMP describes how John Holland CPB Ghella Joint Venture (JCG) will minimise and manage the environmental impacts of the ETP Works.

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

- State Significant Infrastructure (SSI) 19238057 Infrastructure Approval (dated 24 August 2022) and relevant conditions of the Sydney Metro West Concept Schedule 2 of SSI 10038 Infrastructure Approval (dated 11 March 2021) (Infrastructure Approval)
- Environment Protection Licence (EPL) No. 21784
- Sydney Metro West – Stage 2 – Phasing 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 ETP Deed and General and Particular Specifications
- Applicable legislation.

1.2. Objectives, targets and key performance indicators

The objectives, targets and key performance indicators of the ETP Works are detailed in Table 2. Aspect-specific objectives, targets and key performance indicators are detailed in each Sub-plan.

Table 2: Objectives, targets and key performance indicators

Objectives	Targets	Key Performance Indicators
Establish adequate and appropriate controls to achieve compliance with the requirements of the Infrastructure Approval, REMMs, performance outcomes, EPL (on receipt), and CEMF	No breaches or regulatory infringements (Penalty Infringement Notice or prosecutions)	Number of breaches or regulatory infringements
Develop and implement environmental training and awareness programs in response to significant environmental impacts	100% of scheduled training completed on time	Number of workers who have completed the induction and role-specific training
Establish effective processes to detect and correct environmental risks	100% of scheduled environmental inspections and audits completed	Percentage of environmental inspections and audits completed
Effectively respond to environmental incidents	100% of corrective and preventative actions closed by target date	Percentage of corrective and preventative actions closed by target date

1.3. Consultation and approval

Reflecting the requirements of the Phasing Report (Table 3), this CEMP will be submitted to the Environmental Representative (ER) for endorsement no later than one month before the commencement of the Tunnelling, Excavation and Associated Works. ER endorsement of this CEMP demonstrates that the document is consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.

The Sub-plans and monitoring programs not requiring the Planning Secretary's approval (Table 3) will 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. The nominated Sub-plans were

submitted to the ER no later than one month before the commencement of the Tunnelling, Excavation and Associated Works.

The Sub-plans and monitoring programs requiring the Planning Secretary's approval (Table 3) will be submitted to the Planning Secretary no later than one month before the commencement of the Tunnelling, Excavation and Associated Works.

The Tunnelling, Excavation and Associated Works will not commence until this CEMP and all CEMP Sub-plans and monitoring programs have been approved by the Planning Secretary or endorsed by the ER (whichever is applicable as per Table 3), unless otherwise agreed by the Planning Secretary. The CEMP, CEMP Sub-plans and monitoring programs, as approved by the Planning Secretary or endorsed by the ER (whichever is applicable), including any minor amendments approved by the ER, will be implemented for the duration of construction.

Prior to commencement of the Tunnelling, Excavation and Associated Works, JCG will notify Sydney Metro in writing (who will notify the Department of Planning and Environment or DPE) of the date of commencement.

Table 3: Consultation and Approval Requirements of the CEMP, Sub-plans and Monitoring Programs

Document	Sydney Metro Review	Agency / Stakeholder Consultation	ER Review and Endorsement	Planning Secretary Approval	ER Approval of Minor Amendments
CEMP and Sub-plans					
CEMP	✓		✓		✓
Noise and Vibration Management Sub-plan	✓	✓	✓	✓	✓
Heritage Management Sub-plan	✓	✓	✓	✓	✓
Spoil Management Sub-plan	✓	✓	✓	✓	✓
Soil and Water Management Sub-plan	✓	✓	✓		✓
Flora and Fauna Management Sub-plan	✓	✓	✓		✓
Air Quality Management Sub-plan	✓		✓		✓
Waste Management Sub-plan	✓		✓		✓
Visual Amenity Management Sub-plan	✓		✓		✓
Monitoring Programs					
Noise and Vibration Monitoring Program	✓	✓	✓	✓	✓
Surface Water Quality Monitoring Program	✓	✓	✓		✓
Groundwater Monitoring Program	✓	✓	✓		✓

1.4. Plan structure

Table 4: Plan structure

Part	Details
Section 1	Introduction
Section 2	Project Overview
Section 3	Environmental Management System

Part	Details
Section 4	Environmental Impact Management
Annexures	▪ Appendix A – Environment and Sustainability Policy ▪ Appendix B – Environment Procedures ▪ Appendix C – Indicative Worksite Layouts ▪ Appendix D – Aspects and Impacts Register ▪ Appendix E – Compliance Tracking ▪ Appendix F – Sydney Metro Environmental Incident and Non-Compliance Reporting Procedure ▪ Appendix G – Endorsements

2. Project overview

2.1. Background

Sydney Metro West is a new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD via stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD).

The planning process for Sydney Metro West was assessed as a staged infrastructure application under section 5.20 of the *Environment Planning and Assessment Act 1979* (EP&A Act).

Stage 1 of the development, the Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (SSI-10038 Schedule 2), was approved on 11 March 2021 and includes:

- Construction of a new passenger rail infrastructure between Westmead and the Bays, including:
  - Tunnels, stations (including surrounding areas) and associated rail facilities
  - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure, including stations and surrounding areas
- Ancillary development.

Stage 2 of the planning approval process, the ETP Works, includes all major civil construction work including station excavation (Pyrmont Station and Hunter Street Station (Sydney CBD) and tunnelling between The Bays and Sydney CBD (Figure 1).

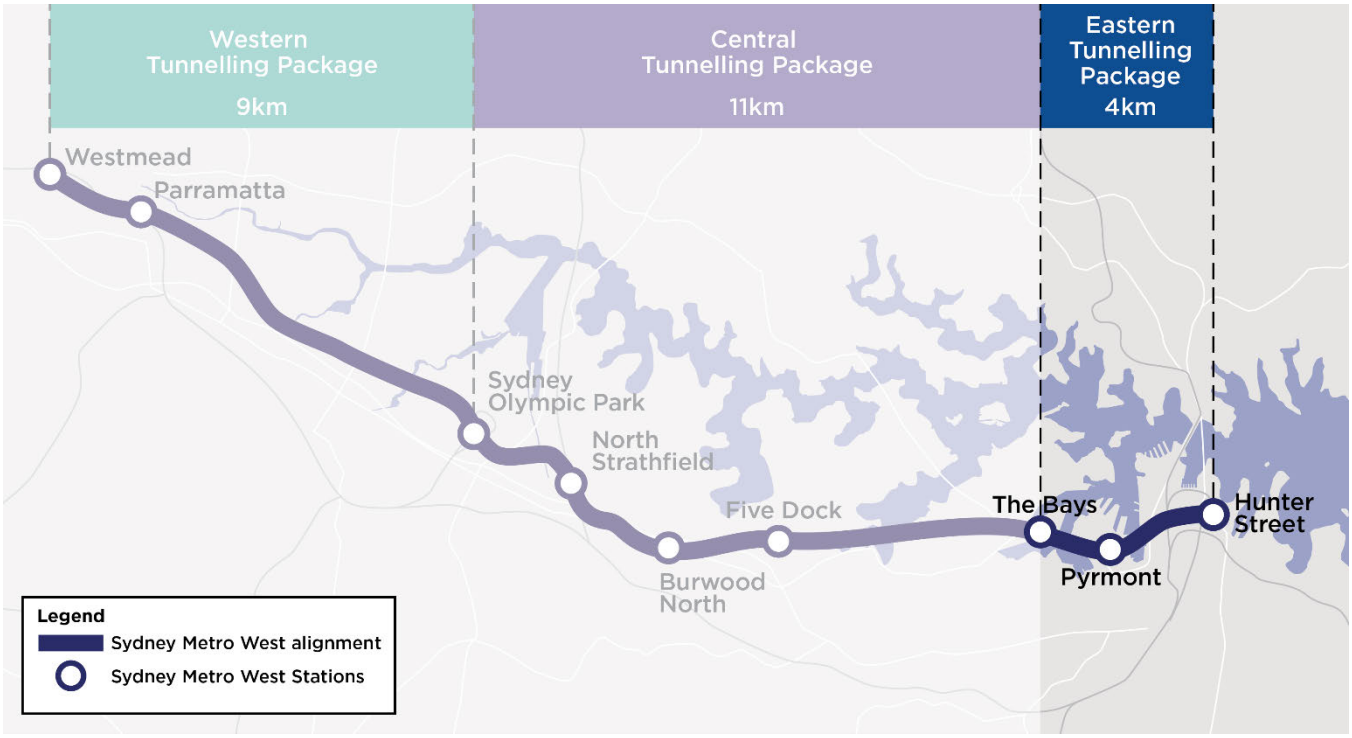


Figure 1: Overview of the Sydney Metro West between The Bays and Sydney CBD

2.2. Project scope

The ETP Works involves the delivery of:

- Enabling works such as demolition, utility supply to construction sites, utility adjustments and modifications to the existing transport network
- Mined crossover cavern construction
- 4.2 km of TBM tunnel excavation, 650m of mined tunnels and 10 cross passage excavation, from The Bays to Sydney CBD
- Excavation for two new underground metro stations at Pyrmont and Hunter Street
- Construction of a turnback, crossover tunnels and caverns at the eastern end of the tunnel section

- A concrete segment facility for use during construction located at Eastern Creek (outside of the scope of this CEMP).

2.3. Project phasing

Reflecting the outcomes of a detailed environmental risk assessment, the ETP Works will be delivered through a phased approach. This approach, detailed in the Phasing Report, includes Low Impact Works as defined under the SSI 19238057 Infrastructure Approval and the activity-based phases for construction (Table 5). Additional details on the phasing of construction activities at each worksite is provided in Table 6. Indicative worksite layouts (capturing all construction phases) are provided in Appendix C.

As per the definition of Low Impact Works in the Infrastructure Approval, where a Low Impact Work activity has not commenced as at the date of approval of a CEMP, the activity will be defined as construction and conducted in accordance with this CEMP.

Table 5: Overview of ETP Works phasing

Phase	Description	Indicative timing	Environmental documentation	Consultation and approvals
Low Impact Works	Activities defined as Low Impact Works under SSI 19238057 Infrastructure Approval, including survey work, investigations, utility relocations, installation of environmental controls and initial demolition works	November 2022 to May 2023	▪ Low Impact Works Plan ▪ Low Impact Work Applications ▪ DNVIS[1]	▪ Sydney Metro review ▪ ER and AA endorsement
Preliminary Works (addressed in the Preliminary CEMP (PCEMP))	Including works within the existing Hunter Street East acoustic shed, and critical enabling works which are required to be conducted outside of standard hours	March to May 2023	▪ PCEMP ▪ Environmental Procedures ▪ DNVISs[1]	▪ Sydney Metro review ▪ Stakeholder consultation (refer to Section 1.3 of the PCEMP1.3) ▪ ER and AA endorsement
Tunnelling, Excavation and Associated Works (addressed in this CEMP)	Including the Preliminary Works (not completed prior to approval of the final CEMP), demolition of existing industrial premises, site establishment, piling and shaft excavation, tunnelling, and decommissioning	March 2023 to September 2025	▪ CEMP ▪ Sub-plans ▪ Environmental Procedures ▪ DNVISs[1]	▪ Sydney Metro review ▪ Stakeholder consultation ▪ ER and AA endorsement ▪ Planning Secretary approval (refer to Section 1.3)

NOTES:

1. DNVISs are allocated a title that is deemed to be appropriate at the time of preparation (e.g. Low Impact Works DNVIS). It is noted that the scope of works captured within this CEMP may be included in a DNVIS prepared for an earlier phase.

Table 6: Overview of construction activities by worksite and work phase

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Tunnelling, Excavation and Associated Works
Project wide design survey and investigations	▪ N/A	▪ Survey control, instrumentation and monitoring including installation of benchmarks and installation of optical survey targets ▪ Geotechnical drilling (locations to be confirmed in Environmental Control Maps)	▪ Survey control, instrumentation and monitoring including installation of extensometers and piezometers (outside of standard construction hours) ▪ Geotechnical drilling (OOHW)	▪ N/A
The Bays	▪ Existing Central Tunnelling Package (CTP) Worksite ▪ Existing shaft (30 metres in depth) ▪ Existing high voltage construction power supply conduits ▪ Existing temporary buildings	▪ Installation of environmental controls[1] ▪ Use of existing offices and amenities for start-up[1] ▪ Secure site[1] ▪ Establishment of pedestrian bridge over site access road[1]	▪ Installation of environmental controls[1] ▪ Use of existing offices and amenities for start-up[1] ▪ Secure site[1] ▪ Establishment of pedestrian bridge over site access road[1]	▪ Installation of environmental controls[1] ▪ Use of existing offices and amenities for start-up[1] ▪ Secure site[1] ▪ Establishment of pedestrian bridge over site access road[1] ▪ Establishment of additional temporary offices amenities and car parking ▪ Establish high voltage construction power supply and water supply from existing Central Tunnelling Package substation ▪ Nozzle enlargements and TBM launch stub tunnels ▪ TBM assembly, launch and tunnelling support works from an existing shaft ▪ Cross passage construction ▪ Segment storage, temporary Water Treatment Plant (WTP) and Slurry Treatment Plant (STP) ▪ Principal spoil handling facility for ETP Works
Pyrmont West	▪ Existing buildings:	▪ Establish portable amenities ▪ Initial demolition works including:	▪ Initial demolition works including:	▪ Initial demolition works including:

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Tunnelling, Excavation and Associated Works
	- 26-32 Pyrmont Bridge Road, Pyrmont (five stories including two basement levels)	- Hazmat investigation and structural investigation - Establishment of site security and hoardings[1] - Establishment of truck access[1] - Demolition work (soft strip only)[1] ▪ Five archaeological test trenches and, if triggered, salvage excavations[1] ▪ Prepare archival recordings (subject to access)	- Establishment of site security and hoardings[1] - Establishment of truck access[1] - Demolition work (soft strip only)[1] ▪ Five archaeological test trenches and, if triggered, salvage excavations[1] ▪ Utility adjustment works, including: - Appropriately 20m of trenching in the northern footpath of Pyrmont Bridge Road (day shift) - Approximately 50m of trenching in Paternoster Row (day shift) - Removal of overhead cabling from the northern footpath of Pyrmont Bridge Road (one OOHW shift) ▪ Adjustment of property utility connections ▪	- Hazmat investigation and structural investigation - Establishment of site security and hoardings[1] - Establishment of truck access[1] - Demolition work (soft strip)[1] ▪ Five archaeological test trenches and, if triggered, salvage excavations[1] ▪ Establish site including new construction access driveways, site hoardings, instrumentation and monitoring ▪ Utility works, including establishment of temporary construction services, investigation and protection of existing assets, and decommissioning of redundant assets ▪ Demolition of existing buildings ▪ Archaeological monitoring during basement slab removal and investigations (if required) ▪ Establishment and use of temporary offices and amenities ▪ Excavation of temporary shaft within the station shaft footprint ▪ Installation of acoustic shed with gantry crane and steel bridging deck for excavation of station shaft, pedestrian and service adits and spoil handling for cross over cavern ▪ Permanent concrete lining of cavern and adit connections

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Tunnelling, Excavation and Associated Works
				▪ Installation of acoustic shed will support material handling outside standard hours of work
Pyrmont East	▪ Existing buildings - 37-69 Union St, Pyrmont (four stories with no basement)	▪ Establish portable amenities ▪ Initial demolition works including: - Hazmat investigation and structural investigation - Establishment of site security and hoardings[1] - Establishment of truck access[1] - Demolition work (soft strip only)[1] ▪ Detailed Site Investigation[1] ▪ Street tree removal[1]	▪ Initial demolition works including: - Establishment of site security and hoardings[1] - Establishment of truck access[1] - Demolition work (soft strip only)[1] ▪ Detailed Site Investigation[1] ▪ Street tree removal[1] ▪ Adjustment of property utility connections	▪ Initial demolition works including: - Establishment of site security and hoardings[1] - Establishment of truck access[1] - Demolition work (soft strip)[1] ▪ Detailed Site Investigation[1] ▪ Street tree removal[1] ▪ Establish site including new construction access driveways, site hoardings, instrumentation and monitoring ▪ Decommissioning of existing electricity kiosk ▪ Utility works, including establishment of temporary construction services, investigation and protection of existing assets, and decommissioning of redundant assets ▪ Establishment of high voltage construction power supply ▪ Demolition of existing buildings ▪ Contamination management based on DSI ▪ Establishment of high voltage construction power supply ▪ Establishment and use of temporary offices and amenities ▪ Excavation of temporary shaft within the station shaft footprint ▪ Installation of acoustic shed with gantry crane and steel bridging

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Tunnelling, Excavation and Associated Works
				deck for excavation of station shaft and cavern ▪ Permanent concrete lining of station cavern and nozzle enlargements ▪ Installation of acoustic shed will support material handling outside standard hours of work
Hunter Street West	▪ Existing buildings - 7-13 Hunter St, Sydney (9 Hunter St) (21 stories including one basement level) - 5 Hunter St, Sydney (304-408 George St, Sydney) (16 stories, including two basement levels) - 298-302 George St, Sydney (16 stories, including one basement level) - 312 George St, Sydney (one story with no basement) - 314-318 George St, Sydney (nine stories, including one basement level) - Heritage building at 296 George St directly (adjacent to Hunter Street West site)	▪ Establish portable amenities[1] ▪ Archaeological investigations of DeMestre Place (if access dates allow)[1] ▪ Initial demolition works including: - Hazmat investigation and structural investigation - Establishment of site security and hoardings[1] - Establishment of truck access[1] - Demolition work (soft strip only)[1] ▪ Prepare archival recordings (subject to access)	▪ Establish portable amenities[1] ▪ Archaeological investigations of DeMestre Place (if access dates allow)[1] ▪ Initial demolition works including: - Establishment of site security and hoardings[1] - Establishment of truck access[1] - Demolition work (soft strip only)[1] ▪ Establish construction access driveways at the Hunter Street East site and the Hunter Street West site ▪ Utility investigation potholes ▪ Adjustment of property utility connections	▪ Establish portable amenities[1] ▪ Archaeological investigations of DeMestre Place[1] ▪ Initial demolition works including: - Establishment of site security and hoardings[1] - Establishment of truck access[1] - Demolition work (soft strip)[1] ▪ Protection, adjustment and decommissioning of utility services ▪ Temporary services investigation and installation at DeMestre Place ▪ Relocate street lighting pole to allow site access ▪ Establish site including new construction access driveways, site hoardings, instrumentation and monitoring ▪ Demolition of existing buildings ▪ Archaeological monitoring during basement slab removal and investigations (if required) ▪ Establishment and use of temporary offices and amenities ▪ Excavation of station access shaft

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Tunnelling, Excavation and Associated Works
Hunter Street East	▪ Site hoarding ▪ Existing acoustic shed, spoil handling facilities and truck access ▪ Existing excavation within acoustic shed (approximately 5 metres below road level) ▪ Existing temporary WTP and high voltage power supply ▪ Existing temporary office and amenities ▪ Existing buildings: - 28-34 O'Connell St, Sydney (19 stories, including three basement levels) - 44-48 Hunter St, Sydney (16 stories, including one basement level) - 37 Bligh St, Sydney (16 stories, including one basement level) - 33 Bligh St, Sydney (steel shed, appropriately 20m in height)	▪ Use of existing offices and amenities ▪ Maintenance of existing temporary WTP ▪ Internal temporary fit-out within the existing Hunter St East acoustic shed[1]: - Reticulate high voltage power supply ready for decline excavation[1] - Site adjustments within the acoustic shed to facilitate the high voltage construction power reconfiguration[1] - Establish (including assembly) road header, dust scrubber, shotcrete and bolting equipment[1] - Site establishment within existing offices and amenities[1] ▪ Initial demolition works including[1]: - Hazmat investigation and structural investigation[1] - Establishment of site security and hoardings[1] - Establishment of truck access[1] - Demolition work (soft strip only)[1] ▪ Street tree trimming/removal[1] ▪ Prepare archival recordings (subject to access)	▪ Internal temporary fit-out within the existing Hunter St East acoustic shed[1]: - Reticulate high voltage power supply ready for decline excavation[1] - Site adjustments within the acoustic shed to facilitate the high voltage construction power reconfiguration[1] - Establish (including assembly) road header, dust scrubber, shotcrete and bolting equipment[1] - Site establishment within existing offices and amenities[1] ▪ Initial demolition works including[1]: - Hazmat investigation and structural investigation[1] - Establishment of site security and hoardings[1] - Establishment of truck access[1] - Demolition work (soft strip only)[1] ▪ Street tree trimming/removal[1] ▪ Preliminary excavation within the existing acoustic shed (works to be conducted 24 hours each day and 7 days each week) - Temporary declines using a road header - Ventilation-duct bores - Ventilation adits using a Brock excavator - Approximately 50 truck movements per day	▪ Internal temporary fit-out within the existing Hunter St East acoustic shed[1]: - Reticulate high voltage power supply ready for decline excavation[1] - Site adjustments within the acoustic shed to facilitate the high voltage construction power reconfiguration[1] - Establish (including assembly) road header, dust scrubber, shotcrete and bolting equipment[1] - Site establishment within existing offices and amenities[1] ▪ Initial demolition works including[1]: - Hazmat investigation and structural investigation[1] - Establishment of site security and hoardings[1] - Establishment of truck access[1] - Demolition work (soft strip)[1] ▪ Street tree trimming/removal[1] ▪ Upgrade of high voltage construction power supply ▪ Excavation of station cavern, nozzle enlargements and turnbacks from within an existing acoustic shed ▪ Establish site including new construction access driveways, site hoardings, instrumentation and monitoring ▪ Tree trimming and removal

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Tunnelling, Excavation and Associated Works
			(conducted in accordance with a Construction Traffic Management Plan) - Use of existing WTP (subject to the inclusion of alternative discharge criteria in the EPL; refer to Section **Error! Reference source not found.**) ▪ Load-out of excavated spoil ▪ Utility investigation potholes ▪ Adjustment of property utility connections	▪ Demolition of existing high-rise buildings and excavation of stage 1 of station access shaft ▪ Archaeological monitoring during basement slab removal and investigations (if required) ▪ Backfill of temporary decline prior to decommissioning ▪ Demolition of existing acoustic shed and amenities and excavation of stage 2 of station access shaft ▪ Concrete lining of station cavern and turnbacks ▪ TBM disassembly and retrieval
Eastern Creek	▪ Existing temporary precast facility	▪ N/A (site is not within the scope of SSI 19238057)	▪ N/A (site is not within the scope of SSI 19238057)	▪ N/A (site is not within the scope of SSI 19238057)

NOTES:

1. Subject to the construction program and the date of approval of the CEMPs, nominated activities that have been assessed as Low Impact Works in accordance with the Infrastructure Approval, may be included in the scope of the Preliminary Works phase or the Tunnelling, Excavation and Associated Works phase. As such, these activities have been included in all relevant phases.

2.4. Ancillary facilities

Ancillary facilities are considered within this CEMP, including the indicative site layouts in Appendix C and the aspects and impacts register in Appendix D. As detailed in the indicative worksite layouts (Appendix C), ancillary facilities will be established in accordance with the description and location in the EIS. Reflecting the requirements of Condition A22 and the Phasing Report, the use of an ancillary facility for construction will not commence until a CEMP has been approved by the Planning Secretary or endorsed by the ER (whichever is applicable). The use of an ancillary facility will be in accordance with the approved CEMP and therefore not trigger a separate Site Establishment Management Plan. The site layout for all ancillary facilities will be prepared and incorporated into an Environmental Control Map (ECM) which will be available on site and updated as the site conditions change. An indicative site layout will be provided with all approval requests for ancillary facilities.

2.4.1. Minor ancillary facilities

In addition to the activities detailed in Table 6, there may be circumstances during the implementation of this CEMP where minor ancillary facilities are required. Under Condition A23, Minor ancillary facilities can be established so long as they:

- Are located within or adjacent to the construction boundary
- Have been assessed by the proponent with the adoption of mitigation measures as appropriate, and
- In the opinion of the ER have:
  - minimal amenity and environmental impact, and
  - no impacts on biodiversity and or Heritage items beyond those already approved under other conditions of this approval.

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

2.4.2. Ancillary facilities not identified in the EIS

Where ancillary facilities are required to facilitate the Tunnelling, Excavation and Associated Works, but they have not been identified by description and location in the EIS, the ancillary facilities must be assessed against Condition A20. Specifically:

(a) They are located within or immediately adjacent to the construction boundary

(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, unless otherwise approved by the Planning Secretary;

(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 conditions of SSI 19238057 Infrastructure 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 19238057 Infrastructure Approval, including in relation to environmental, social and economic impacts.

Where the proposed ancillary facility complies with Condition A20, this CEMP will be updated to include the ancillary facility. In accordance with Condition C3, the revised CEMP will be submitted to the ER for review and endorsement prior to establishment of the respective ancillary facility.

2.5. Construction hours

Construction hours are described in Conditions D21 to D23, D39 and D40 and summarised in Table 7.

Table 7: Construction hours

Condition of Approval	Construction activity	Monday to Friday	Saturday	Sunday and public holidays
D21	Standard construction hours	7.00am to 6.00pm	8.00am to 6.00 pm	No work[1]

Condition of Approval	Construction activity	Monday to Friday	Saturday	Sunday and public holidays
D22	Highly noise intensive work (+ respite)[2]	8.00am to 6.00pm	8.00am to 1.00pm	No work[1]
D39 and D40	Rock breaking and other particularly highly noise intensive activities for station shaft or cut and cover stations at:			
	Hunter Street	07:00am to 8:00pm[3]	07:00am to 8:00pm[3]	07:00am to 8:00pm[3]
	Pyrmont.	7.00am to 6.00pm[3]	8.00am to 6.00 pm[3]	No work[1]
D23(a)	Safety and emergency work[4]	6:00pm to 7:00am	6:00pm to 8:00am	8:00 am to 7:00am
D23(b)	Low impact work[5]	6:00pm to 7:00am	6:00pm to 8:00am	8:00am to 7:00am
D23(c)	Works approved under and EPL or Out-of-Hours Work Protocol	6:00pm to 7:00am	6:00pm to 8:00am	8:00am to 7:00am
D23(d)	Prescribed activity: (i) Tunnelling by tunnel boring machine[6] (ii) delivery of material to directly support tunnelling activities[7] (iii) Haulage of spoil[8] (iv) Work within an acoustic shed or enclosure[9]	24 hours	24 hours	24 hours

NOTES:

2. No work unless permitted and approved.
3. 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).
4. Respite provided by ensuring noise levels are less than $L_{Aeq(15\ minute)}$ 60 dB(A) for at least 6.5 hours between 7am and 8pm, of which at least 3.25 hours must be below $L_{Aeq(15\ minute)}$ 55 dB(A). Noise equal to or above $L_{Aeq(15\ minute)}$ 60 dB(A) is allowed for the remaining 6.5 hours between 7am and 8pm.
5. 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.
6. 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.
7. Tunnelling does not include cut and cover tunnelling and surface works
8. Except between the hours of 22:00 and 07:00 to or from the Pyrmont construction sites where a sleep disturbance event is triggered for receivers in the proximity of Pyrmont Street, Edward Street, Union Street, Paternoster Row and Pyrmont Bridge Road
9. Except between the hours of 10:00 pm and 7:00 am to / from the Pyrmont construction
10. Where there is no exceedance of noise levels under Low Noise Impact Work circumstances identified in D23(b), unless otherwise agreed by the Planning Secretary

Condition D23 (d) lists Prescribed Activities permitted to occur outside of the standard work hours set out in Condition D21. Approval from the EPA via the EPL will be obtained for other required out of hours works in accordance with Condition D23(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.

3. Environmental Management System

3.1. Overview

To achieve the environmental performance outcomes of the Project, JCG have established Environment and Sustainability Management System (E&SMS) in accordance with the requirements of ISO 14001:2016. The E&SMS, detailed in the Sections that follow, is guided by the John Holland Environment Policy and Environmental Management System (EMS) and is consistent with the Sydney Metro Central and South-West Sustainability Strategy and the Sydney Metro Environment and Sustainability Statement of Commitment.

3.2. Leadership

Guided by the Environment and Sustainability Policy (Appendix A), JCG 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
- Communicating approval and environmental expectations, including the objectives and targets set out in Section 1.2 and performance outcomes established in the EIS (Appendix E)
- Using environmental procedures as central tools to manage site environmental performance
- Requiring all personnel with leadership roles to participate in environmental management activities, including environmental toolbox talks, incident response and continual improvement.

3.3. Legal and approval requirements

JCG has identified the compliance obligations related to its environmental aspects, determined how these obligations apply, and taken these compliance obligations into account when establishing this CEMP.

The compliance obligations, detailed in the sections that follow and Appendix E, will be reviewed at regular intervals, such as during management reviews, compliance reviews and audits. In addition, the Environment, Approvals and Sustainability Director will review updates to legislation, standards and codes of practice received via John Holland subscription services. 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 3.8 of this CEMP.

3.3.1. Approvals and licences

The approvals and licences as relevant to the Tunnelling, Excavation and Associated Works are detailed in Table 8. In accordance with Condition A2, all necessary Licences, permits and Approvals required for the Tunnelling, Excavation and Associated Works will be obtained and maintained by JCG.

Table 8: Key approval and licencing requirements

Agency	Approval and licencing requirements
DPHI	As detailed in Section 2.1, Sydney Metro West was approved as a staged infrastructure application under section 5.20 of the EP&A Act in Schedule 2 of SSI 10038. Stage 2 of the planning approval process (this Project) was approved by the Minister for Planning on 24 August 2022 under section 5.19 of the EP&A Act (SSI 19238057). The relevant requirements of the Infrastructure Approvals have been incorporated into this CEMP.
Commonwealth Department of Agriculture, Water and the Environment	The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) prescribes the Commonwealth's role in environmental assessment, biodiversity conservation and the management of protected areas. Under the EPBC Act, matters of national environmental significance include world and national heritage properties and listed biodiversity impacts. The EIS concludes that the Project would not have a significant impact in relation to these matters. As such, the Project is not a Controlled Action and does not require assessment and approval under the EPBC Act.
NSW Environment Protection Authority (EPA)	As the JCG is not incorporated, John Holland Group has been nominated by the JV to obtain an EPL for:

Agency	Approval and licencing requirements
	▪ Railway Activities – Railway Infrastructure Construction as defined under Clause 33 of Schedule 1 of *the Protection of the Environment Operations Act 1997* (POEO Act). ▪ Concrete Works under Cluse 13 of Schedule 1 of the POEO Act. In accordance with Section 5.24 of the EP&A Act, the EPL must be substantially consistent with the Infrastructure Approvals.
Customer Journey Planning (CJP) and other road authorities	In accordance with the Roads Act 1993, JCG 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 (Road Occupancy Licence (ROL)). 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 Tunnelling, Excavation and Associated Works are detailed in the Traffic and Access Management Procedure (Appendix B).
Sydney Water	In accordance with the Sydney Water Act 1994, JCG will obtain prior approval to establishing a sewer connection.

3.3.2. Relevant legislation

A register of legal and other requirements for the Tunnelling, Excavation and Associated Works is provided in Table 9.

Table 9: Relevant legislation

Legislation	Key requirements and relevance to the ETP Works
Biodiversity Conservation Act 2016	The purpose of this Act is to maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainability development. 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 the Biodiversity Conservation Act 2016 cannot be issued for approved CSSI projects.
Contaminated Land Management Act 1997 (CLM Act)	Contaminated land impacted by the ETP Works must be assessed and managed in accordance with the CLM Act. Relevant requirements and mitigation measures, including reporting obligations, are detailed in Section **Error! Reference source not found.**.
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. The transporter of Dangerous Goods is required to be appropriately licensed (both vehicle and driver). Depending on the quantities being transported, the Act outlines specific requirements for including appropriate placards on the transport vehicle, emergency procedures, personal protective equipment, manifest documentation and fire extinguishers.
Environmental Planning and Assessment Act 1997	The Environmental Planning and Assessment Act 1979 (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. This Project was approved by the Minister for Planning on 24 August 2022 under Section 5.19 of the EP&A Act. Relevant conditions of the Infrastructure Approvals are detailed in Appendix E.
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

Legislation	Key requirements and relevance to the ETP Works
	Act 1977 does not apply to prevent or interfere with the carrying out of approved CSSI projects. Risks to heritage during the Tunnelling, Excavation and Associated Works will be managed in accordance with the 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. John Holland, on behalf of JCG, will undertake reporting of greenhouse gas emissions and energy production and consumption under the NGER Act, inclusive of 'material' Subcontractors.
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 impact, management and mitigation measures are detailed in the 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 8), the POEO Act establishes the environmental protection framework for pollution (air, water and land), noise emissions, and waste management. POEO Act obligations and management measures are captured in relevant Sub-plans. Pollution event notification requirements are detailed in Section 3.10.
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 Section 4.6 and the Traffic and Access Management Procedure (Appendix B).
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 Sub-plan and the Spoil Management Sub-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. It is noted that the primary purpose of the tunnel excavation is the provision of public transport and not groundwater extraction. Section 5.23(1)(g) of the EP&A Act provides for the exemption of SSI projects from requiring a water use approval, a water management approval or an activity approval (other than an aquifer interference approval). Part 5 of the Water Act 1912 is specific to artesian wells and licencing under this part can only confer authority to change an existing bore or take water from a groundwater well/bore. A licence under this Act is not required for the construction or operation of a tunnel, including for water entering the tunnel or excavations, as this part of the Act does not apply to the Project.

3.3.3. Compliance tracking

The Conditions and REMMs that apply to the Tunnelling, Excavation and Associated Works are listed in Appendix E, including a reference to where each requirement is addressed by this CEMP or other project documentation. Reflecting the requirements of the Sydney Metro West Compliance Tracking Program (SM-23-00150995), an assessment of compliance against the Conditions and REMMs will be provided to Sydney Metro every six months.

On completion of works, JCG will provide Sydney Metro and the ER with all documented evidence demonstrating compliance for each Condition and REMM as they relate to the Project. Documented evidence will be submitted via the Project Document Control System in a format specified by Sydney Metro.

3.4. Roles and responsibilities

3.4.1. Our team

The roles and responsibilities of key JCG personnel with respect to environmental management are detailed in Table 10.

Table 10: Key roles, authority and responsibility

Element	Description
Project Director	
Role	▪ Manage the delivery of the Project in accordance with the ETP Deed
Authority	▪ Hold the authority to direct personnel or subcontractors to carry out actions to avoid or minimise unintended environmental impacts ▪ Act as the Contractor's Representative
Responsibility	▪ Accountable for the environmental and sustainability performance of the Project including implementation of the CEMP ▪ Allocate sufficient resources to achieve environmental and approvals compliance
Minimum Skill Level	▪ Tertiary qualification in Engineering or other associated disciplines ▪ Relevant experience on similar projects and significant project delivery experience
Project Interface	▪ Lead the JCG Senior Leadership Team and interface with Sydney Metro team
Environment, Approvals and Sustainability Director	
Role	▪ Manage the delivery of environment and sustainability requirements
Authority	▪ Authority to produce any correspondence and documentation necessary for approvals, and environmental and sustainability management ▪ Authority to take all reasonable steps to achieve environmental compliance ▪ Reports to the Project Director
Responsibility	▪ Accountable for environmental and sustainability performance and implementation of the CEMP ▪ Lead the creation of a consultative and proactive culture that ensures environmental compliance and 'No Harm' as a driver of work behaviour ▪ Lead and manage the development and implementation of a risk-based EMS ▪ Ensure environmental and sustainability participation at Value Engineering Workshops ▪ Provide specialist environment, planning and sustainability advice to the Project Director and other functional managers to facilitate design and construction ▪ Oversee the preparation of environmental assessments on design changes and obtain any necessary planning approvals ▪ Oversee the reporting, investigation and response to environmental incidents or complaints ▪ Liaise with Sydney Metro and external stakeholders on performance and continual improvement ▪ Engage with the EPA to obtain an EPL
Minimum Skill Level	▪ Tertiary qualification in Environmental Engineering, Science, Sustainability or other associated discipline ▪ Recent relevant experience in environmental management on a similar project ▪ Minimum of 15 years' environmental management experience and 5 years' sustainability management
Project Interface	▪ Member of the JCG Senior Leadership Team and interface with Sydney Metro West Environment and Sustainability team
Environment Manager	
Role	▪ Manage day-to-day environmental compliance
Authority	▪ Authority to stop works where a Hold Point has not been adequately released ▪ Reports to the Environment, Approvals and Sustainability Director

Element	Description
Responsibility	▪ Assist the Environment, Approvals and Sustainability Director in the creation of a consultative and proactive culture ▪ Manage the implementation of the CEMP ▪ Deliver the environmental induction and training program ▪ Undertake environmental site monitoring and inspections ▪ Facilitate site inspections with Sydney Metro, the ER and the Acoustic Advisor (AA) ▪ Report and assist in incident management
Minimum Skill Level	▪ Tertiary qualification in Environmental Engineering, Science, Sustainability or other associated disciplines ▪ Minimum of 8 years' relevant experience
Project Interface	▪ Attend environment, sustainability, design and construction meetings
Stakeholder and Community Engagement Director	
Role	▪ Manage the delivery of stakeholder and community engagement requirements
Authority	▪ Authority to produce any correspondence and documentation necessary for stakeholder and community engagement ▪ Authority to take all reasonable steps to achieve the stakeholder and community engagement elements of this CEMP
Responsibility	▪ Accountable for stakeholder and community engagement ▪ Oversee the implementation of all stakeholder and community engagement requirements detailed in this CEMP ▪ Liaise with Sydney Metro and external stakeholders on environmental management
Minimum Skill Level	▪ Tertiary qualification in relevant discipline ▪ Recent relevant experience in stakeholder and community engagement on a similar project ▪ Minimum of 15 years' stakeholder and community engagement experience
Project Interface	▪ Member of the JCG Senior Leadership Team and interface with Sydney Metro West

3.4.2. Specialist consultants

The JCG team will be supported by the specialist environmental consultants detailed in Table 11.

Table 11: Specialist consultants

Aspect	Consultant	Scope of works
Noise and vibration	Renzo Tonin	Expert advice in the management of noise and vibration impacts, including preparation of DNVISs.
Water	Epic Environmental	Expert advice in relation to water discharge impact assessment
Soil and Water	Strategic Environmental and Engineering Consulting (SEEC)	Expert advice in planning and implementing site water management strategies and provision of training on soil and water management measures specific to the Works
Heritage, Flora and Fauna	AMBS Ecology and Heritage	Expert advice in ecology and heritage, including archival recording, archaeological investigations and excavations, built heritage, pre-clearing surveys and management of any unexpected finds. In consultation with Heritage NSW, JCG will nominate a suitably qualified AMBS Excavation Director for the approval of the Planning Secretary (refer to Section **Error! Reference source not found.**).
Heritage Structural Engineers	TTW	Prepare a detailed methodology for the protection of the Former Skinners Family Hotel, Tank Stream and Bennelong Stormwater Channel No. 29.

3.4.3. Sydney Metro

Sydney Metro is the Proponent under the EP&A Act with ultimate responsibility to DPHI for compliance with the Infrastructure Approvals. Personnel from Sydney Metro's Project Environment and Sustainability team will have a number of roles and responsibilities, including:

- Review and comment on relevant documents prepared by JCG
- Engage with stakeholders in accordance with the Overarching Community Communication Strategy
- Ensure compliance with the Infrastructure Approvals and Revised Environmental Mitigation Measure obligations held by Sydney Metro, as set out in Schedule D4 of the D&C Deed
- Endorse consistency assessments for the ETP Works under Section 5.25 of the EP&A Act
- Provide land in accordance with the ETP Access Schedule contained within the D&C Deed
- Attend ER and AA site inspections and collaborative audits.

3.4.4. Environmental Representative

The ER is an independent environmental professional engaged by Sydney Metro and approved by DPHI in accordance with SSI 19238057 Infrastructure Approval. The ER for the ETP Works has been nominated by Sydney Metro and approved by the Planning Secretary.

Reflecting the requirements of Condition A32, the roles and responsibilities of the ER include but are not limited to the following:

- Receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI
- Consider and inform the Planning Secretary on matters specified in the terms of the Infrastructure Approvals
- Consider and recommend to Sydney Metro and JCG any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community
- Review documents identified in Conditions A14, A21, C1, C5 and C14 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under the Infrastructure Approvals 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 / DPHI for information or are not required to be submitted to the Planning Secretary / DPHI);
  - provide a written statement to the Planning Secretary advising the documents have been endorsed.
- For documents that are required to be submitted to the Planning Secretary / DPHI for information, 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
- Regularly monitor the implementation of the documents listed in Conditions A14, A21, C1, C5 and C14 to ensure implementation is being carried out in accordance with the document and the terms of this approval
- As may be requested by the Planning Secretary, help plan or attend audits of the development commissioned by DPHI including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A41
- As may be requested by the Planning Secretary, assist DPE in the resolution of community complaints received directly by DPHI
- Consider or assess the impacts of minor ancillary facilities as required by Condition A23
- 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 receivers, and are consistent with the conditions of Infrastructure Approvals 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 conditions of the Infrastructure Approvals

- 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 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
- Assess the impacts of activities as required by the Low Impact Work definition.

JCG 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 Infrastructure Approvals
- Update this CEMP 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.

3.4.5. Acoustic Advisor

The Acoustic Advisor (AA) is an independent acoustic professional engaged by Sydney Metro and approved by DPHI in accordance with SSI 19238057 Infrastructure Approval. The AA for the ETP Works has been nominated by Sydney Metro and approved by the Planning Secretary.

Reflecting the requirements of Condition A37, the roles and responsibilities of the AA include but are not limited to the following:

- Receive and respond to communication from the Planning Secretary in relation to the performance of the Project in relation to noise and vibration
- Consider and inform the Planning Secretary on matters specified in the conditions of the Infrastructure Approvals relating to noise and vibration
- Consider and recommend, to Sydney Metro and JCG, improvements that may be made to avoid or minimise adverse noise and vibration impacts
- Review all proposed night-time works (with the exception of low risk activities) to determine if sleep disturbance would occur and recommend measures to avoid sleep disturbance or appropriate additional alternative mitigation measures
- Review all noise and vibration documents required to be prepared under the conditions of the Infrastructure Approvals and, should they be consistent with the conditions of the approval, endorse them before submission to the Planning Secretary (if required to be submitted to the Planning Secretary) or before implementation (if not required to be submitted to the Planning Secretary)
- Regularly monitor the implementation of all noise and vibration documents required to be prepared under the conditions of the Infrastructure Approvals to ensure implementation is in accordance with what is stated in the document and the conditions of the approval
- Review the notification of incidents in accordance with Condition A45
- In conjunction with the ER (where required), the AA must:
  - As may be requested by the Planning Secretary or Community Complaints Mediator (required by Condition B8), help plan, attend or undertake audits of noise and vibration management of the Project including briefings, and site visits
  - In the event that conflict arises between the Proponent and the community in relation to the noise and vibration performance of the Project, follow the procedure in the Overarching Community Communication Strategy referenced in Condition B1 to attempt to resolve the conflict, and if it cannot be resolved, notify the Planning Secretary,
  - If requested by the ER, consider relevant minor amendments made to the Site Establishment Management Plan, CEMP, relevant sub-plans and noise and vibration monitoring programs that require updating or are of an administrative nature, and are consistent with the conditions of the Infrastructure Approval and the management plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, endorse the

amendment, (this does not include any modifications to the conditions of the Infrastructure Approvals)
- If requested by the ER, review the noise impacts of minor ancillary facilities
- Prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, a Monthly Noise and Vibration Report detailing the AA's actions and decisions on matters for which the AA was responsible in the preceding month. The Monthly Noise and Vibration Report must be submitted within seven days following the end of each month for the duration of the AA's engagement for the Project, or as otherwise agreed by the Planning Secretary.

In accordance with Condition A38, JCG will:
- Provide access to noise and vibration monitoring activities as they take place
- Provide access to the Complaints Register if requested
- Provide for review of noise and vibration documents required to be prepared under the Infrastructure Approvals
- Consider any recommendations to improve practices and demonstrate, to the satisfaction of the AA, why any recommendation is not adopted.

3.4.6. Independent Certifier

The role of the Independent Certifier (IC) with respect to the environmental management of the ETP Works is set out in the Independent Certifier Deed. The IC will oversee implementation of environmental controls in accordance with this CEMP, Sub-plans and relevant aspect-specific procedures.

3.4.7. Collaboration with Sydney Metro, the ER, AA and IC

The Environment, Approvals and Sustainability team will openly communicate and consult with Sydney Metro, the ER, the AA and the IC. This will include:
- Working collaboratively to ensure appropriate strategies are identified and implemented
- Holding regular meetings with the Sydney Metro Environment Team to provide updates on the construction process and receive any feedback
- Facilitating regular inspections with Sydney Metro, the ER and the AA
- Recording and responding appropriately to environmental complaints and enquiries and reporting them to Sydney Metro and other stakeholders including the ER, the AA and the EPA in a timely manner
- Providing comprehensive information to manage incidents including details on preventative actions to avoid re-occurrence
- Promptly reporting all environmental incidents and non-compliances to Sydney Metro, the ER and the AA (where relevant).

3.5. Environmental management

3.5.1. Risk assessment

The CEMF includes a process by which Sydney Metro may streamline the CEMP and sub-plan approval requirements (depending on the inherent risk) and for this to be documented in the Phasing Report. This methodology proposes that DPHI should hold an approval role where the inherent risk in the detailed risk assessment results in a risk rating that is High or Very High. In such cases, the associated management documentation required under the Infrastructure Approvals would be approved by DPE as required by Conditions C2, C7 and C18.

In accordance with the CEMF, an assessment of potentially significant environmental aspects and impacts was undertaken by JCG to inform the development of controls for the Tunnelling, Excavation and Associated Works (Appendix D). Informed by the EIS, Submissions Report, and the Infrastructure Approvals, the risk assessment determined that the inherent risk level of each environmental management category is 'Low' or 'Medium' with the exception of:
- Spoil management
- Noise and vibration management

- Heritage
- Community and business management.

Reflecting the outcomes of the risk assessment, JCG have developed Sub-plans/plans for the management of the above elements (Section 4).

During the delivery of the Tunnelling, Excavation and Associated Works, environmental risks will continue to be identified, assessed and controlled by:

- Conducting workplace risk assessments to assess work components
- Preparing Activity Method Statements to identify hazard/risk control strategies for workplace activities
- Ensuring environmental controls appropriate to the level of risk are identified and documented in environmental procedures and Environmental Control Maps (ECMs)
- Communicating environmental risks, controls and accountabilities through the induction, toolbox talks, and prestart meetings
- Reviewing environmental risks regularly through inspections and auditing.

3.5.2. Hold points

The activities detailed in Table 12 are recognised as hold points and will not proceed without objective review and approval by the nominated authority.

Table 12: Hold points

Hold point	Reference	Release of Hold Point	Responsibility
Prior to vegetation clearing / ground disturbance	Flora and Fauna Management Sub-plan	Pre-clearing Inspection and Permit Erosion and Sediment Control Plan Council consultation (street trees) (undertaken by Sydney Metro)	Project Ecologist Environment, Approvals and Sustainability Director (or delegate) Sydney Metro (Council consultation)
Threatened plants, animals or plant community types	Flora and Fauna Management Sub-plan	Agency consultation and implementation of preventive and corrective actions	Project Ecologist Environment, Approvals and Sustainability Director (or delegate)
Native fauna encountered	Flora and Fauna Management Sub-plan	Project Ecologist advice	Project Ecologist
Discharge of water	Soil and Water Management Sub-plan	Water tested to verify compliance and approval to discharge	Environment, Approvals and Sustainability Director (or delegate)
Potential human remains	Heritage Management Sub-plan	Clearance Certificate	Excavation Director
Unexpected heritage find	Heritage Management Sub-plan	Clearance Certificate	Excavation Director
Out-of-Hours Works (OOHW)	Noise and Vibration Management Sub-plan Sydney Metro OOHW Protocol	Preparation and approval of DNVIS and OOHW Permit	Environment Manager
Vibration generating works in the vicinity of properties at risk of exceeding the screening criteria for cosmetic damage	Noise and Vibration Management Sub-plan	Stakeholder notification	Environmental Advisor
Use of local roads by heavy vehicles	Section 4.6	Road Dilapidation Report	Appropriate Professional nominated by JCG

Hold point	Reference	Release of Hold Point	Responsibility
Occupation of road or footpath	Traffic and Access Management Procedure (Appendix B)	Road Occupancy Licence	Relevant Road Authority
Construction identified as affecting buildings	Section 4.5	Building Condition Survey	Appropriate Professional nominated by JCG
Potential contamination	Soil and Water Management Sub-plan	Implementation of management and mitigation measures	Certified contaminated land consultant
Wind forecast to exceed 50km/hr	Air Quality Management Sub-plan	Restrict earthworks and loading of trucks with spoil, minimise vehicular movements on unsealed surfaces, and cover/seal stockpiles.	Environmental Advisor
Excavation works	Soil and Water Management Sub-plan	Erosion and Sediment Control Plan	Environment Manager
Discharge of water	Soil and Water Management Sub-plan	Dewatering and Discharge Permit	Environment Manager
Concrete pour	Sustainability Management Plan	Confirmation that concrete mixes meet the requirements of the General Specification and Particular Specification as detailed in the Sustainability Management Plan	Sustainability Manager

3.5.3. Environmental Control Maps

ECMs provide a practical translation of environmental risks and controls for workers. ECMs are specific to a site or activity and incorporate the following minimum requirements:

- Depict the current representation of the site
- Indicate which environmental procedures, environmental approvals, or licences are applicable
- Illustrate the site, showing significant structures, work areas and boundaries
- Identify and label all heritage items
- Illustrate the environmental control measures and environmentally sensitive receivers
- Is endorsed by the Environment, Approvals and Sustainability Director, or delegate
- Include all the training and competency requirements for relevant workers
- Is communicated to relevant workers, including sign-off for the appropriate procedures prior to commencing works on the specific site and/or activity
- Is displayed on site notice boards.

The ECM is a progressive document and will be prepared prior to commencement of works and updated to reflect the relevant stage as works progress. ECMs will be submitted to the ER for information on request.

3.6. Change management

Refinements to the Tunnelling, Excavation and Associated Works scope may result from detailed design or changed circumstances during construction. JCG will undertake a consistency assessment in consultation with Sydney Metro to determine compliance with the Infrastructure Approvals. Reflecting the requirements of the CEMF and the Sydney Metro Planning Approval Consistency Assessment Procedure (SM-17-00000103), 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 endorsed consistency assessment will be provided to the ER before commencement of the subject work.

Following the endorsement of consistency assessments, this CEMP will be reviewed to assess if an update is required. Where the CEMP requires revision, the process in Section 3.14 will be followed.

3.7. Communication and consultation

3.7.1. Community engagement and notification

Sydney Metro has developed an Overarching Community Communication Strategy (OCCS) for the Sydney Metro West project and a project website (as per Condition B11). All communications and engagement on Project impacts and mitigations will be guided by the OCCS.

In accordance with the OCCS, Condition D52 and Section 4 of the CEMF, JCG have developed a Community Communication Strategy for the ETP Works. The Community Communication Strategy provides a mechanism for minimising and managing the social impacts of the Project by facilitating communication between project parties, stakeholders and the community. Specifically, the Community Communication Strategy:

- Identifies affected communities, including vulnerable or marginalised groups
- Includes specific and proportionate measures and mitigations to manage impacts identified in section 4.3 (as relevant) of the Social Impact Assessment Guideline (Department of Planning, Industry and Environment, November 2021) and enhance positive social outcomes
- Supports the implementation of the Sydney Metro Community Benefits Plan
- Informed by engagement with directly affected communities and stakeholders
- Considers cumulative impacts at each site, as relevant
- Details the information that will be published and maintained on the project website in accordance with Condition B11.

The Community Communication Strategy will be submitted to Sydney Metro for review and approval. Subject to Sydney Metro approval, the Community Communicate Strategy will be submitted to the ER and the Planning Secretary for information before commencement of construction implemented for the duration of the Project. The Community Communication Strategy will be monitored and reviewed in accordance with the OCCS, including consideration of the appropriateness of mitigation measures and lessons learnt.

Consultation and engagement with the community will occur in accordance with the Community Communication Strategy, the Infrastructure Approvals, REMMs and the EPL. Regular engagement will occur with the community to discuss environmental performance, upcoming works, and any planned high-risk activities. JCG 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.

As detailed in the Community Communication Strategy, the following activity-specific consultation will be undertaken:

- **Out-of-Hours Works** – Reflecting the requirements of Condition D37, 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, a description of the potential work, location and duration of the OOHW, the noise characteristics and likely noise levels of the work and the likely mitigation and management measures including respite or relocation offers. The outcomes of the

community consultation, the identified respite periods and the scheduling of the likely OOWH will be provided to the ER, AA and the Planning Secretary in a format agreed with Sydney Metro. This information will also be provided to the EPA as required by the EPL.

- **Vibration Generating Activities** – Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage will 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 will be provided with a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier.

3.7.2. Small business owners engagement

Reflecting the requirements of Condition D54, a Small Business Owners Engagement Plan(s) will be prepared and implemented in accordance with the OCCS to minimise adverse impacts and secure benefits to businesses and traders affected by construction of the Project. The Plan(s) will include:

- Measures to address amenity, vehicular and pedestrian access (including wayfinding) and visibility of the business or service appropriate to its reliance on such, and other reasonable matters raised in consultation with affected businesses and traders
- Measures to address impacts from the permanent closure of DeMestre Place and temporary closure of the underground pedestrian walkway between Wynyard Station and Pitt Street
- Measures to assist small businesses adversely impacted by construction of the Project, such as small business education and mentoring, activation events, business engagement events, marketing and promotion.

The Plan(s) will be prepared and submitted to Sydney Metro for review and approval. Subject to Sydney Metro approval, the Plan(s) will be submitted to the Planning Secretary for information before construction at the relevant construction site. The Plan(s) will be monitored and reviewed in accordance with the OCCS.

3.7.3. Complaints management

In accordance with Condition B2 to B11, a Complaints Management System has been developed by Sydney Metro. The system includes a 24-hour telephone number, postal address and email address which can be accessed by the community to convey enquiries, complaints, or compliments. Relevant information to be captured by JCG in the Consultation Manager 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 DPHI, to allow them to undertake their regulatory duties
- By providing personal information, the complainant authorises JCG 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.

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

3.7.4. Directions from DPHI

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

- The environmental performance of the Tunnelling, Excavation and Associated Works
- Any document or correspondence in relation to the Tunnelling, Excavation and Associated Works
- Any notification given to the Secretary under the terms of the Infrastructure Approvals
- Any audit of the construction of the Tunnelling, Excavation and Associated Works
- The conditions of the Infrastructure Approvals and compliance with the conditions (including anything required to be done under the Infrastructure Approvals)
- 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 conditions of the Infrastructure Approvals.

3.8. Training and competency

To ensure effective implementation of this CEMP, a Training Needs Analysis has been prepared and summarised in Table 13. The Training Needs Analysis:

- 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.

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.

Table 13: Training needs analysis summary

Role	Site induction	Incident response and notification	Erosion and sediment control	Environmental monitoring	Heritage management	Environmental due diligence	Heavy Vehicle Requirements
Management							
Project Director	✓	✓			✓	✓	
Construction Director	✓	✓			✓	✓	
Design Director	✓				✓	✓	
Commercial Director	✓					✓	
Environment, Approvals and Sustainability Director	✓	✓	✓	✓	✓	✓	
Work Health & Safety Director	✓	✓				✓	
Line Management							
Project Engineers	✓	✓	✓			✓	
Site Engineers	✓	✓	✓			✓	
Supervisors	✓	✓	✓			✓	
Remaining Site Personnel							
Environmental Advisors and Coordinator	✓	✓	✓	✓	✓	✓	
Administration Staff	✓					✓	
Leading Hands	✓	✓	✓		✓	✓	
Labourers	✓	✓	✓		✓	✓	
Subcontractors	✓	✓	✓		✓	✓	
Heavy Vehicle Operators	✓	✓	✓		✓	✓	✓

3.8.1. 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 this CEMP, Infrastructure Approvals 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 address the following elements:

- 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
- Communication protocols for interactions with community and stakeholders.

3.8.2. Toolbox talks, role-specific training and awareness

Toolbox talks will be delivered throughout the Tunnelling, Excavation and Associated Works to educate personnel on environmental issues, recurring hazards and procedural requirements. 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.

3.9. Subcontractor and supplier relationships

JCG will be responsible for the environmental performance of sub-contractors and will specify environmental obligations in the contract documentation. The Environment, Approvals and Sustainability Director (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 JCG to ensure compliance with Sydney Metro contract requirements, the Infrastructure Approvals and the EPL.

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

3.10. Incident and emergency management

Environmental incidents and emergencies will be managed in accordance with:

- JCG Incident and Event Management procedure (JCG-MPR-SQE-010)
- Sydney Metro Environmental Incident and Non-Compliance Reporting Procedure (SM-17-00000096)
- JCG Emergency Response Plan (including the Pollution Incident Response Management Plan (PIRMP))
- Spill Management Procedure (Soil and Water Management Sub-plan) (where relevant).

All environmental incidents must be immediately reported to the Environment, Approvals and Sustainability Director who will notify the Project Director and relevant members of the JCG Senior Leadership Team.

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.

3.10.1. External Reporting

The Environment, Approvals and Sustainability Director will report all environmental incidents to the Sydney Metro Environment Manager, the ER and the AA (where relevant) as soon as practicable (within 4 hours of internal reporting of the event). The notification may occur verbally, via email or SMS.

Incident reports will be provided to Sydney Metro Environment Manager and the ER within 48 hours of the event, including lessons learnt and proposed measures to prevent the re-occurrence of a similar event.

Incidents that cause or threaten to cause material harm (as defined in the Infrastructure Approval) will be notified immediately to the Sydney Metro Environment Manager and the ER. In accordance with Conditions A45, incidents that cause or threaten to cause material harm (as defined in the Infrastructure Approval), must be immediately notified in writing to DPHI (compliance@planning.nsw.gov.au) (via Sydney Metro) 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 Infrastructure Approval.

A subsequent notification and report will be submitted to DPHI (via Sydney Metro) within seven days in accordance with the requirements set out in Appendix A of the SSI 19238057 Infrastructure Approval.

Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, JCG 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 19238057 Infrastructure Approval, and such further reports as may be requested.

In accordance with the Pollution Incident Response Management Plan (PIRMP), the EPA will be immediately notified of pollution incidents which satisfy the definition of material harm. 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)
- City of Sydney Council (where relevant) (02 9265 9333)
- Inner West Council (where relevant) (02 9392 5000)
- Fire and Rescue NSW (1300 729 579).

3.11. Inspections and monitoring

3.11.1. 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 Tunnelling, Excavation and Associated 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 JCG environment team will participate in all ER and Sydney Metro inspections.

Deficiencies and required actions will be 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 48 hours (i.e. Christmas).

3.11.2. Environmental monitoring

Environmental monitoring will be undertaken to validate predicted impacts, assess the effectiveness of environmental controls, and to address the conditions of the Infrastructure Approvals. An indicative summary of the environmental monitoring that will be carried out as part of the Tunnelling, Excavation and Associated Works is provided in Table 14.

Where a non-compliance is detected or monitoring results are outside of the expected range, the process described in Section 3.12.2 will be implemented.

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

Table 14: Indicative summary of environmental monitoring (Tunnelling, Excavation and Associated Works)

Aspect	Monitoring activity	Timing	Responsibility
General	Environmental Inspections	Weekly	▪ Environment, Approvals and Sustainability Director (or delegate)
General	ER Inspections	Weekly (unless otherwise agreed)	▪ Site Supervisors ▪ Environment, Approvals and Sustainability Director (or delegate) ▪ ER
General	Complaints reporting	Daily	▪ Stakeholder and Community Engagement Director (or delegate) ▪ Environment, Approvals and Sustainability Director (or delegate)
Noise and vibration	AA Inspections	Risk based approach targeting OOHW	▪ AA
	Noise and vibration monitoring	As per the Noise and Vibration Monitoring Program	▪ Environmental Advisors ▪ Environment Coordinator
Soil and water	Site inspection	Following significant rainfall event (>10 mm/24 hr)	▪ Environmental Advisors ▪ Environment Coordinator ▪ Site Supervisors
	Surface water quality monitoring	As per the Surface Water Quality Monitoring Program (Appendix A of the Soil and Water Management Sub-plan)	▪ Environmental Advisors ▪ Environment Coordinator ▪ Environmental consultants
	Groundwater monitoring	As per the Groundwater Monitoring Program (Appendix B of the Soil and Water Management Sub-plan)	▪ Environmental Advisors ▪ Environment Coordinator ▪ Environmental consultants
Air quality	Site inspection	Wind forecast to exceed 50 km/hr	▪ Environmental Advisors ▪ Environment Coordinator ▪ Site Supervisors
Waste	Waste (materials) tracking and reporting	Waste tracked and reported in accordance with the EPL	▪ Environmental Advisors ▪ Environment Coordinator ▪ Project Engineers

3.12. Audit and review

3.12.1. Audit

Audits (both internal and external) will be undertaken to evaluate the adequacy and effectiveness of environmental controls, and assess compliance with the Infrastructure Approvals, this CEMP and other relevant approvals, licenses and guidelines. All audits will be undertaken in accordance with the John Holland Monitor and Review Procedure (JH-MPR-SQE-002).

The audit schedule, summarised in Table 15, will be reviewed monthly and incorporate the following environmental audits:

- Independent audits facilitated by Sydney Metro (Condition A41)
- Sydney Metro audits
- Internal audits (JCG or JV partner companies).

Environmental audit reports will be submitted to the ER and Sydney Metro for information at an agreed frequency.

Table 15: Audit schedule summary

Audit	Requirement	Timing	Responsibility
Independent audit (Condition A41)	Verify compliance with approval and legal requirements	Independent Audits will commence within 12 weeks after commencement of construction and at six monthly intervals there-after. Independent Audit Reports and 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
Sydney Metro Audit	Verify compliance with the CEMP, environmental aspects of contract documentation and the CEMF.	The nature, scope and timing will be defined by Sydney Metro and submitted to the ER.	Sydney Metro
Internal audit	Verify compliance with Infrastructure Approvals, legal requirements, EPL, CEMP, E&SMS, SMP and procedures. Assess the adequacy of community consultation and complaint response, environmental training, environmental monitoring and inspections.	Annually	Environment, Approvals and Sustainability Director

3.12.2. Environmental non-compliance

Environmental non-compliances will be managed in accordance with:

- JCG Incident and Event Management procedure (JCG-MPR-SQE-010)
- Sydney Metro Environmental Incident and Non-Compliance Reporting Procedure (SM-17-00000096).

An environmental non-compliance is an occurrence or set of circumstances or development that is a breach of the Infrastructure Approvals.

Sydney Metro, the ER or the AA may raise non-compliances against environmental requirements. Non-compliances identified by JCG will be reported to Sydney Metro, the ER and the AA (where relevant) as soon as possible after the event.

Reflecting the requirements of Condition A46 and A47 of the SSI 19238057 Infrastructure Approval, the Planning Secretary will be notified in writing via the Major Projects website within seven days after JCG 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 Tunnelling, Excavation and Associated Works is non-compliant with
- Detail the way in which the Tunnelling, Excavation and Associated 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.

For each non-compliance, suitable corrective or preventative action (or actions) will be identified and implemented to rectify the event and prevent re-occurrence. Corrective / preventative actions and improvement opportunities will be documented, including details of the issue, action required, timing and responsibilities. The database will be reviewed regularly to ensure actions are closed out as required.

Non-compliances will not be automatically raised as the result of an identified issue from an environmental inspection or audit. Issues identified during an environment inspection or audit will be closed-out as part of the inspection or audit reporting process.

3.13. Reporting

During and following the Tunnelling, Excavation and Associated Works, various reports will be prepared to address contractual requirements and the Infrastructure Approvals. Table 16 details reporting requirements applicable to the Tunnelling, Excavation and Associated Works, including timing of the reporting, and who is responsible for the preparation of reports.

Refer to the relevant Sub-plans and Monitoring Programs for aspect-specific reporting requirements.

Table 16: Reporting requirements

Report	Requirement	Timing	Responsibility
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 including internal and external audits, regulatory and authority considerations, monitoring program performance, key environmental issues, and sustainability and compliance target performance.	Monthly	Environment, Approvals and Sustainability Director
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	Environment, Approvals and Sustainability Director
EPL annual returns	Report on compliance with EPL.	Annually	Environment, Approvals and Sustainability Director
ER monthly report	Report including information required by Condition A32.	Monthly	ER

3.14. Documentation

3.14.1. Environmental records

The Environment, Approvals and Sustainability Director (or delegate) is responsible for maintaining and controlling all environmental management documents and records including:

- Site inspections, audits, monitoring, reviews or remedial actions
- Documentation as required by performance conditions, approvals, licences and legislation
- Modifications to site environmental documentation (e.g. CEMP and procedures)
- Correspondence with public authorities
- Reports/records as required by the Infrastructure Approval, EPL, CEMF and compliance obligations
- Induction and training records
- Regulatory licences and permits
- Reports on environmental incidents, environmental non-compliances, and complaints
- Unexpected finds and stop work orders
- Records detailing the beneficial re-use of spoil either within the project or at off-site locations
- Waste dockets for any spoil disposed of to landfill sites
- Records of noise and vibration monitoring, including construction tasks undertaken during the monitoring, noise and vibration mitigation measures implemented during monitoring, and comparisons of results against appropriate NMLs, predicted levels, approved management plans and DNVISs

- Records of community enquiries and complaints, and the Contractor's response
- Inspections undertaken in relation to heritage management measures
- Updated heritage salvage registers
- Archival recordings undertaken of any heritage item
- Unexpected finds and stop work orders
- Records of any impacts to heritage items that were avoided or minimised through design or construction methods
- Records of pre-clearing inspections undertaken
- Records of the release of the pre-clearing hold point
- Records of ecological inspections undertaken
- inspections undertaken in relation to visual and landscape measures
- Records of any meteorological condition monitoring
- Records of any management measures implemented as a result of adverse, windy weather conditions
- Records of air quality and dust inspections undertaken
- Current ESCPs for all active construction sites
- Records of soil and water inspections undertaken
- Records of testing of any water prior to discharge
- Records of the release of the hold point to discharge water from the construction site to the receiving environment.

In accordance with Condition A33, JCG will 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).

All environmental management records will be accessible onsite for the duration of the ETP 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.

3.14.2. CEMP Revision

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

- Status and progress of the Tunnelling, Excavation and Associated Works
- Changes in design and construction processes and conditions
- Lessons learnt during delivery of the Tunnelling, Excavation and Associated 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 Environment, Approvals and Sustainability Director (or delegate) will revise the documents. The revised CEMP will then be issued to Sydney Metro for review and to the ER for approval prior to implementation.

3.15. Review and improvement

3.15.1. Management review

Management reviews will be undertaken annually by the Environment, Approvals and Sustainability Manager with input from the Senior Management Team. The reviews will include:

- A review of the aspects and impacts register and environmental risk assessment
- A review of compliance against the Infrastructure Approvals and REMMs
- 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.

The outcomes of the management review will be documented. Any corrective / preventative actions or improvement opportunities will be documented, including details of the issue, action required, timing and responsibilities. In the event that the management review process identifies the need to revise the CEMP or environmental procedures, the document(s) will be revised in accordance with Section 3.14.2.

3.15.2. Continual improvement

The intent of the continual improvement process is to:

- Identify opportunities for improvement of environmental management and performance
- Determine the cause or causes of non-conformances and deficiencies
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies
- Verify the effectiveness of the corrective and preventative actions
- Document any changes in procedures resulting from process improvement
- Make comparisons with objectives and targets.

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, including

- Policy implementation at all levels of JCG
- Risk management
- Environmental surveillance and monitoring
- Change in scope of works
- Environmental incidents and non-conformances, including corrective and preventive actions
- Audits and reviews.

4. Environmental impact management

4.1. Overview

Reflecting the outcomes of the initial environmental risk assessment and relevant compliance obligations, this Section summarises the key environmental elements associated with the ETP Works and details how JCG will manage potential impacts.

Table 17: Environmental elements and EMS documents

Environmental Element	How Addressed
Air quality	▪ Air Quality Management Sub-plan
Contamination	▪ Soil and Water Management Sub-plan
Cumulative impacts	▪ CEMP (Section 4.2)
Flooding	▪ CEMP (Section 4.3)
Flora and fauna	▪ Flora and Fauna Management Sub-plan
Hazardous substances	▪ Soil and Water Management Sub-plan
Heritage	▪ Heritage Management Sub-plan
Noise and vibration	▪ Noise and Vibration Management Sub-plan ▪ Noise and Vibration Monitoring Program
Soil and water	▪ Soil and Water Management Sub-plan ▪ Surface Water Quality Monitoring Program ▪ Groundwater Monitoring Program ▪ CEMP (Section 4.4)
Third party property	▪ CEMP (Section 4.5)
Traffic and access	▪ CEMP (Section 4.6)
Waste management and recycling	▪ Waste Management Sub-plan ▪ Spoil Management Sub-plan
Visual amenity	▪ Visual Amenity Management Sub-plan

4.2. Cumulative impacts and interface management

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, to coordinate interfacing projects:

- Other parts of Transport for NSW
- DPHI (through Sydney Metro)
- Port Authority of NSW
- Local government
- Emergency service providers
- Utility providers
- Construction contractors.

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
- Development of mitigation strategies to manage conflicts, which, depending on the nature of the conflict, could involve:
  - Adjustments to the construction program, work activities or haul routes
  - Adjustments to the program, activities or haul routes of other construction projects

- Coordination of traffic management arrangements between projects or work zones.

The level of coordination required to manage conflicts 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.

4.3. Flooding

Unless otherwise agreed by the Planning Secretary, the Project will be designed and constructed to not worsen flooding characteristics within and in the vicinity of the Project. Not worsen existing flooding characteristics means:

- A maximum increase in inundation time of one hour during any flood event up to and including a 1% Annual Exceedance Probability (AEP) flood event
- A maximum increase of 10 mm in inundation at properties where floor levels are currently exceeded during any flood event up to and including a 1% AEP flood event
- A maximum increase of 50 mm in inundation of land at properties where floor levels would not be exceeded during any flood event up to and including a 1% AEP flood event
- No inundation of floor levels which are currently not inundated during any flood event up to and including a 1% AEP flood event.

Measures to not worsen flooding characteristics or measures that achieve the same outcome will be incorporated into the detailed design. The incorporation of these measures will be reviewed and endorsed by a suitably qualified and experienced person in consultation with directly affected landowners, DPE Water, Department of Primary Industries (DPI) Fisheries, Environment and Heritage Group, NSW State Emergency Service (SES) and relevant Councils.

Where flooding characteristics exceed the levels identified above, JCG will:

- Consult with property owners for properties adversely flood affected as a result of the Project and mitigate where necessary
- Consult with the NSW SES and relevant Councils regarding the management of any residual flood risk beyond the 1% AEP flood event and up to the probable maximum flood.

Detailed construction planning for The Bays tunnel launch and support site construction will aim to minimise changes to existing levels in relation to potential impacts on flood behaviour, along the north-western side of site adjacent to low-lying property, to minimise reduction in floodplain storage and blockage to local overland flow path. Detailed construction planning for The Bays tunnel launch and support site will also aim to avoid conflicts with the potential construction of flood mitigation work in Robert Street, in consultation with Inner West Council.

Flood information including flood reports, project flood models, data and geographic information system outputs, will be provided to the relevant Council, Environment and Heritage Group and the SES. The Council, Environment and Heritage Group and the SES will be notified in writing that the information is available no later than one month following the completion of construction.

Information requested by the relevant Council, Environment and Heritage Group or the SES will be provided no later than six months following the completion of construction or within another timeframe agreed with the relevant Council, Environment and Heritage Group and the SES

During construction of the Tunnelling, Excavation and Associated Works, flood related risks will be mitigated through:

- 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 SES and relevant local councils to ensure consistent approaches to the management of flood events
- Provision of flood-proofing to excavations at risk of flooding or coastal inundation 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, hoarding design and staging of construction works to avoid or minimise obstruction of overland flow paths, address loss of flood plain storage, and limit the extent of flow diversion required
- Implementation of appropriate flood protection measures to ensure flood protection on the bottom of the adit between Hunter Street Station construction site and the Sydney Metro – City & Southwest Martin Place metro Station site.
- Development of Stormwater and Flooding Management Plans for relevant sites.

In addition to the above measures, the Emergency Response Plan will specifically address flooding, flash flooding and evacuation procedures.

4.4. Water reuse strategy

Prior to commencement of construction, options for the reuse of collected stormwater and groundwater during construction will be detailed in a Water Reuse Strategy. The Water Reuse Strategy will include, but not be limited to:

- Evaluation of reuse options
- Measures to minimise potable water consumption and achieve a minimum of 33% of water from non-potable sources (refer to Section 12.2 (g) of the CEMF for examples and Section 2.8.2(d)(iv) of the General Specification), including:
  - A minimum of 80% of onsite and offsite batching plant concrete production water will be recycled and incorporated into concrete production
- 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
- Measures to avoid misuse of recycled water as potable water
- Consideration of the public health risks from water recycling
- Time frame for the implementation of the preferred reuse option(s).

The Water Reuse Strategy will be prepared based on best practice and advice sought from relevant agencies, as required. The Water Reuse Strategy will be submitted to the Planning Secretary for information, publicly available on the Project website and implemented during the Tunnelling, Excavation and Associated Works.

4.5. Third party property

The Tunnelling, Excavation and Associated Works will be undertaken with the objective of protecting infrastructure and property and minimising impacts/interference to third party property. This will be achieved through the implementation of ECMs (Section 3.5.3), environmental procedures (Appendix B) and inspection and monitoring activities (Section 3.11).

Assurance will be provided to third party property owners through the preparation of pre- and post-construction condition surveys and dilapidation reports (Table 18).

Table 18: Condition reports

Condition	Report	Requirement	Timing	Responsibility
D44	Pre-Construction Condition Survey Report	Prepared for all buildings, structures and utilities identified in the EIS and Submissions Report as being at risk of damage. For heritage buildings and structures, the surveys will consider the heritage values of the structure in consultation with a heritage specialist.	Pre-construction Condition Survey Reports to be provided to the relevant owners of the items no later than one month before the commencement of any work that could impact on the subject surface / subsurface structure.	Suitably qualified and experienced person

Condition	Report	Requirement	Timing	Responsibility
D45	Post-Construction Condition Survey Report	Prepared for all buildings, structures and utilities where a Pre-Construction Condition Survey Report was prepared.	Post-construction Condition Survey Reports to be provided to the landowner of each item surveyed, no later than three months following the completion of the work that could impact on the subject surface / subsurface structure.	
D75	Road Dilapidation Report (including other road infrastructure such as signs, curbs, applicable driveways and pedestrian paths)	Prepared for any local road to be used by a heavy vehicle for the purpose of construction.	Road Dilapidation Reports to be provided to the relevant road authority within three weeks of completing the survey and no later than one month before the road is used by heavy vehicles.	

A Utility Coordination Manager will be appointed for the duration of the Project. The role of the Utility Coordination Manager will include:

- Managing and coordinating all utility work associated with the Tunnelling, Excavation and Associated Works, to ensure respite is provided to the community
- Providing advice to the Sydney Metro Place Manager regarding upcoming utility work, including the scope of the work and the responsibility for the work
- Investigating complaints referred to the Community Complaints Mediator or reported to the Project communication team relating to utility work and providing a response as required
- Conducting ongoing consultation with utility providers for high pressure gas pipelines to identify appropriate construction methodologies to be implemented. Any interaction with high pressure gas pipelines will comply with the relevant standards, including AS 2885 Pipelines – Gas and Liquid Petroleum.

Utilities, services and other infrastructure potentially affected by the Tunnelling, Excavation and Associated Works will be identified through Dial Before You Dig prior to commencement of surface disturbance works. Alterations to services, including diversion, protection or support, will be determined through negotiation with service providers and disruption will be avoided where possible. Where service disruptions are not avoidable, customers will be provided adequate notification and consultation will be undertaken with businesses. In addition, businesses operating financial market infrastructure will be consulted to ensure sufficient backup arrangement can be put in place to minimise any disruptions to their services.

In the event of property damage, directly or indirectly arising from the Tunnelling, Excavation and Associated Works, JCG will rectify the damage at no cost to the owner. Alternatively, JCG may pay compensation for the property damage as agreed with the property owner. Rectification or compensation will be undertaken within 12 months of completion of the work identified in Condition D44 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).

If damage to roads occurs as a result of the Tunnelling, Excavation and Associated Works, JCG will either (at the Relevant Road Authority's discretion):

- Compensate the Relevant Road Authority for the damage so caused; or
- Rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report.

4.5.1. Settlement monitoring

Appropriate equipment to monitor areas in proximity of construction sites and the tunnel route during construction will be installed with particular reference to at risk buildings, structures and utilities identified in the condition surveys required by Condition D44 and / or geotechnical analysis as required. If monitoring during construction indicates exceedance of predicted impacts identified in the documents

in Condition A1 or determined through geotechnical analysis, then all construction affecting settlement will cease immediately if it is safe to do so and must not resume until fully rectified or a revised method of construction is established that will ensure protection of affected buildings.

Settlement monitoring will be extended if directed so by the IPIAP following its review of the monitoring data from the period not less than six months after settlement has stabilised, consistent with Condition D47. The results of the monitoring will be made available to the Planning Secretary upon request.

4.6. Traffic and transport

4.6.1. Construction Traffic Management Plans

Potential impacts to traffic, transport and access will be managed through site-specific Construction Traffic Management Plans (CTMPs). CMTPs will specify the road safety and traffic management measures to be applied during the Tunnelling, Excavation and Associated Works to ensure pedestrian, cyclist and motorist safety.

Each CTMP will reflect the requirements of the Sydney Metro Construction Traffic Management Framework (CTMF) and be prepared in consultation with the TTLG which includes the relevant road authorities (Section 4.6.6). Once all consultation comments have been addressed, CTMPs will be submitted for stakeholder review, to TfNSW for endorsement and to Customer Journey Planning (CJP) for final approval . CTMPs will be submitted to the Planning Secretary for information prior to commencement of construction in the area identified and implemented for the duration of the works.

4.6.2. Haulage routes

Local roads to be used by heavy vehicles to directly access ancillary facilities / construction sites will be limited to those identified in the EIS or Submissions Report. Where an alternative local road is proposed for use during the Tunnelling, Excavation and Associated Works, a request will be submitted to the Planning Secretary for approval, including:

- A swept path analysis
- Demonstration that the use of local roads by heavy vehicles will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways
- Details as to the date of completion of the road dilapidation surveys for the subject local roads
- 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
- Written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration the swept path analysis and measures to avoid sensitive land uses.
- Construction vehicles (including light vehicles) will not use Robert Street, Rozelle to access The Bays construction site, unless required in the event of an emergency situation.

The locations of all heavy vehicles used for spoil haulage will be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA on request for a period of no less than one year following the completion of the ETP Works.

4.6.3. Pedestrian and access management

During the Tunnelling, Excavation and Associated Works, all reasonably practicable measures will be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of affected businesses / traders. Disruptions will be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements will be developed in consultation with affected businesses / traders and relevant councils and implemented prior to the disruption. Adequate signage and directions to businesses will be provided before, and for the duration of, any disruption.

Pedestrian and access management measures are detailed in the Traffic and Access Management Procedure (Appendix B) and in CTMPs.

4.6.4. Construction Parking and Access Strategy

A Construction Parking and Access Strategy will be prepared to identify and mitigate impacts resulting from on- and off-street parking changes during the Project. The Construction Parking and Access Strategy will include:

- Achieving the requirements of Condition D77
- Confirmation and timing of the removal of on- and off-street parking associated with construction of the Project
- Parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events
- Consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction
- Assessment of the impacts to on- and off-street parking stock taking into consideration stakeholder consultation outcomes and the impacts of special events
- Identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant councils to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes
- Provision of off-road parking facilities where residential parking schemes already exist
- Identification of mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures
- Provision of details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites
- Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective
- Identification of measures to maintain emergency vehicle access (determined in consultation with TfNSW, relevant councils and emergency services).

The Construction Parking and Access Strategy will be submitted to the Planning Secretary for approval at least one month prior to the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy will be implemented before and during construction that impact parking and incorporated into the CTMPs.

Reporting of monitoring results to the Planning Secretary and relevant councils will occur at six monthly intervals.

4.6.5. Road Safety Audits

Road Safety Audits will be carried out to assess permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users during:

- Detailed design
- Pre-opening
- CTMP preparation.

Road Safety Audits will be undertaken in accordance with:

- Guidelines for Road Safety Audit Practices (RMS, 2011)
- Guide to Road Safety Part 6
- Road Safety Audit (Austroads, 2022)
- Sydney Metro Principal Contractor Health and Safety Standard
- CTMF.

Road Safety Audits will be prepared in consultation with the TTLG before the completion and use of the subject infrastructure and must be made available to the Planning Secretary upon request.

4.6.6. Traffic and Transport Liaison Group

The TTLG will be established by Sydney Metro prior to commencement of the ETP Works to provide a forum for discussing traffic, transport and road safety matters associated with the Project, including:

- CTMP
- Construction staging and traffic operations
- Public transport impacts, including mitigating light rail and bus precinct impacts (REMM TT16)
- Pedestrian and cyclist impacts
- Community feedback and communication strategies
- Temporary closure or relocation of bus stops, including wayfinding and customer information
- Relocation of taxi ranks, including wayfinding and customer information
- Potential cumulative construction traffic impacts with other major projects.

The TTLG membership will include representatives from Sydney Metro, TfNSW, CJP, local Councils, Emergency Services, public transport operators, taxi operators and pedestrian/cyclist groups.

4.6.7. Modelling, analysis and design

Where requested by TfNSW and / or the TTLG, supplementary analysis and modelling will be undertaken by JCG 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
- Pedestrian and cyclist movements.

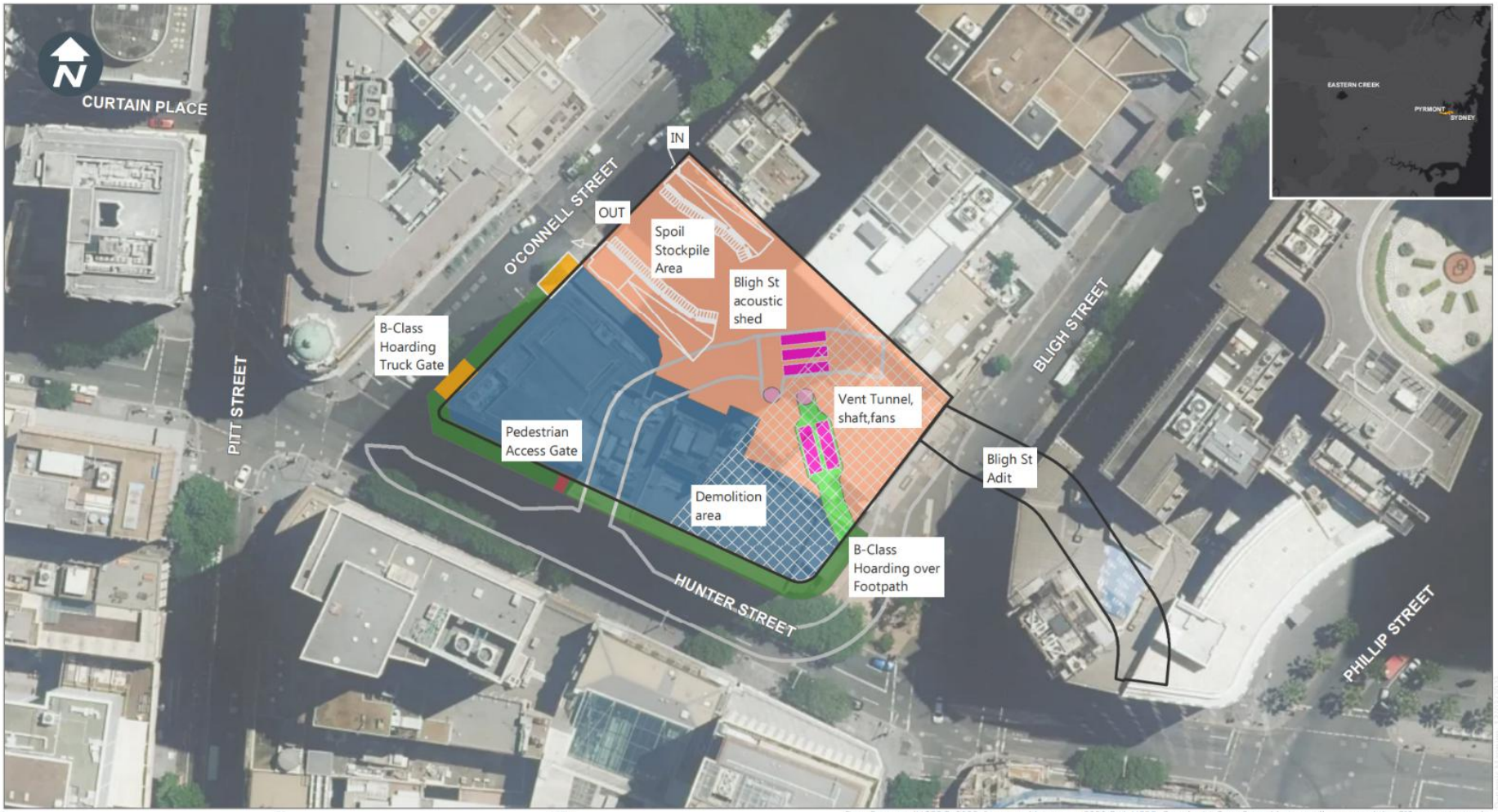
Revised traffic management measures arising from the modelling will be incorporated into the relevant CTMP.

Part C Annexures

Appendix A Environment and Sustainability Policy

Appendix B Environment Procedures

Appendix C Indicative Worksite Layouts

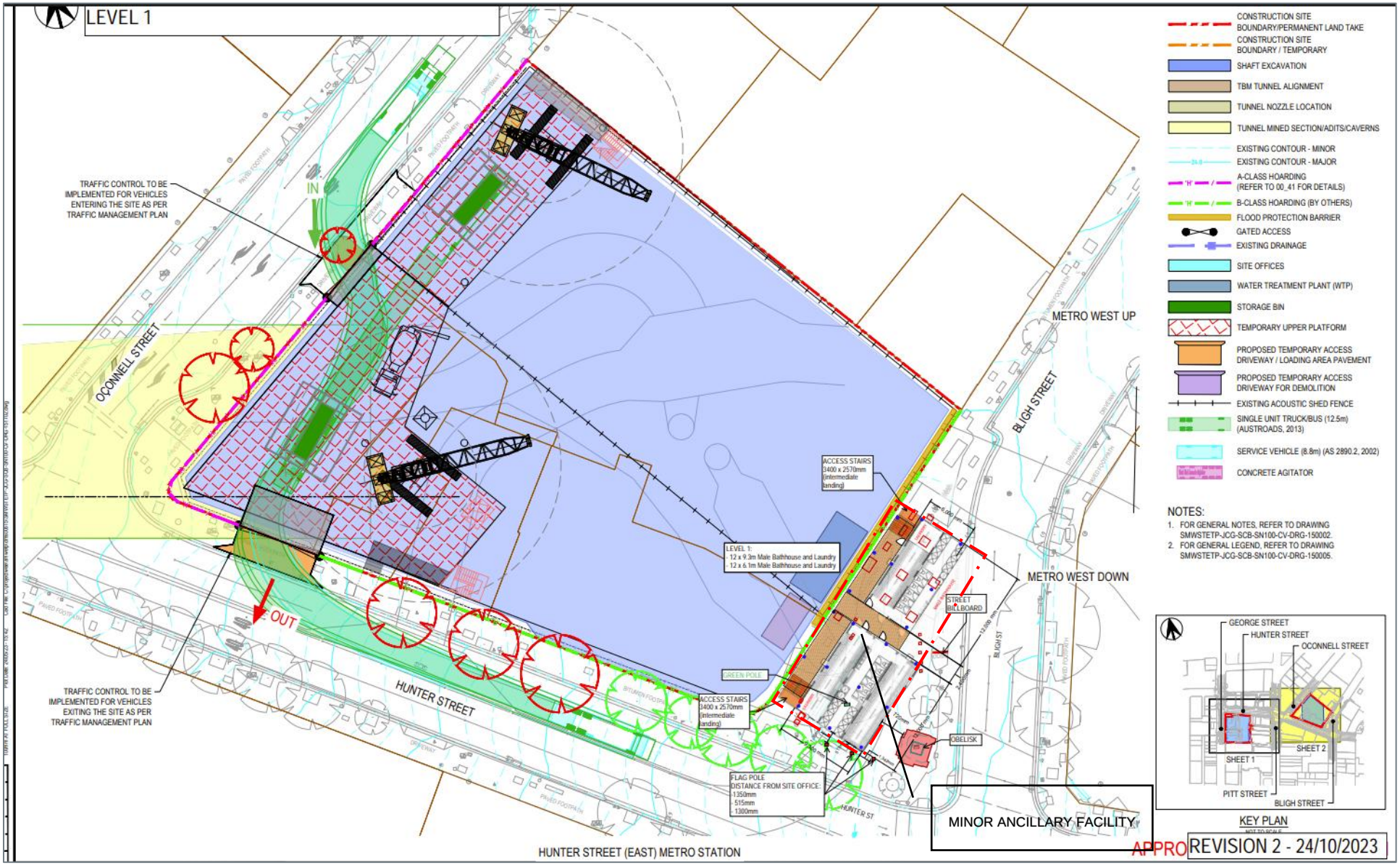


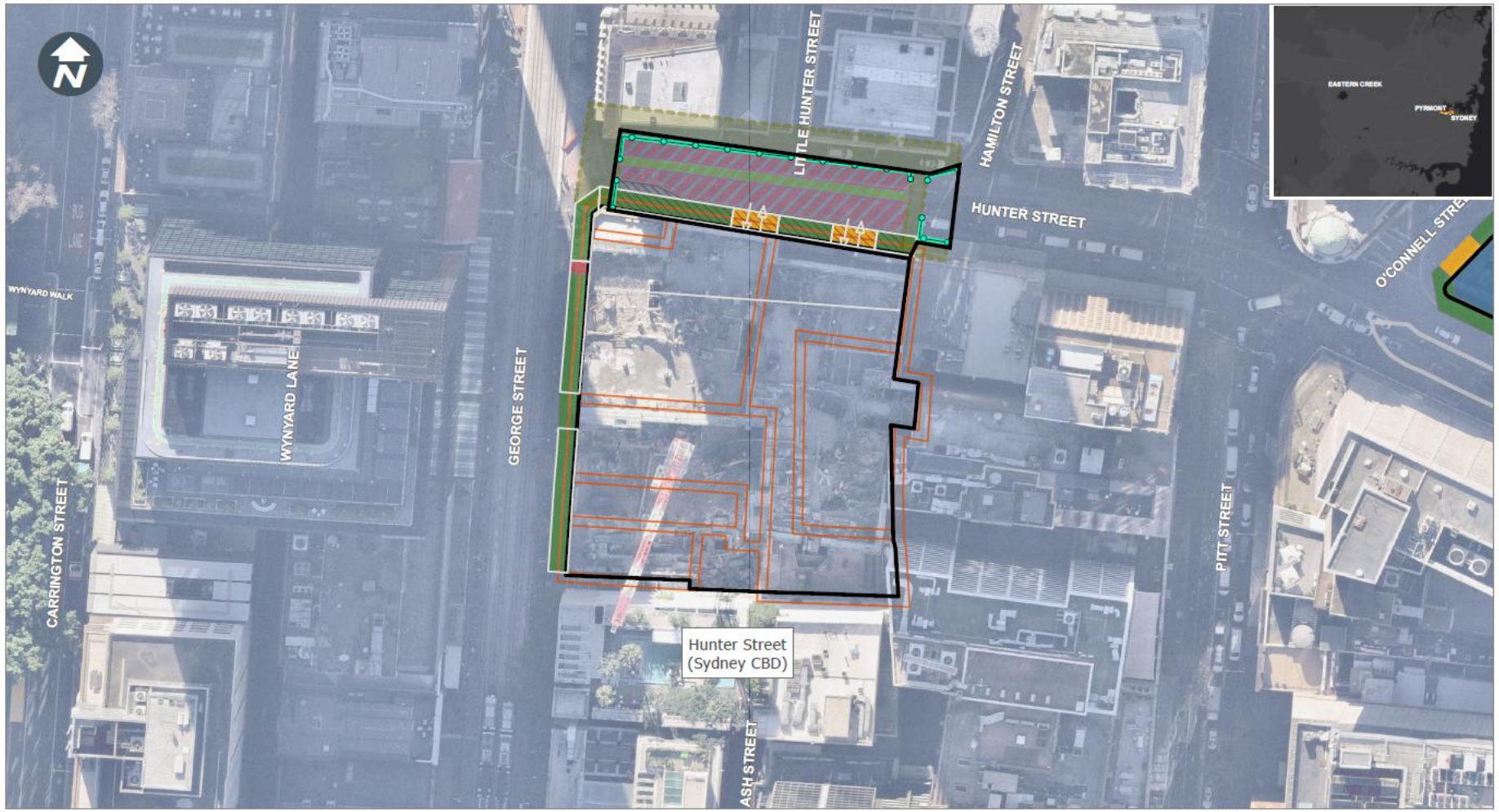
Legend

- Site boundary
- B-Class Hoarding Over Footpath
- B-Class Hoarding Truck Gate
- Bligh St Acoustic Shed
- Demolition Area
- Fans and ducts
- Pedestrian Access Gate
- Site amenities
- Turnback Tunnel Decline (Stage 1)
- Vent Shaft
- Vent tunnel

Hunter Street East

Eastern Tunnelling Package
Sydney Metro West


LEVEL 1
TRAFFIC CONTROL TO BE IMPLEMENTED FOR VEHICLES ENTERING THE SITE AS PER TRAFFIC MANAGEMENT PLAN
IN
OUT
TRAFFIC CONTROL TO BE IMPLEMENTED FOR VEHICLES EXITING THE SITE AS PER TRAFFIC MANAGEMENT PLAN
O'CONNELL STREET
HUNTER STREET
METRO WEST UP
METRO WEST DOWN
BLIGH STREET
ACCESS STAIRS 3400 x 2570mm (intermediate landing)
LEVEL 1: - 12 x 9.3m Male Bathhouse and Laundry - 12 x 6.1m Male Bathhouse and Laundry
STREET BILLBOARD
GREEN POLE
OBELISK
FLAG POLE DISTANCE FROM SITE OFFICE: - 1350mm - 515mm - 1300mm
HUNTER ST
CONSTRUCTION SITE BOUNDARY/PERMANENT LAND TAKE
CONSTRUCTION SITE BOUNDARY / TEMPORARY
SHAFT EXCAVATION
TBM TUNNEL ALIGNMENT
TUNNEL NOZZLE LOCATION
TUNNEL MINED SECTION/ADITS/CAVERNS
EXISTING CONTOUR - MINOR
EXISTING CONTOUR - MAJOR
A-CLASS HOARDING (REFER TO 00_41 FOR DETAILS)
B-CLASS HOARDING (BY OTHERS)
FLOOD PROTECTION BARRIER
GATED ACCESS
EXISTING DRAINAGE
SITE OFFICES
WATER TREATMENT PLANT (WTP)
STORAGE BIN
TEMPORARY UPPER PLATFORM
PROPOSED TEMPORARY ACCESS DRIVEWAY / LOADING AREA PAVEMENT
PROPOSED TEMPORARY ACCESS DRIVEWAY FOR DEMOLITION
EXISTING ACOUSTIC SHED FENCE
SINGLE UNIT TRUCK/BUS (12.5m) (AUSTROADS, 2013)
SERVICE VEHICLE (8.8m) (AS 2890.2, 2002)
CONCRETE AGITATOR
NOTES:
1. FOR GENERAL NOTES, REFER TO DRAWING SMWSTETP-JCG-SCB-SN100-CV-DRG-150002.
2. FOR GENERAL LEGEND, REFER TO DRAWING SMWSTETP-JCG-SCB-SN100-CV-DRG-150005.
GEORGE STREET
HUNTER STREET
O'CONNELL STREET
SHEET 2
SHEET 1
PITT STREET
BLIGH STREET
KEY PLAN
MINOR ANCILLARY FACILITY
APPRO
REVISION 2 - 24/10/2023
HUNTER STREET (EAST) METRO STATION



CEMP

Hunter Street West

Eastern Tunnelling Package
Sydney Metro West

Pyrmont East

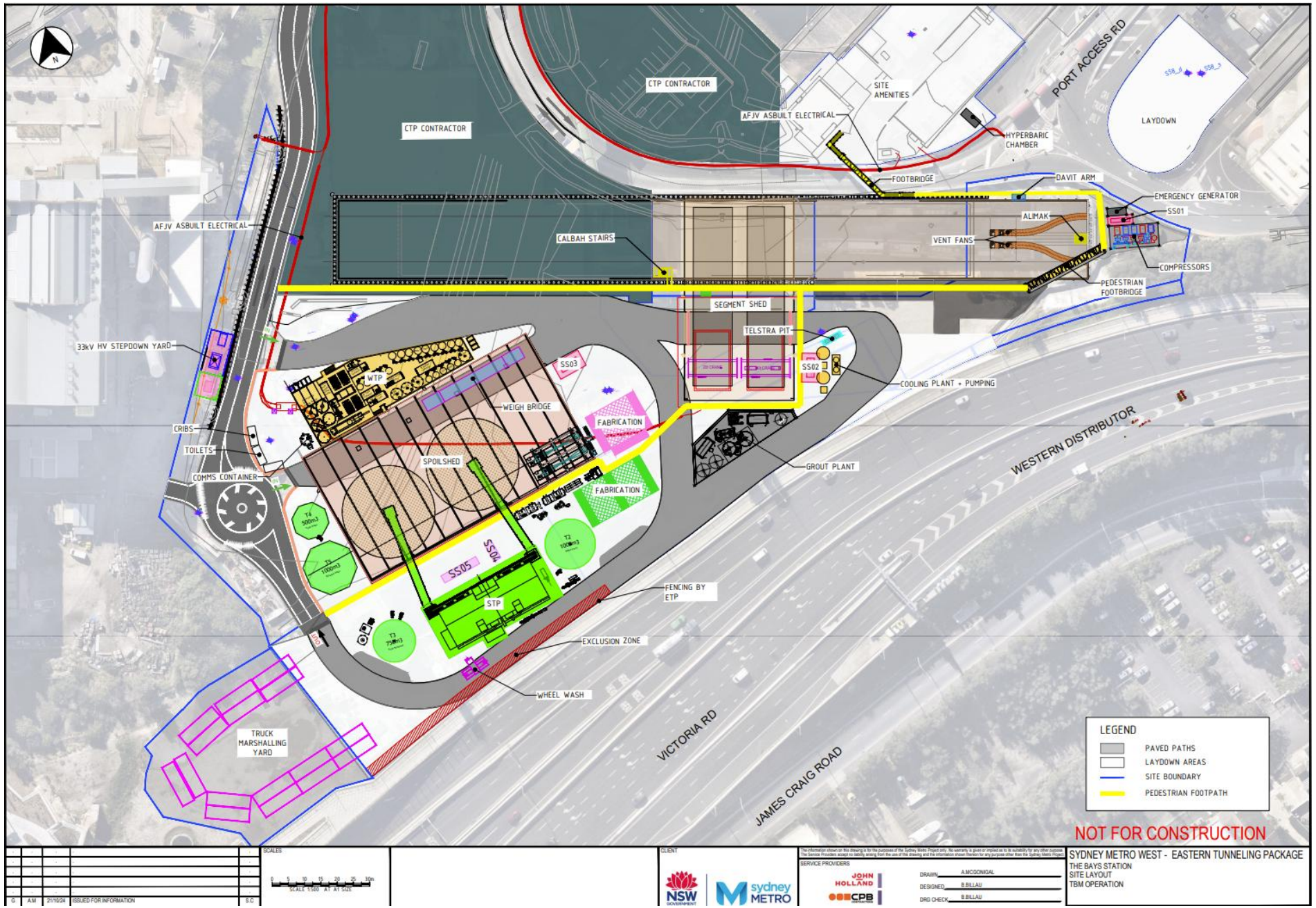
Eastern Tunnelling Package
Sydney Metro West

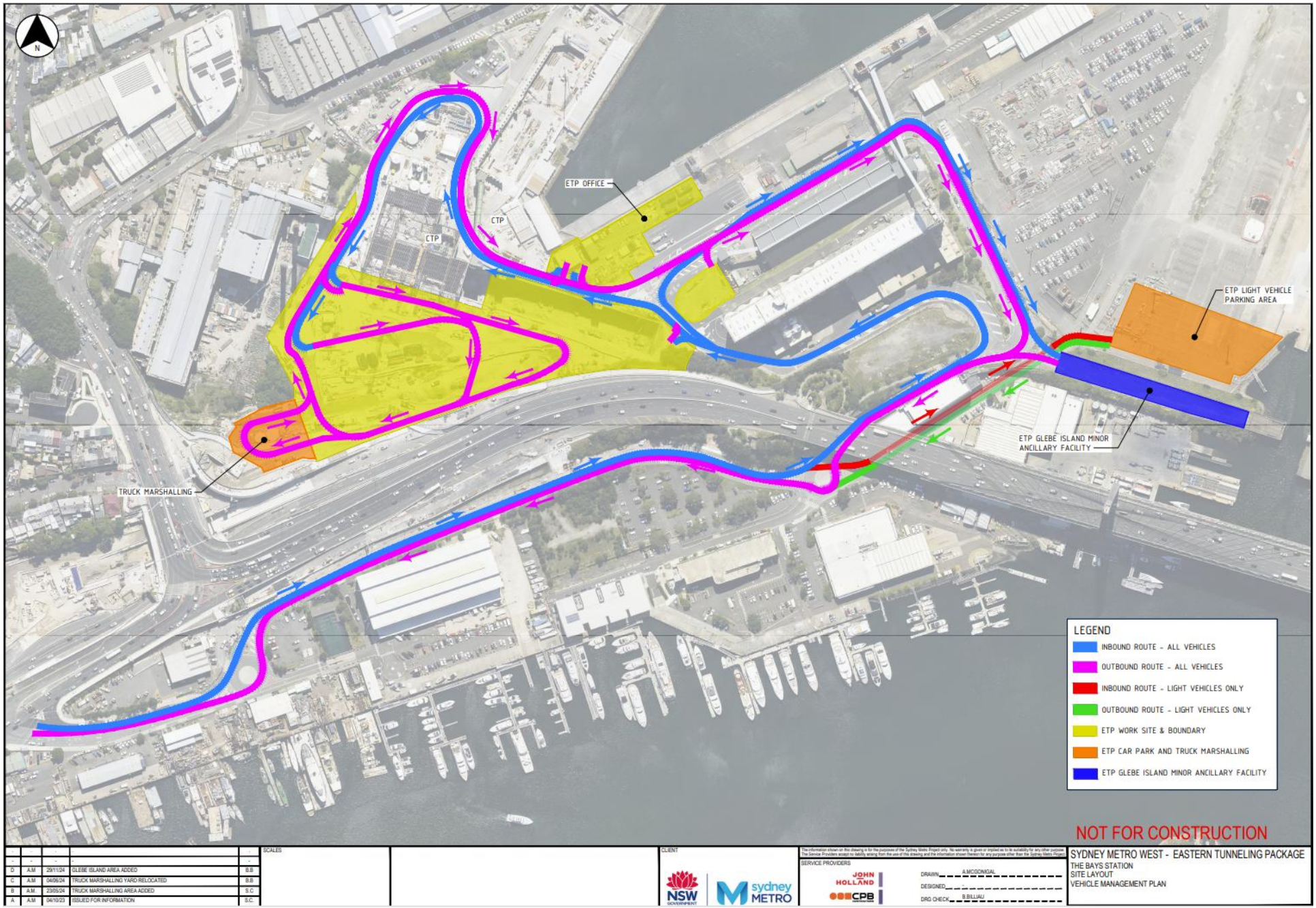
Legend

- Site boundary
- Bored Piles Wall
- Concrete Bay
- Conquip Bin
- Drop Pipe
- High Acoustic Shed
- Lower acoustic shed
- Site Office and Amenities
- Temporary Platform
- Temporary Shaft

Pyrmont West

Eastern Tunnelling Package
Sydney Metro West


CTP CONTRACTOR
CTP CONTRACTOR
SITE AMENITIES
AFJV ASBUILT ELECTRICAL
HYPERBARIC CHAMBER
PORT ACCESS RD
LAYDOWN
FOOTBRIDGE
DAVIT ARM
EMERGENCY GENERATOR
SS01
ALIMAK
VENT FANS
COMPRESSORS
PEDESTRIAN FOOTBRIDGE
AFJV ASBUILT ELECTRICAL
CALBAH STAIRS
SEGMENT SHED
TELSTRA PIT
33kV HV STEPDOWN YARD
WTP
SS03
SS02
COOLING PLANT + PUMPING
WEIGH BRIDGE
FABRICATION
CRIBS
TOILETS
SPOILSHED
COMMS CONTAINER
GROUT PLANT
WESTERN DISTRIBUTOR
FABRICATION
SS04
SS05
STP
FENCING BY ETP
EXCLUSION ZONE
WHEEL WASH
TRUCK MARSHALLING YARD
VICTORIA RD
JAMES CRAIG ROAD
LEGEND
PAVED PATHS
LAYDOWN AREAS
SITE BOUNDARY
PEDESTRIAN FOOTPATH
NOT FOR CONSTRUCTION
SCALES
ISSUED FOR INFORMATION
CLIENT
SERVICE PROVIDERS
DRAWN A.MCGONIGAL
DESIGNED B.BILLAU
DRG CHECK B.BILLAU
SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE
THE BAYS STATION
SITE LAYOUT
TBM OPERATION



D	A.M	29/11/24	GLEBE ISLAND AREA ADDED	B.B
C	A.M	04/06/24	TRUCK MARSHALLING YARD RELOCATED	B.B
B	A.M	23/05/24	TRUCK MARSHALLING AREA ADDED	S.C
A	A.M	04/10/23	ISSUED FOR INFORMATION	S.C.

SCALES

CLIENT

SERVICE PROVIDERS

DRAWN A.MCCONIGAL
DESIGNED -
DRG CHECK B.BILLIAU

SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE
THE BAYS STATION
SITE LAYOUT
VEHICLE MANAGEMENT PLAN

Environmentally Sensitive Area Plan

Hunter Street East

Eastern Tunnelling Package
Sydney Metro West

Environmentally Sensitive Area Plan

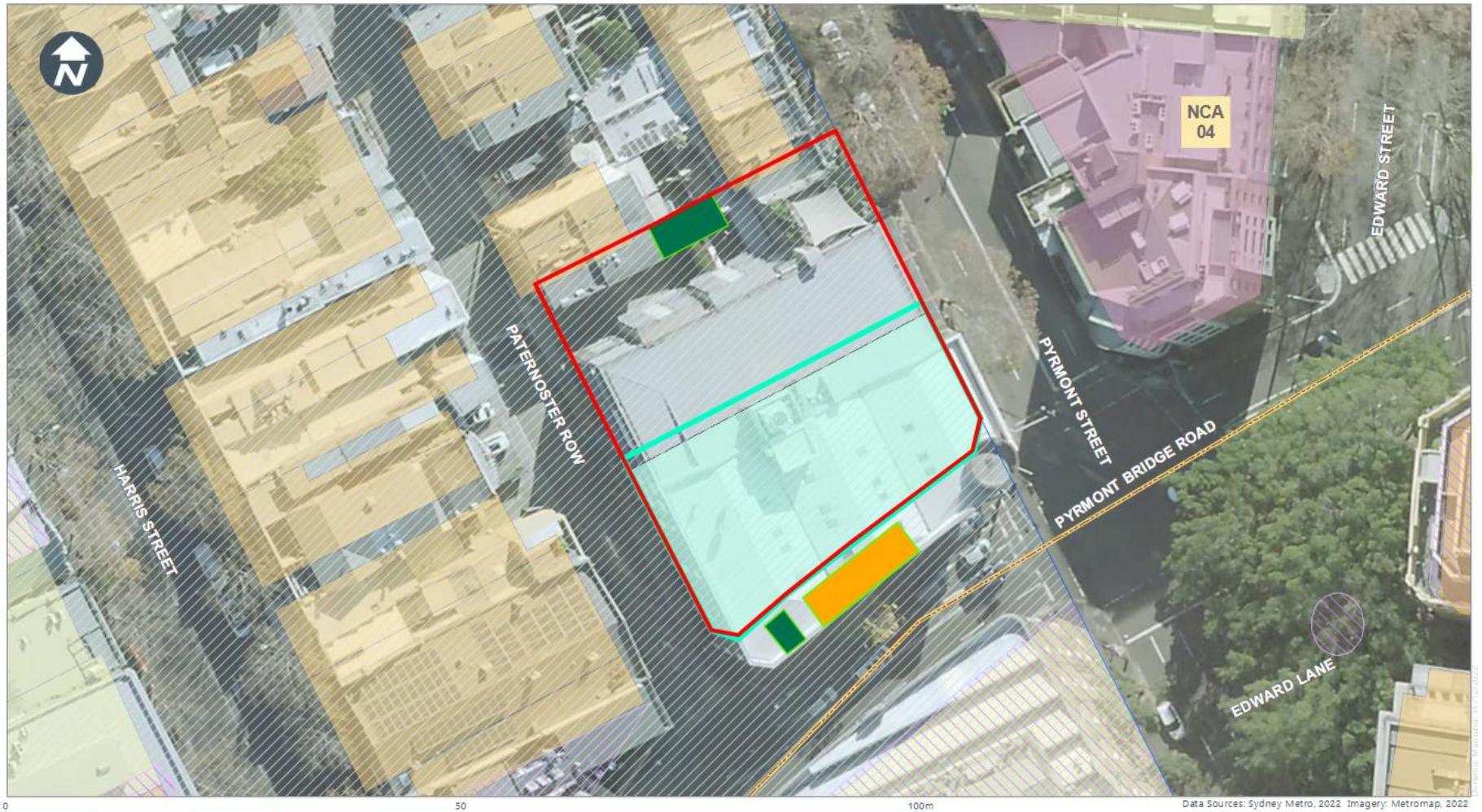
Hunter Street West

Eastern Tunnelling Package
Sydney Metro West

Environmentally Sensitive Area Plan

Pyrmont East

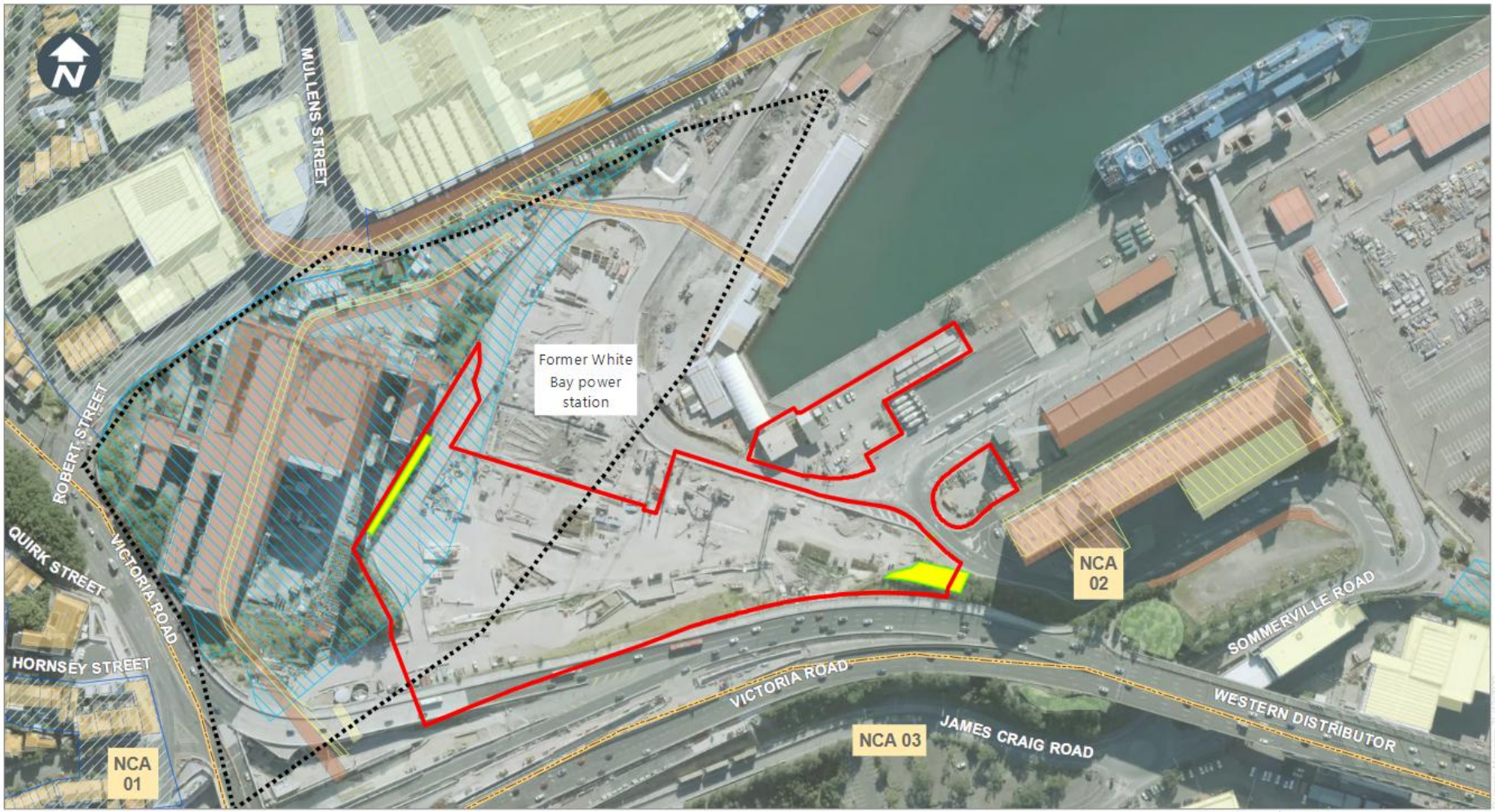
Eastern Tunnelling Package
Sydney Metro West



Environmentally Sensitive Area Plan

Pyrmont West

Eastern Tunnelling Package
Sydney Metro West



Environmentally Sensitive Area Plan

The Bays

Eastern Tunnelling Package
Sydney Metro West

Appendix D Aspects and Impacts Register

Table D1: Tunnelling, Excavation and Associated Works Environmental Aspects and Impacts Register

Risk Area	Risk Context	Inherent Risk Rating			Controls	Residual Risk Rating		
		Consequence Level	Likelihood Level	Risk Rating		Consequence Level	Likelihood Level	Risk Rating
General Environmental Management	The Tunnelling, Excavation and Associated Works, including operation of ancillary facilities (Appendix C), would be carried out over approximately three years across the ETP Worksites in close proximity to residences and commercial businesses. There would be a range of environmental and community responsibilities including implementation, inspection and maintenance of environmental controls. Without training regimes and a competent workforce, the risk of environmental incidents would be higher. Stakeholder interfaces will be required to be managed. Transparent reporting to regulatory agencies will be required throughout the Phase. The duration of the Phase provides opportunity to iterate and continually improve management systems.	C4 - Moderate	L3 - Likely	C - Medium	▪ CEMP ▪ ER Endorsement	C4 - Moderate	L4 - Unlikely	C - Medium
Spoil Management	High volumes of spoil would be generated from shaft excavation and tunnelling. In addition, small volumes of spoil would be generated during establishment of ancillary facilities. Spoil will be reused onsite where possible but opportunities are limited due to site constraints, with the remainder transported offsite for reuse in accordance with the Spoil Reuse Hierarchy. Spoil stockpiles will be	C4 - Moderate	L2 – Very Likely	B - High	▪ Spoil Management Sub-plan (approved by DPE) ▪ CTMP including approved haul routes ▪ GPS tracking ▪ Waste classifications and Resource Recovery Orders / Exemptions	C4 - Moderate	L3 - Likely	C - Medium

Risk Area	Risk Context	Inherent Risk Rating			Controls	Residual Risk Rating		
		Consequence Level	Likelihood Level	Risk Rating		Consequence Level	Likelihood Level	Risk Rating
	present at some sites and will require management to minimise impacts. Trucks will be fitted with GPS tracking to monitor haulage routes and confirm disposal locations.							
Groundwater Management	The running tunnels are segmentally lined and grouted, and as a result, groundwater inflow is expected to be minimal. Groundwater inflow is expected during shaft and mined tunnel excavations at Pyrmont and Hunter sites and also expected at the excavated station box at The Bays on handover. There are no groundwater users or Groundwater Dependent Ecosystems (GDEs) located in the vicinity of the Project that would be impacted by tunnelling works or the operation of ancillary facilities. The EIS predicts minimal surface settlement from tunnelling, however a revised groundwater modelling report (Condition D101) will be prepared prior to bulk excavation which will include detailed assessment of predicted drawdown. The Groundwater Monitoring Program will be implemented to identify any changes in groundwater level or water quality arising from tunnelling or operation of ancillary facilities. Water treatment plants will be designed to manage and treat groundwater from all locations prior to discharge in compliance with the project EPL.	C5 - Minor	L3 - Likely	C - Medium	▪ CEMP ▪ Soil and Water Management Sub-plan ▪ Groundwater Monitoring Program ▪ Groundwater Modelling Report ▪ ER Endorsement ▪ Condition surveys of buildings and structures	C5 - Minor	L4 - Unlikely	D - Low

Risk Area	Risk Context	Inherent Risk Rating			Controls	Residual Risk Rating		
		Consequence Level	Likelihood Level	Risk Rating		Consequence Level	Likelihood Level	Risk Rating
Construction Noise and Vibration Management	Establishment and operation of ancillary facilities, shaft excavation, tunnelling and surface construction activities have the potential to cause noise and vibration impacts on surrounding commercial and residential receivers in the absence of controls. Ground borne noise has the potential to impact receivers during shaft excavation and along the tunnel alignment as the roadheaders and TBMs progress. Other sources of potential noise and vibration impacts include construction traffic and construction activities occurring outside of standard hours, including ancillary support activities.	C4 - Moderate	L1 – Almost certain	B - High	▪ Noise and Vibration Management Sub-plan ▪ Noise and Vibration Monitoring Program ▪ DPE Approval ▪ DNVIS ▪ ER and AA endorsement of DNVIS ▪ Acoustic sheds ▪ Condition surveys ▪ Respite periods ▪ Consultation and notification ▪ Scheduling of activities ▪ Training and awareness programs	C4 - Moderate	L3 - Likely	C - Medium
Heritage Management	Archaeological investigation and - if triggered - salvage works, will be undertaken in advance of excavation works at Hunter Street and Pyrmont West. During the Tunnelling, Excavation and Associated Works, there is the potential for unexpected finds during ground disturbance. In addition, there is the potential for vibration and settlement impacts on State, local and s170 register listed heritage items.	C3 - Major	L3 - Likely	B - High	▪ Heritage Management Sub-Plan ▪ Approved Archaeological Research Design ▪ Unexpected Heritage Finds Procedure ▪ DPE Approval ▪	C3 - Major	L4 - Unlikely	C - Medium

Risk Area	Risk Context	Inherent Risk Rating			Controls	Residual Risk Rating		
		Consequence Level	Likelihood Level	Risk Rating		Consequence Level	Likelihood Level	Risk Rating
Flora and Fauna Management	Trees (including street trees) within and adjacent to ancillary facilities and worksites will require protection and need to be retained wherever practicable to avoid unnecessary clearance or harm. Preclearing surveys for microbats will be undertaken prior to impact to relevant structure.	C4 - Moderate	L3 - Likely	C - Medium	▪ Flora and Fauna Management Sub-plan ▪ ER Endorsement	C5 - Minor	L4 - Unlikely	D - Low
Visual Amenity Management	Visual amenity will be impacted by installation of hoarding, scaffolding and acoustic sheds at Pyrmont in addition to the existing Hunter Street East acoustic shed. Visual amenity will also be impacted by the establishment and operation of ancillary facilities and potential temporary light spill at night.	C4 - Moderate	L3 - Likely	C - Medium	▪ Visual Amenity Management Sub-plan ▪ ER Endorsement	C4 - Moderate	L5 – Very Unlikely	D - Low
Soil and Water Management	The Bays site is not free draining and site water will be controlled from a centralised sump. Water will be treated prior to discharge. Some earthworks ancillary to the site excavations will require erosion and sediment controls. Pyrmont and Hunter St are shaft excavations with water treated prior to discharge. Erosion and sediment controls will be installed where required following demolition, during establishment of ancillary facilities and prior to excavation. There is potential exposure of acid sulfate soils and saline soils during construction at Pyrmont which will be managed with an ASS management	C4 - Moderate	L3 - Likely	C - Medium	▪ Soil and Water Management Sub-plan ▪ Surface Water Quality Monitoring Program ▪ ER Endorsement ▪ Discharge Impact Assessment ▪ Spill management procedure ▪ Site specific ECM/ESCP ▪ Concreting of high-traffic areas including truck marshalling area	C4 - Moderate	L4 – Unlikely	C - Medium

Risk Area	Risk Context	Inherent Risk Rating			Controls	Residual Risk Rating		
		Consequence Level	Likelihood Level	Risk Rating		Consequence Level	Likelihood Level	Risk Rating
	plan. Additional risks include potential contamination of land or groundwater due to spills or leaks. WTPs will be designed to meet discharge criteria.							
Air Quality Management	In the absence of controls, air quality impacts will be experienced by adjacent commercial and residential receivers during the establishment of ancillary facilities and as a result of demolition activities, ground disturbance and stockpiling.	C5 - Minor	L3 - Likely	C - Medium	▪ Air Quality Management Sub-plan ▪ ER Endorsement ▪ Concreting of high-traffic areas including truck marshalling area ▪ Regular sweeping of high-traffic areas including truck marshalling area	C5 - Minor	L4 - Unlikely	D - Low
Waste Management	Tunnelling activities, surface works/demolition and the establishment and operation of ancillary facilities will generate a substantial volume of waste material that will be segregated into waste streams, temporarily stored onsite, transported off-site for reuse or disposal.	C4 - Moderate	L3 - Likely	C - Medium	▪ Waste Management Sub-plan ▪ ER Endorsement ▪ Sustainability Management Plan	C4 - Moderate	L4 - Unlikely	D - Low
Community and Business Management	Localised noise and vibration impacts will continue to be experienced by community and businesses near the works. Traffic impacts on haulage routes and movements of site vehicles, loss of parking and property access impacts at all locations are also expected and will need to be mitigated.	C4 - Moderate	L2 – Very Likely	B - High	▪ Overarching Community Communications Strategy ▪ Community Communications Strategy ▪ Complaints Management System	C4 - Moderate	L3 - Likely	C - Medium

Risk Area	Risk Context	Inherent Risk Rating			Controls	Residual Risk Rating		
		Consequence Level	Likelihood Level	Risk Rating		Consequence Level	Likelihood Level	Risk Rating
					▪ Small Business Owners Engagement Plan ▪ Community Benefits Plan			
Contamination	Disturbance of contamination (soil or groundwater) potentially exacerbating existing risks by mobilising otherwise stable contamination and causing on-site and off-site migration. Potential to cause impacts to human health or receiving environments	C4 - Moderate	L3 - Likely	C - Medium	▪ Soil and Water Management Sub-plan ▪ ER Endorsement ▪ SAQP and Detailed Site investigation (DSI) ▪ RAP if required following DSI ▪ Groundwater monitoring program ▪ Certified Contaminated Land Consultant endorsement ▪ Accredited Site Auditor approval ▪ Spill kits available	C4 - Moderate	L5 – Very Unlikely	D - Low

Table D2: Sydney Metro likelihood criteria and risk matrix

Probability	One off event How likely?	Frequency	Repeated How often?	Likelihood		Consequence					
						Insignificant	Minor	Moderate	Major	Severe	Catastrophic/ Transformational
						C6	C5	C4	C3	C2	C1
	Expected to occur frequently during time of activity or project. Greater than a 90% chance of occurring.		10 times or more every year	**Almost certain**	**L1**	Medium	High	High	Very High	Very High	Very High
	Expected to occur occasionally during time of activity or project. A 75-90% chance of occurring.		1-10 times every year	**Very Likely**	**L2**	Medium	Medium	High	High	Very High	Very High
	More likely to occur than not occur during time of activity or project A 50-75% chance of occurring.		Once each year	**Likely**	**L3**	Low	Medium	Medium	High	High	Very High
	More likely not to occur than occur during time of activity or project. A 25-50% chance of occurring.		Once every 1 to 10 years	**Unlikely**	**L4**	Low	Low	Medium	Medium	High	High
	Not expected to occur during the time of activity or project. A 10-25% chance of occurring.		Once every 10 to 100 years	**Very Unlikely**	**L5**	Low	Low	Low	Medium	Medium	High
	Not expected to ever occur during time of activity or project. Less than 10% chance of occurring.		Less than once every 100 years	**Almost Unprecedented**	**L6**	Low	Low	Low	Low	Medium	Medium

Table D3: Sydney Metro consequence criteria

	CONSEQUENCES					
	Insignificant	Minor	Moderate	Major	Severe	Catastrophic
	C6	C5	C4	C3	C2	C1
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 executive. Loss of operating licence.
Customer Experience and Satisfaction	Infrequent or unrelated written complaints.	A stream of written complaints for more than 3 months.	A stream of written complaints for more than a year.	A substantial and sustained uplift in the rate of complaints.	A deluge of complaints for up to 6 months with normal background rates increasing by a factor of 3 or more.	A prolonged deluge of complaints for more than 6 months, with some normal background rates increasing by a factor of 10 or more.

Appendix E Compliance Tracking

Infrastructure Approvals

Table 19: Infrastructure Approvals

Ref	Description	Reference	How Addressed
C-A1	Approval is granted to the 'Concept' as described in Schedule 1 and in Chapter 6 and in Chapter 7 of the Sydney Metro West – Westmead to The Bays and Sydney CBD Environmental Impact Statement dated 15 April 2020, as amended by the following: (a) Sydney Metro West – Westmead to The Bays and Sydney CBD Amendment Report dated 20 November 2020; and (b) Sydney Metro West – Westmead to The Bays and Sydney CBD Submissions Report dated 20 November 2020.	This CEMP	This CEMP provides a framework for ensuring compliance with the requirements of the Infrastructure Approvals and REMMs.
C-A2	The Proponent must carry out the CSSI Concept in accordance with the conditions of this approval and the documents listed in Condition C-A1 of this schedule unless otherwise specified in, or required under, the conditions of this approval.	This CEMP	This CEMP provides a framework for ensuring compliance with the requirements of the Infrastructure Approvals and REMMs.
C-A3	In the event of an inconsistency between: (a) the conditions of this approval and any document listed in Condition C-A1 of this schedule inclusive, the conditions of this approval will prevail to the extent of the inconsistency; and (b) any document listed in Condition C-A1 of this schedule, the most recent document will prevail to the extent of the inconsistency. Note: For the purpose of this condition, there will be 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.	Appendix E	Condition noted.
A1	The Proponent must carry out the CSSI in accordance with the conditions of this approval and generally in accordance with the: (a) Sydney Metro West – Major civil construction between The Bays and Sydney CBD Environmental Impact Statement dated 25 October 2021; (b) Sydney Metro West – Major civil construction between The Bays and Sydney CBD Submissions Report dated April 2022; (c) Sydney Metro West – Archaeological Research Design and Excavation Methodology – Pyrmont Station dated April 2022; and (d) Sydney Metro West – Aboriginal and Historical Archaeological Research Design– Hunter Street Station (Sydney CBD) dated May 2022.	This CEMP	This CEMP provides a framework for ensuring compliance with the requirements of the Infrastructure Approvals and REMMs.

Ref	Description	Reference	How Addressed
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 CEMP	This CEMP provides a framework for ensuring compliance with the requirements of the Infrastructure Approvals 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*	Appendix E	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.	Appendix E	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 conditions of this approval; (d) any audit of the CSSI; (e) the conditions of this approval and compliance with the conditions of this approval (including anything required to be done under this approval); (f) the carrying out of any additional monitoring or mitigation measures; and (g) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under the conditions of this approval.	Section 3.7.4	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.
A6	Where the conditions 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;	Section 1.3	This CEMP has been prepared in accordance with Conditions C1 and C3. As per the Phasing Report, this CEMP will be submitted to the ER for endorsement. There are no agency consultation

Ref	Description	Reference	How Addressed
	(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. *Note: *Consultation with the community and businesses will be undertaken in accordance with the Overarching Community Communication Strategy required under* Condition B1.		requirements triggered in the preparation of this CEMP.
A8	References in the conditions 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, unless otherwise approved by the Planning Secretary.	Appendix E	Condition noted.
A9	The Proponent may update corresponding strategies, plans, procedures, panels, systems, protocols and programs prepared to meet the requirements of CSSI Approvals SSI 10038 and SSI 7400 for the purposes of meeting the requirements of the CSSI consistent with this approval. Where a strategy, plan, procedure, panel, system protocol or program in SSI 10038 and SSI 7400 has been updated and remains consistent with that prepared for SSI 10038 and SSI 7400 and meets the requirements of this approval, the updated version must be submitted to the Planning Secretary for information. Where the update is inconsistent with the prepared documents for SSI 10038 and SSI 7400, the approval for the document must be sought in accordance with the requirements of this approval, if required. *Note: Where a strategy, plan, procedure, panel, system protocol or program in SSI 10038 or SSI 7400 has been updated for the purpose of this approval, that update does not affect the strategy, plan, procedure, panel, system protocol or program for the purpose of complying with SSI 10038 or SSI 7400, and the original document/s continues to apply in relation to SSI 10038 and SSI 7400.*	Appendix E	Condition noted.
A11	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 A45.	Appendix E	Condition noted.
A12	Any document or similar that must be prepared under the conditions of this approval, may be prepared, and where applicable submitted, for multiple phases of the CSSI, if agreed by the Planning Secretary	Appendix E	Condition noted.

Ref	Description	Reference	How Addressed
A13	Without limitation, all strategies, plans, programs, reviews, audits, report recommendations, protocols and the like required by the terms of this approval must be implemented by the Proponent and in accordance with all requirements issued by the Secretary.	This CEMP	This CEMP provides a framework for ensuring compliance with the requirements of the Infrastructure Approvals and REMMs.
A14	The CSSI may be constructed in phases. Where phased construction is proposed, a Phasing Report must be prepared and submitted to the Planning Secretary for information. The Phasing Report must be submitted to the Planning Secretary for information no later than one (1) month before the commencement of construction of the first of the proposed phases of construction.	Section 2.3	The Phasing Report is prepared by Sydney Metro. Details on construction phasing, as relevant to the Tunnelling, Excavation and Associated Works, are provided in Section 2.3.
A16	The CSSI must be phased in accordance with the Phasing Report, as submitted to the Planning Secretary for information.	Section 2.3	The Phasing Report is prepared by Sydney Metro. Details on construction phasing, as relevant to the Tunnelling, Excavation and Associated Works, are provided in Section 2.3.
A17	Where phasing is proposed, the conditions of this approval that apply or are relevant to the work or activities to be carried out in a specific phase must be complied with at the relevant time for that phase.	Section 2.3	The Phasing Report is prepared by Sydney Metro. Details on construction phasing, as relevant to the Tunnelling, Excavation and Associated Works, are provided in Section 2.3.
A18	Where changes are proposed to the phasing of construction, a revised Phasing Report must be prepared and submitted to the Planning Secretary for information before the commencement of changes to the phasing of construction.	Section 2.3	The Phasing Report is prepared by Sydney Metro. Details on construction phasing, as relevant to the Tunnelling, Excavation and Associated Works, are provided in Section 2.3.

Ref	Description	Reference	How Addressed
A19	With the approval of the Planning Secretary, the Proponent may submit any strategies, plans or programs required by this approval on a progressive basis within each phase 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 phase, and the trigger for updating the strategy, plan or program.*	Appendix E	Condition noted.
A20	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; and (b) they are not located next to sensitive land user(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, unless otherwise approved by the Planning Secretary; 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 conditions 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 conditions 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 A23.*	Section 2.4.2	The requirements of this condition are reflected in Section 2.4.2. As detailed in Section 2.4, the scope of this CEMP is limited to ancillary facilities that are listed in Condition A1.
A21	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 A23, 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	Section 2.4	Where ancillary facilities are required, documentation will be provided to the ER, including site layouts, for endorsement. The process for obtaining endorsement are detailed within the PCEMP and this CEMP (Section 2.4Appendix C).

Ref	Description	Reference	How Addressed
	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 user(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. Site Establishment Management Plans must be submitted to the Planning Secretary for approval one (1) month before the establishment of any ancillary facilities		Reflecting the requirements of Condition C2 and C3, the CEMPs 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.
A22	The use of an 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 C14 have been approved by the Planning Secretary or endorsed by the ER (whichever is applicable). *Note: This condition does not apply to Condition A23 or where the use of an ancillary facility is Low Impact Work or for Low Impact Work*	Section 1.3	The use of ancillary facilities for construction will not commence until a CEMP has been endorsed by the ER.
A23	Minor ancillary facilities may 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 proponent with the adoption of mitigation measures as appropriate, and: (c) in the opinion of the ER have: (i) minimal amenity and environmental impact, and (ii) (ii) no impacts on biodiversity and or Heritage items beyond those already approved under other conditions of this approval.	Section 2.4.1	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
A24	Boundary screening must be erected around ancillary facilities that are adjacent to sensitive land user(s) for the duration that the ancillary facility is in use unless otherwise agreed with relevant affected residents, business operators or landowners.	Visual Amenity Management Sub-plan	Sydney Metro will provide graphical designs for boundary screening to JCG. Refer to the Visual Amenity Management Sub-plan for further details.
A25	Boundary screening required under Condition A24 must minimise visual impacts on adjacent sensitive land user(s).	Visual Amenity Management Sub-plan	Sydney Metro will provide graphical designs for boundary screening to JCG. Refer to the Visual Amenity Management Sub-plan for further details.
A29	Work must not commence until an Environmental Representative (ER) has been nominated by the Proponent and approved by the Planning Secretary.	Section 3.4.4	The ER has been nominated by Sydney Metro and approved by the Planning Secretary.
A32	For the duration of the work or as agreed with the Planning Secretary, the approved ER must be enabled to: (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 conditions of this approval; (c) consider and recommend to the Proponent 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 A14, A21, C1, C5 and C14 and any other documents that are identified by the Planning Secretary, to be satisfied that they are consistent with requirements in or under this approval and if so: (i) must make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or (ii) must make a written statement to this effect 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	Section 3.4.4	The ER has been nominated by Sydney Metro and approved by the Planning Secretary. Roles and responsibilities of the ER are detailed in Section 3.4.4.

Ref	Description	Reference	How Addressed
	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 A14, A21, C1, C5 and C14 to be satisfied that implementation is being carried out in accordance with the document and the conditions 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 A41; (h) as may be requested by the Planning Secretary, assist in the resolution of community complaints received directly by the Department; (i) consider the impacts of minor ancillary facilities as required by Condition A23 of this schedule and where satisfied, endorse; 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 receivers, and are consistent with the conditions 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 conditions 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 3.4.4	The ER has been nominated by Sydney Metro and approved by the Planning Secretary. Roles and responsibilities of the ER and JCG are detailed in Section 3.4.4.

Ref	Description	Reference	How Addressed
A34	Work must not commence until an AA has been nominated by the Proponent and approved by the Planning Secretary.	Section 3.4.5	The AA has been nominated by Sydney Metro and approved by the Planning Secretary.
A37	The approved AA must: (a) receive and respond to communication from the Planning Secretary in relation to the performance of the CSSI in relation to noise and vibration; (b) consider and inform the Planning Secretary on matters specified in the conditions of this approval relating to noise and vibration; (c) consider and recommend, to the Proponent, improvements that may be made to avoid or minimise adverse noise and vibration impacts; (d) review all proposed night-time works (with the exception of low risk activities) to determine if sleep disturbance would occur and recommend measures to avoid sleep disturbance or appropriate additional alternative mitigation measures; (e) review all noise and vibration documents required to be prepared under the conditions of this approval and, should they be consistent with the conditions of this approval, endorse them before submission to the Planning Secretary (if required to be submitted to the Planning Secretary) or before implementation (if not required to be submitted to the Planning Secretary); (f) regularly monitor the implementation of all noise and vibration documents required to be prepared under the conditions of this approval to ensure implementation is in accordance with what is stated in the document and the conditions of this approval; (g) review the Proponent's notification of incidents in accordance with Condition A45; (h) in conjunction with the ER (where required), the AA must: (i) as may be requested by the Planning Secretary or Community Complaints Mediator (required by Condition B8), help plan, attend or undertake audits of noise and vibration management of the CSSI including briefings, and site visits, (ii) in the event that conflict arises between the Proponent and the community in relation to the noise and vibration performance of the CSSI, follow the procedure in the Overarching Community Communication Strategy referenced in Condition B1 to attempt to resolve the conflict, and if it cannot be resolved, notify the Planning Secretary, (iii) if requested by the ER, consider relevant minor amendments made to the Site Establishment Management Plan, CEMP, relevant sub-plans and noise and vibration monitoring programs that require updating or are of an administrative nature, and are consistent with the conditions of this approval and the management plans and monitoring programs approved by the Planning Secretary	Section 3.4.5	The AA has been nominated by Sydney Metro and approved by the Planning Secretary. Roles and responsibilities of the AA are detailed in Section 3.4.5.

Ref	Description	Reference	How Addressed
	and, if satisfied such amendment is necessary, endorse the amendment, (this does not include any modifications to the conditions of this approval), (iv) if requested by the ER, review the noise impacts of minor ancillary facilities, and (v) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, a Monthly Noise and Vibration Report detailing the AA's actions and decisions on matters for which the AA was responsible in the preceding month. The Monthly Noise and Vibration Report must be submitted within seven (7) days following the end of each month for the duration of the AA's engagement for the CSSI, or as otherwise agreed by the Planning Secretary.		
A38	The Proponent must cooperate with the AA by: (a) providing access to noise and vibration monitoring activities as they take place; (b) providing access to the Complaints Register if requested; (c) providing for review of noise and vibration documents required to be prepared under the conditions of this approval; and (d) considering any recommendations to improve practices and demonstrating, to the satisfaction of the AA, why any recommendation is not adopted.	Section 3.4.5	The requirements of this Condition are included in Section 3.4.5.
A39	The Department must be notified in writing of the date of commencement of construction before the commencement of construction.	Section 1.3	The requirements of this Condition are included in Section 1.3.
A40	If construction of the CSSI is to be phased, the Department must be notified in writing before the commencement of each phase, of the date of the commencement of that phase.		
A41	Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020). Notwithstanding the above, 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 before commencement of the first audit and implemented throughout construction.	Section 3.12.1	Sydney Metro is responsible for the delivery of Independent Audits. The requirement to undertake Independent Audits during the Tunnelling, Excavation and Associated Works is detailed in Section 3.12.1.
A44	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 3.12.1	Sydney Metro is responsible for the delivery of Independent Audits. The requirements of this Condition are captured in Section 3.12.1.
A45	The Planning Secretary must be notified via phone or in writing via the Major Projects website immediately after the Proponent becomes aware of an incident. Any notification via phone must be	Section 3.10.1	Notification to the Planning Secretary of incidents will be

Ref	Description	Reference	How Addressed
	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. Subsequent notification must be given and reports submitted in accordance with the requirements set out in Appendix A.		undertaken in accordance with the requirements of this condition.
A46	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 conditions of this approval.	Section 3.12.2	Notification to the Planning Secretary of non-compliances will be undertaken in accordance with the requirements of this condition.
A47	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 3.12.2	Notification to the Planning Secretary of non-compliances will be undertaken in accordance with the requirements of this condition.
A48	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.	Visual Amenity Management Sub-plan	The requirements of this condition are addressed in the Visual Amenity Management Sub-plan.
A49	The locations of all heavy vehicles used for spoil haulage must be monitored in real time and the records of monitoring be made available to the Planning Secretary and the EPA upon request for a period of no less than one year following the completion of construction.	Section 4.6.2	The requirements of this condition are addressed in Section 4.6.2.
B1	The Overarching Community Communication Strategy as provided in the documents listed in Condition A1 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 3.7.1	Sydney Metro has developed the OCCS for the Project. The Community Communication Strategy details how the JCG will implement the requirements of the OCCS.
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 3.7.3	The Complaints Management System will be established by Sydney Metro prior to

Ref	Description	Reference	How Addressed
			commencement of any work. JCG will implement the Complaints Management System for the duration of the ETP 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 3.7.3	As detailed in the OCCS, 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; (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.	Section 3.7.3	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 be captured within the Complaints Register by JCG.
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 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).	Section 3.7.3	The Collection Statement will be communicated to complainants in accordance with the requirements of this Condition.

Ref	Description	Reference	How Addressed
	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.		
B9	Community Complaints Mediation 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	OCCS and the Community 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 OCCS and the Community 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 or clear government policy and resolution processes are available, or matters which are not within the scope of this CSSI.		
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 phases of construction of the CSSI. Up-to-date information (excluding confidential, private, commercial information or other documents as agreed to by the Planning Secretary) must be published before the relevant work commencing and maintained on the website or dedicated pages including: (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 conditions 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 conditions), and copies of any approval granted by the Minister to a modification of the conditions 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 conditions 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.	Section 3.7.1 OCCS Community Communication Strategy	The Project website has been established by Sydney Metro. Reflecting the requirements of this Condition, JCG will provide Sydney Metro with this CEMP for inclusion on the website.

Ref	Description	Reference	How Addressed
	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. Note: *The intention of this condition is to increase transparency and for information/documents required as part of the approval to be provided proactively and publicly in an easily accessible manner. Where information is excepted by this condition, it is intended that these documents are provided in their redacted form.*		
D2	Unless otherwise agreed by the Planning Secretary, the CSSI must be designed and constructed to not worsen flooding characteristics within and in the vicinity of the CSSI. Not worsen existing flooding characteristics means the following: (a) a maximum increase in inundation time of one hour during any flood event up to and including a one (1) per cent Annual Exceedance Probability (AEP) flood event; (b) a maximum increase of 10 mm in inundation at properties where floor levels are currently exceeded during any flood event up to and including a one (1) per cent AEP flood event; (c) a maximum increase of 50 mm in inundation of land at properties where floor levels would not be exceeded during any flood event up to and including a one (1) per cent AEP flood event; and (d) no inundation of floor levels which are currently not inundated during any flood event up to and including a one (1) per cent AEP flood event. Measures identified in the documents listed in Condition A1 of this schedule to not worsen flooding characteristics or measures that achieve the same outcome must be incorporated into the detailed design. The incorporation of these measures must be reviewed and endorsed by a suitably qualified and experienced person in consultation with directly affected landowners, DPE Water, DPI Fisheries, Environment and Heritage Group, NSW State Emergency Service (SES) and relevant Councils. Where flooding characteristics exceed the levels identified in (a), (b), (c), (d) above, the Proponent must undertake the following: (e) consult with property owners for properties adversely flood affected as a result of the CSSI and mitigate where necessary; and (f) consult with the NSW State Emergency Service (SES) and relevant Councils regarding the	Section 4.3	The requirements of this Condition are addressed in Section 4.3.

Ref	Description	Reference	How Addressed
	management of any residual flood risk beyond the 1 per cent AEP flood event and up to the probable maximum flood.		
D3	Flood information including flood reports, project flood models, data and geographic information system outputs, must be provided to the relevant Council, Environment and Heritage Group and the SES. The Council, Environment and Heritage Group 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 relevant Council, Environment and Heritage Group or the SES must be provided no later than six (6) months following the completion of construction or within another timeframe agreed with the relevant Council, Environment and Heritage Group and the SES.	Section 4.3	The requirements of this Condition are addressed in Section 4.3.
D21	Work must only be undertaken during the following hours: (a) 7:00am to 6:00pm Mondays to Fridays, inclusive; (b) 8:00am to 6:00pm Saturdays; and (c) at no time on Sundays or public holidays.	Section 2.5	Construction hours are detailed in Section 2.5 and reflected in each DNVIS.
D22	Except as permitted by an EPL, highly noise intensive work that results in an exceedance of the applicable NML at the same receiver must only be undertaken: (a) between the hours of 8:00 am to 6:00 pm Monday to Friday; (b) between the hours of 8:00 am to 1:00 pm Saturday; and (c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one (1) hour. For the purposes of this condition, 'continuously' includes any period during which there is less than one (1) hour between ceasing and recommencing any of the work.	Section 2.5	Construction hours are detailed in Section 2.5 and reflected in each DNVIS.
D23	Notwithstanding Conditions D21 and D22 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. On becoming aware of the need for emergency work in accordance with (a)(ii) above, the AA, 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	Section 2.5	Construction hours are detailed in Section in 2.5 and reflected in each DNVIS.

Ref	Description	Reference	How Addressed
	land user(s) of the likely impact and duration of those work. (b) Low Noise Impact Work, 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 LAFmax(15 minute) noise levels no more than 15 dB(A) above the rating background level at any residence; or (iii) 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: (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 D24; or (iii) negotiated agreements with directly affected residents and sensitive land user(s). (d) By Prescribed Activity, including: (i) tunnelling by tunnel boring machine (excluding cut and cover tunnelling and surface works) are permitted 24 hours a day, seven days a week; or (ii) delivery of material that is required to be delivered outside of standard construction hours in Condition D21 to directly support tunnelling activities, except between the hours 10:00 pm and 7:00 am to / from the Pyrmont construction site which could result in a sleep disturbance event for receivers in the proximity of Pyrmont Street, Edward Street, Union Street, Paternoster Row and Pyrmont Bridge Road; or (iii) haulage of spoil except between the hours of 10:00 pm and 7:00 am to / from the Pyrmont construction site; or (iv) work within an acoustic shed where there is no exceedance of noise levels under Low Noise Impact Work circumstances identified in (b) above, unless otherwise agreed by the Planning Secretary.		

Ref	Description	Reference	How Addressed
	Note: Tunnelling does not include station box excavation.		
D38	The Proponent must identify all receivers at Pyrmont and Hunter Street Sydney CBD likely to experience internal noise levels greater than Leq(15 minute) 60 dB(A) inclusive of a 5 dB penalty, if rock breaking or any other highly noise intensive activity likely to result in regenerated (ground-borne) noise or a perceptible level of vibration is planned (including works associated with utility adjustments), between 7am and 8pm. *Note: This condition does not override requirements for work hours as outlined in* **Conditions D21**, **D22 and D23** *above*.	DNVIS	This condition is addressed in the NVMP sub-plan and DNVIS.
D39	The Proponent must consult with all receivers identified in accordance with **Condition D38** with the objective of determining appropriate hours of respite so that construction noise (including ground-borne noise), does not exceed internal noise levels of: (a) Leq(15 minute) 60 dB(A) inclusive of a 5 dB penalty if rock breaking or any other highly noise intensive activity likely to result in ground-borne noise or a perceptible level of vibration is planned between 7am – 8pm for more than 50 percent of the time; and (b) Leq(15 minute) 55 dB(A) inclusive of a 5 dB penalty if rock breaking or any other highly noise intensive activity likely to result in ground-borne noise or a perceptible level of vibration is planned between 7am – 8pm for more than 25 percent of the time, unless an agreement is reached with those receivers. This condition does not apply to noise associated with the cutting surface of a TBM as it passes under receivers. *Note This condition requires that noise levels be less than Leq(15 minute) 60 dB(A) for at least 6.5 hours between 7am and 8pm, of which at least 3.25 hours must be below Laeq(15 minute) 55 dB(A). Noise equal to or above Leq(15 minutes) 60 dB(A) is allowed for the remaining 6.5 hours between 7am and 8pm.*	DNVIS	This condition is addressed in the NVMP sub-plan and DNVIS.
D40	Notwithstanding **Conditions D22** and **D23**, rock breaking and other particularly highly noise intensive activities for station shaft or cut and cover stations is not permitted outside of hours identified in **Condition D21**, except at Hunter Street Sydney CBD; or (a) 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) where different construction hours are permitted or required under an EPL in force in respect of the construction; or (c) where an EPL is not required or in force, approved through an Out of Hours Work Protocol developed in accordance with **Condition D24**; or	DNVIS	This condition is addressed in the NVMP sub-plan and DNVIS.

Ref	Description	Reference	How Addressed
	(d) construction that causes LAeq(15 min) noise levels: (i) no more than 5 dB(A) above the rating background level at any residence in accordance with the *Interim Construction Noise Guideline (DECC, 2009)*; and (ii) no more than the noise management levels specified in Table 3 of the Interim Construction Noise Guideline (DECC, 2009) at other sensitive land uses; and (iii) continuous or impulsive vibration values, measures at the most affected residence are no more than those for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006); and (iv) intermittent vibration values measured at the most affected residence are no more than those for human exposure to vibration, specified in Table 2.4 of *Assessing Vibration: a technical guideline* (DEC, 2006).		
D42	The CSSI must be designed and constructed with the objective of minimising impacts to, and interference with, third party property and infrastructure, and that such infrastructure and property is protected during construction.	Section 4.5	The requirements of this condition are addressed in Section 4.5.
D43	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 4.5	The requirements of this condition are addressed in Section 4.5.
D44	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 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 4.5	The requirements of this condition are addressed in Section 4.5.
D45	Condition surveys of all items for which condition surveys were undertaken in accordance with Condition D44 must be undertaken by a suitably qualified and experienced person after completion of the work identified in Condition D44. 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 unless otherwise agreed by the Planning Secretary.	Section 4.5	The requirements of this condition are addressed in Section 4.5.

Ref	Description	Reference	How Addressed
D46	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 D44 unless another timeframe is agreed with the owner of the affected surface or sub-surface structure or recommended by the IPIAP.	Section 4.5	The requirements of this condition are addressed in Section 4.5.
D47	Appropriate equipment to monitor areas in proximity of construction sites and the tunnel route during construction must be installed with particular reference to at risk buildings, structures and utilities identified in the condition surveys required by Condition D44 and / or geotechnical analysis as required. If monitoring during construction indicates exceedance of predicted impacts identified in the documents in Condition A1 or determined through geotechnical analysis, then all construction affecting settlement must cease immediately if it is safe to do so and must not resume until fully rectified or a revised method of construction is established that will ensure protection of affected buildings.	Section 4.5.1	The requirements of this condition are addressed in Section 4.5.1
D48	An Independent Property Impact Assessment Panel (IPIAP) must be established. The Planning Secretary must be informed of the members of the IPIAP and the IPIAP 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 D44 and D45, the resolution of property damage disputes and the establishment of ongoing settlement monitoring requirements.	Appendix E	Sydney Metro will establish and implement the IPIAP.
D49	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.	Appendix E	Condition noted. Sydney Metro will establish and implement the IPIAP.
D50	Settlement monitoring must be extended 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 D47. The results of the monitoring must be made available to the Planning Secretary upon request.	Section 4.5.1	The requirements of this condition are addressed in Section 4.5.1
D51	Adverse social impacts as a result of the CSSI must be minimised and managed, and social benefits enhanced in accordance with the *Social Impact Assessment Guideline* (Department of Planning, Industry and Environment, November 2021).	Section 3.7.1 Section 3.7.2	Adverse social impacts will be minimised and managed through community engagement and small business owners engagement.

Ref	Description	Reference	How Addressed
D52	Community Communications Strategy(s) must be prepared in accordance with the Overarching Community Communication Strategy as provided in the documents listed in Condition A1 and must: (a) identify affected communities, including vulnerable or marginalised groups; (b) include specific and proportionate measures and mitigations to manage impacts identified in section 4.3 (as relevant) of the Social Impact Assessment Guideline (Department of Planning, Industry and Environment, November 2021) and enhance positive social outcomes; (c) support the implementation of the Community Benefits Plan(s) as required under Condition D53; (d) be informed by engagement with directly affected communities and stakeholders; and (e) consider cumulative impacts at each site, as relevant. The Community Communication Strategy(s) must be submitted to the Planning Secretary for information before construction. The Community Communication Strategy(s) must be implemented for the duration of construction. The CCS(s) must be monitored and reviewed in accordance with the OCCS, including consideration of the appropriateness of mitigation measures and lessons learnt.	Section 3.7.1	The requirements of this condition are addressed in Section 3.7.1.
D54	Small Business Owners Engagement Plan(s) must be prepared and implemented in accordance with the Overarching Community Communication Strategy to minimise adverse impacts and secure benefits to businesses and traders on streets and underground pedestrian access affected by construction of the CSSI. The Plan(s) must include but not necessarily be limited to: (a) measures to address amenity, vehicular and pedestrian access (including wayfinding) and visibility of the business or service appropriate to its reliance on such, and other reasonable matters raised in consultation with affected businesses and traders; (b) measures to address impacts from the permanent closure of DeMastre Place and temporary closure of the underground pedestrian walkway between Wynyard Station and Pitt Street; (c) measures to assist small businesses adversely impacted by construction of the CSSI, such as small business education and mentoring, activation events, business engagement events, marketing and promotion. The Plan(s) must be prepared and submitted to the Planning Secretary for information before construction at the relevant construction site. The Plan(s) must be monitored and reviewed in accordance with the Overarching Community Communication Strategy.	Section 3.7.2	The Small Business Owners Engagement Plan(s) will be prepared and implemented in accordance with the requirements of this condition.

Ref	Description	Reference	How Addressed
D66	A Water Reuse Strategy must be prepared, which sets out options for the reuse of collected stormwater and groundwater during the CSSI. 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. Nothing in this condition prevents the Proponent from preparing separate Water Reuse Strategies for the construction phases of the CSSI.	Section 4.4	A Water Reuse Strategy will be prepared in accordance with the requirements of this condition.
D67	Access to all utilities and affected properties must be maintained where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Section 4.6.3	The requirements of this condition are addressed in Section 4.6.3.
D68	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.	Section 4.5	The requirements of this condition are addressed in Section 4.5.
D69	During construction of the CSSI, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of affected businesses / traders. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses / traders and relevant Councils and implemented prior to the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Section 4.6.3 Appendix B	The requirements of this condition are addressed in Section 4.6.3 and the Traffic and Access Management Procedure.

Ref	Description	Reference	How Addressed
D70	Construction vehicles (including light vehicles) must not use Robert Street, Rozelle to access The Bays metro station construction site, unless required in the event of an emergency situation.	Section 4.6.2 Appendix B	The requirements of this condition are addressed in Section 4.6.2.
D71	The locations of all heavy vehicles used for spoil haulage for the CSSI 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 4.6.2 Appendix B	The requirements of this condition are addressed in Section 4.6.2.
D72	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 4.6.1	The requirements of this condition are addressed in Section 4.6.1.
D73	Local roads proposed to be used by heavy vehicles to directly access 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 CTMPs.	Section 4.6.2 Appendix B	The requirements of this condition are addressed in Section 4.6.2.
D74	All requests to the Planning Secretary under Condition D73 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 or 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; (d) measures that will be implemented to avoid where practicable the use of 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 4.6.2	The requirements of this condition are addressed in Section 4.6.2.
D75	Prior to any local road being 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 council 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 4.5	The requirements of this condition are addressed in Section 4.5.
D76	If damage to roads occurs as a result of the construction of the CSSI, the Proponent must either (at the relevant council's discretion): (a) compensate the relevant council 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 4.5	The requirements of this condition are addressed in Section 4.5.

Ref	Description	Reference	How Addressed
D77	All vehicles associated with the CSSI (including light vehicles and heavy vehicles) must be managed to: (a) minimise parking on public roads; (b) minimise idling and queueing on state and regional roads; (c) not carry out marshalling of construction vehicles near sensitive land user(s); (d) not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided; and (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	Appendix B	The requirements of this condition are addressed in the Traffic and Access Management Procedure.
D78	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on- and off-street parking changes during construction of the CSSI. The Construction Parking and Access Strategy must include, but not necessarily be limited to: (a) achieving the requirements of Condition D77 above; (b) confirmation and timing of the removal of on- and off-street parking associated with construction of the CSSI; (c) parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events; (d) consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction; (e) assessment of the impacts to on- and off-street parking stock taking into consideration, outcomes of consultation with affected stakeholders and considering the impacts of special events; (f) identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes; (g) where residential parking schemes already exist, off-road parking facilities must be provided for the project workforce; (h) mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures; (i) details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites; (j) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and (k) provision of reporting of monitoring results to the Planning Secretary and relevant Councils at six (6) monthly intervals.	Section 4.6.4	The requirements of this condition are addressed in Section 4.6.4.

Ref	Description	Reference	How Addressed
	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month prior to the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before and during construction that impact parking and incorporated into the CTMPs.		
D79	A Traffic and Transport Liaison Group(s) must be established before construction in accordance with the Construction Traffic Management Framework to inform the development of CTMPs.	Section 4.6.6	Sydney Metro will establish the Traffic and Transport Liaison Group (TTLG). The requirements of this condition are addressed in Section 4.6.6.
D80	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 CTMPs.	Section 4.6.7	The requirements of this condition are addressed in Section 4.6.7. Sydney Metro is responsible for the requirements of this condition with respect to operational traffic.
D81	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.	Section 4.6.5	The requirements of this condition are addressed in Section 4.6.5.
D82	Safe pedestrian and cyclist access must be maintained and signposted around CSSI construction sites during construction, including during the operation of festivals and special events, in accordance with the CTMPs. *Note: Pedestrian and cyclist access around construction sites must be as direct as reasonably practicable.*	Appendix B	The requirements of this condition are addressed in the Traffic and Access Management Procedure.
D83	The Proponent must maintain emergency vehicle access, in consultation with TfNSW, relevant Councils and emergency services at all times throughout the CSSI. Measures must be outlined in the Construction Parking and Access Strategy required under Condition D78 above.	Section 4.6.4 Appendix B	The requirements of this condition are addressed in Section 4.6.4 and the Traffic and Access Management Procedure.

Ref	Description	Reference	How Addressed
D84	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 4.5	The requirements of this condition are addressed in Section 4.5.
D85	A Utility Coordination Manager must be appointed for the duration of work associated with the CSSI. The role of the Utility Coordination Manager must include, but not be limited to: (a) the management and coordination of all utility work associated with the delivery of the CSSI, to ensure respite is provided to the community; (b) providing advice to the Sydney Metro Place Manager regarding upcoming utility work, including the scope of the work and the responsibility for the work; and (c) investigating complaints received from the Community Complaints Mediator or the Project communication team relating to utility work and providing a response as required.	Section 4.5	The requirements of this condition are addressed in Section 4.5.
D86	Wayfinding information must be incorporated on temporary hoardings to guide pedestrians around ancillary facilities and enhance their understanding and experience of the locality and space.	Appendix B	The requirements of this condition are addressed in the Traffic and Access Management Procedure.
D87	Nothing in this approval permits commercial advertising on any element of the CSSI.	Visual Amenity Management Sub-plan	The requirements of this condition are addressed in the Visual Amenity Management Sub-plan.

Revised Environmental Mitigation Measures

Table 20: Revised Environmental Mitigation Measures

Ref	Description	CEMP Reference	How Addressed
TT1	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community liaison.	Appendix B	The requirements of this REMM are addressed in the Traffic and Access Management Procedure.
TT2	In the event of a traffic related incident, coordination would be carried out with Transport for NSW.	Appendix B	The requirements of this REMM are addressed in the Traffic and Access Management Procedure.
TT3	Access to properties for emergency vehicles would be provided at all times.	Appendix B	The requirements of this REMM are addressed in the Traffic and Access Management Procedure.
TT4	Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasions, police presence.	Appendix B	The requirements of this REMM are addressed in the Traffic and Access Management Procedure.
TT5	Additional enhancements for pedestrian, cyclist and motorist safety near the construction sites would be implemented during construction. This would include measures such as: ▪ Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety ▪ Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers ▪ Providing community education and awareness about sharing the road safely with heavy vehicles ▪ Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking ▪ Road safety audits will be carried out in support of Construction Traffic Management Plans Traffic Guidance Schemes in line with the requirements of the Construction Traffic Management Framework, and identified road safety risks will be removed or reduced so far as is reasonably practicable. ▪ Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.	Section 4.6.5 Appendix B	The requirements of this REMM are addressed in Section 4.6.5 (Road Safety Audits) and the Traffic and Access Management Procedure.

Ref	Description	CEMP Reference	How Addressed
TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Appendix B	The requirements of this REMM are addressed in the Traffic and Access Management Procedure.
TT7	Construction site traffic would be managed to minimise movements during peak periods.	Appendix B	The requirements of this REMM are addressed in the Traffic and Access Management Procedure.
TT8	Construction site traffic would be managed to minimise vehicle movements through school zones during pick up and drop off times.	Appendix B	The requirements of this REMM are addressed in the Traffic and Access Management Procedure.
TT9	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: ▪ Encouraging workers to use public or active transport ▪ Encouraging ride sharing ▪ Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable.	Appendix B	The requirements of this REMM are addressed in the Traffic and Access Management Procedure.
TT10	Any temporary closure or relocation of bus stops would be carried out in consultation with Transport for NSW, the relevant local council and bus operators. Wayfinding and customer information would be provided to notify customers of relocated bus stops.	Section 4.6.6	The requirements of this REMM are addressed in Section 4.6.6.
TT11	Any relocation of taxi ranks would be carried out in consultation with Transport for NSW, the relevant local council and taxi operators. Wayfinding and customer information would be provided to notify customers of relocated taxi ranks.	Section 4.6.6	The requirements of this REMM are addressed in Section 4.6.6.
TT12	Access to existing properties and buildings not required or demolished by the proposal would be maintained in consultation with property owners.	Appendix B	The requirements of this REMM are addressed in the Traffic and Access Management Procedure.
TT13	Adjustments to site access arrangements and the local road network would be explored during detailed design to minimise conflicts with heavy vehicle movements.	Appendix B	The requirements of this REMM are addressed in the Traffic and Access Management Procedure.

Ref	Description	CEMP Reference	How Addressed
TT14	Co-ordination of traffic management arrangements between major construction projects would occur in consultation with Transport for NSW.	Section 4.6.6	The requirements of this REMM are addressed in Section 4.6.6.
TT15	During major special events, impacts to the transport and traffic network would be reduced by (as necessary): ▪ Minimising the level of construction activity, and if necessary, ceasing all construction activity ▪ Maintaining appropriate access to all areas within the event precinct ▪ Erection of hoardings, site fencing and gates at key locations within the construction site boundary to permit pedestrian movements adjacent to the construction site and separate pedestrians from construction vehicles ▪ Scheduling deliveries to the construction site outside of event periods.	Appendix B	The requirements of this REMM are addressed in the Traffic and Access Management Procedure.
TT16	In consultation with Transport for NSW and the City of Sydney, options will be considered to mitigate light rail and bus precinct impacts. This would include consideration of road space reallocation on the western part of Hunter Street to manage through traffic into Hunter Street from George Street / Margaret Street.	Section 4.6.6	The requirements of this REMM are addressed in Section 4.6.6.
TT17	Emergency services would be consulted about proposed road network changes during construction. The potential for minimising the disruption to emergency services as a result of this proposal would be further investigated during detailed construction planning.	Section 4.6.6	The requirements of this REMM are addressed in Section 4.6.6.
NV14	Building condition surveys – construction vibration Condition surveys of buildings and structures near to the tunnel and excavations would be undertaken prior to the commencement of excavation at each site, where appropriate. For heritage buildings and structures the surveys would consider the heritage values of the structure in consultation with a heritage specialist.	Section 4.5	The requirements of this REMM are addressed in Section 4.5.
NV15	Cumulative construction noise impacts The likelihood of cumulative construction noise impacts would be reviewed during detailed design when detailed construction schedules are available. Co-ordination would occur between potentially interacting projects to minimise concurrent or consecutive work in the same areas, where possible. Specific mitigation strategies would be developed to manage impacts. Depending on the nature of the impact, this could involve adjustments to construction program or activities of Sydney Metro West or of other construction projects.	Section 4.2	The requirements of this REMM are addressed in each relevant DNVIS and Section 4.2. It is noted that Sydney Metro will establish and lead a forum to co-ordinate and consult with stakeholders.
BI1	Small business owner engagement would be undertaken to assist small business owners adjacent to major construction sites that are adversely impacted by construction.	Section 3.7.2	The Small Business Owners Engagement Plan(s) will be prepared and implemented in

Ref	Description	CEMP Reference	How Addressed
			accordance with the requirements of this REMM.
BI2	Planned power and utility interruptions would be scheduled to occur before or after typical business hours where feasible and reasonable. Prior notice would be provided to all affected business owners of the interruptions. Given several businesses operate on a 24 hour a day, seven days a week basis and outside of normal business hours, these businesses would need to be consulted prior to any disruption. In addition, businesses operating financial market infrastructure would be consulted to ensure sufficient backup arrangement can be put in place to minimise any disruptions to their services.	Section 4.5	The requirements of this REMM are addressed in Section 4.5.
S1	Consultation would be carried out with managers of social infrastructure located near construction sites about the timing and duration of construction work and management of potential impacts, with the aim of minimising potential disruption to the use of the social infrastructure from construction activity.	Section 3.7.1 Community Communication Strategy	The requirements of this REMM are addressed in the Community Communication Strategy.
S3	Consultation would be carried out with festival and event organisers and operational teams within Transport for NSW in proximity to construction sites to mitigate potential impacts on the operation of the festival or event.	Section 3.7.1 Community Communication Strategy	The requirements of this REMM are addressed in the Community Communication Strategy.
GW2	Condition surveys of buildings and structures in the vicinity of the tunnel and excavations would be carried out prior to the commencement of excavation at each site.	Section 4.5	The requirements of this REMM are addressed in Section 4.5.
HF1	Detailed construction planning would consider flood risk at construction sites. This would include: ▪ Identification of measures to not worsen flood impacts on the community and on other property and infrastructure during construction up to and including the 1% AEP flood event ▪ Provide flood-proofing to excavations at risk of flooding or coastal inundation 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 activities to avoid or minimise obstruction of overland flow paths, address loss of flood plain storage and limit the extent of flow diversion required. This includes design of site hoardings to minimise disruption to flow paths (if possible). Not worsen is defined as: ▪ A maximum increase in flood levels of 50 millimetres in a 1% AEP flood event ▪ A maximum increase in time of inundation on one hour in a 1% AEP flood event ▪ No increase in potential soil erosion and scouring from any increase inflow velocity in a 1% AEP flood event	Section 4.3	The requirements of this REMM are addressed in Section 4.3.

Ref	Description	CEMP Reference	How Addressed
HF3	Detailed construction planning for The Bays tunnel launch and support site construction would aim to minimise changes to existing levels in relation to potential impacts on flood behaviour, along the north-western side of site adjacent to low-lying property, to minimise reduction in floodplain storage and blockage to local overland flow path.	Section 4.3	The requirements of this REMM are addressed in Section 4.3.
HF4	Construction planning regarding flooding matters would be carried out in consultation with the NSW State Emergency Service and the relevant local council.	Section 4.3	The requirements of this REMM are addressed in Section 4.3.
HF5	Detailed construction planning for The Bays tunnel launch and support site would aim to avoid conflicts with the potential construction of flood mitigation work in Robert Street, in consultation with Inner West Council.	Section 4.3	The requirements of this REMM are addressed in Section 4.3.
HF6	To ensure flood protection on the bottom of the adit between Hunter Street Station (Sydney CBD) construction site and the Sydney Metro – City & Southwest Martin Place metro Station site, appropriate flood protection would be implemented.	Section 4.3	The requirements of this REMM are addressed in Section 4.3.
HA1	Dial before you dig searches and non-destructive digging would be carried out to identify the presence of underground utilities.	Section 4.5	The requirements of this REMM are addressed in Section 4.5.
HA2	Ongoing consultation would be carried out with utility providers for high pressure gas pipelines to identify appropriate construction methodologies to be implemented. Any interaction with high pressure gas pipelines would comply with the relevant standards, including AS 2885 Pipelines – Gas and Liquid Petroleum.	Section 4.5	The requirements of this REMM are addressed in Section 4.5.
CI1	Coordination and consultation with the following stakeholders would occur where required to manage the interface of projects under construction at the same time: ▪ Other parts of Transport for NSW ▪ Department of Planning, Industry and Environment ▪ Port Authority of NSW ▪ Local government ▪ Emergency service providers ▪ Utility providers ▪ Construction contractors. Co-ordination and consultation with these stakeholders would include: ▪ Provision of regular updates to the detailed construction program, construction sites and haul routes ▪ Identification of key potential conflict points with other construction projects ▪ Developing mitigation strategies in order to manage conflicts. Depending on the nature of the conflict, this could involve: - Adjustments to the Sydney Metro construction program, work activities or haul routes; or	Section 4.2	The requirements of this REMM are addressed in Section 4.2.

Ref	Description	CEMP Reference	How Addressed
	- adjustments to the program, activities or haul routes of other construction projects - Co-ordination of traffic management arrangements between projects.		

Environmental Performance Outcomes

Table 21: Environmental Performance Outcomes

Key Issue	Desired Performance Outcome	Sydney Metro West Performance Outcome	CEMP Reference
Business	▪ The proposal minimises impacts to business function and property including maintenance of appropriate access to businesses.	▪ Potential impacts to businesses are minimised ▪ Affected businesses are communicated with in a clear and timely manner to reduce disruption and address concerns ▪ Access to businesses for employees and customers is maintained ▪ Assistance is provided to businesses that are adversely impacted	Section 3.7.2 Traffic and Access Management Procedure (Appendix B)
Flooding	▪ The proposal minimises adverse impacts on existing flooding characteristics ▪ Construction of the proposal avoids or minimises the risk of, and adverse impacts from, infrastructure flooding or flooding hazards	▪ Dedicated evacuation routes are not impacted in flood events up to and including the probable maximum flood.	Section 4.3
Social	▪ The proposal provides socially sustainable outcomes. • The proposal maximises the social and economic welfare of the community. ▪ The proposal delivers better development outcomes by minimising negative social impacts and enhancing positive social impacts on affected communities.	▪ Negative impacts on customers and the community (including transport services, amenity, noise and vibration, water management and air quality) are minimised ▪ Impacts on the availability and quality of public open space and social infrastructure are avoided ▪ Affected communities are communicated with in a clear and timely manner to enhance community benefits, reduce disruption and address community concerns. ▪ Legacy projects are delivered to benefit local communities	Section 3.7.1 Section 3.7.2
Transport and Traffic	▪ Network connectivity, safety and efficiency of the transport system in the vicinity of the proposal are managed to minimise impacts. ▪ The safety of transport system customers is maintained, with a focus on vulnerable road users (people walking and cycling). ▪ Access and connectivity for people walking and cycling or using public transport is maintained or improved relative to the existing situation. ▪ Impacts on road network capacity and the level of service are acceptable and effectively managed. ▪ Work is compatible with existing infrastructure and future transport corridors.	▪ Construction traffic and transport impacts on special events are minimised ▪ Safe routes for pedestrians and cyclists are provided around construction sites ▪ Safe access to properties is maintained ▪ Road occupancy is minimised, particularly in the Parramatta and Sydney CBDs ▪ Changes to the travel paths of road users, including bus routes, are minimised ▪ Affected emergency services and public transport operators are provided early communication on changes in traffic conditions ▪ Loss of on-street parking and loading zones is minimised	Section 4.6 Traffic and Access Management Procedure (Appendix B)

Key Issue	Desired Performance Outcome	Sydney Metro West Performance Outcome	CEMP Reference
		▪ Heavy vehicle routes are developed in consultation with Transport for NSW, including CJP ▪ The use of local roads by heavy vehicles is minimised ▪ Safe access and egress is provided to and from construction sites	
Cumulative Impacts	▪ No desired performance outcome from Secretary's Environmental Assessment Requirements	▪ Cumulative impacts are minimised through co-ordination of construction activities and communication processes with nearby projects.	Section 4.2

Construction Environmental Management Framework

Table 22: Construction Environmental Management Framework

Ref	Description	CEMP Reference
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 3.1
3.2 (a)	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)	The SMP must, as a minimum, address and detail [the requirements listed in Section 3.2b of the CEMF].	
3.3 (a) i	The Workforce Development and Industry Participation Plan will address and detail: i. The proposed response to policies related to skills, apprenticeships, diversity, small business and Aboriginal Participation which will be delivered on the project;	Workforce Development and Industry Participation Plan
3.3 (a) ii	Proposed appropriately skilled key personnel to support delivery of the workforce development and industry participation requirements;	
3.3 (a) 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; and ▪ Inspiring Future Talent.	
4.1 (a)	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 3.7.1
4.1 (b)	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 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.	Section 3.7.1 Community Communication Strategy
4.2 (a)	A Community Communication Strategy will be developed by each Sydney Metro Principal Contractor.	Section 3.7.1 Community Communication Strategy
4.2 (b)	Key elements of the Community Communication Strategy, which will be implemented at appropriate times in the construction process, include:	
4.2 (b) 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	

Ref	Description	CEMP Reference
4.2 (b) 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)	
4.2 (b) 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)	
4.2 (b) iv	Print and radio advertisements regarding major traffic changes	
4.2 (b) v	24-hour toll-free community project information phone line	
4.2 (b) vi	Complaints management process	
4.2 (b) vii	Community information sessions, as required	
4.2 (b) 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	
4.2 (b) ix	Provision of information for Sydney Metro Community virtual or in person displays including community newsletters, information brochures and fact sheets and interactive web-based activities;	
4.2 (b) x	Clear signage at the construction sites	
4.2 (b) xi	Regular newspaper advertisements in local and metropolitan papers	
4.2 (b) xii	Regular inter-agency group meetings	
4.2 (b) xiii	Community, business and stakeholder feedback	
4.2 (b) xiv	Translator and interpreter services	
4.2 (b) 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) i	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.	Section 3.7.3 Community Communication Strategy
4.5 (a)	Principal Contractors will proactively work with potentially affected stakeholders to identify the likely impacts and put in place measures to minimise impacts.	Section 3.7.1 Community Communication Strategy

Ref	Description	CEMP Reference
4.5 (b)	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 3.7 Community Communication Strategy
4.5 (c) i	Principal Contractors will document in the Community Communication Strategy (Section 4.2) 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;	Section 3.7 Community Communication Strategy
4.5 (c) 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 ▪ Other information specific to the business that will need to be considered in construction planning.	
4.5 (c) iii	Define the roles and responsibilities in relation to the control and monitoring of business disturbance	
4.5 (c) iv	Identification of locality specific standard business mitigation measures which would be implemented	
4.5 (c) v	Maps and diagrams to illustrate the information for easy identification of measures which would be implemented	
4.5 (c) vi	Description of the monitoring, auditing and reporting procedures	
4.5 (c) vii	Procedure for reviewing performance and implementing corrective actions	
4.5 (c) viii	Description of the complaints handling process	
4.5 (c) ix	Procedure for community consultation and liaison	
5.1 (a)	Working Hours Standard working hours are between 07:00 – 18:00 on weekdays and 08:00 – 18:00 on Saturdays	Section 2.5
5.1 (b)	Works which can be undertaken outside of standard construction hours without any further approval include: i. Those which have been described in respective environmental assessments as being required to take place 24/7. For example, tunnelling and underground excavations and supporting activities will be required 24/7 ii. Works which are determined to comply with the relevant Noise Management Level at sensitive receivers;	Section 2.5

Ref	Description	CEMP Reference
	iii. The delivery of materials outside of approved hours as required by the Police or other authorities (including Sydney Roads) 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	
5.2 (a)	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. Requirements in the CTMF must be followed by Principal Contractors.	Section 4.6
5.2 (b)	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 4.6

Appendix F Sydney Metro Environmental Incident and Non-compliance Reporting Procedure

Appendix G Endorsements

HBI Healthy Buildings International Pty Ltd
A.C.N. 003 270 693 A.B.N. 39 003 270 693

Suite 2.06, Level 2
29-31 Solent Circuit
Norwest, NSW 2153

Tel: 61 (02) 9659 5433
e-mail: hbi@hbi.com.au
Web: www.hbi.com.au

Carolyn Riley
Director Sustainability, Environment and Planning
Metro West
Sydney Metro
Transport for NSW
PO Box K659
HAYMARKET NSW 1240

6 December 2024

Ref: 201208 (G) CEMP_Rev 6

Dear Carolyn

RE: Sydney Metro West Stage 2 – Eastern Tunnelling Package: Construction Environmental Management Plan (Rev 6)

I refer to Sydney Metro's (SM) submission of the following document required by Condition C1 of the Sydney Metro West – The Bays to Sydney CBD Approval (SSI 19238057) which was approved by the Department of Planning and Environment (DPE) on 24 August 2022:

- Sydney Metro West, Eastern Tunnelling Package Construction Environmental Management Plan Rev 6 dated 2 December 2024 (SMWSTETP-JCG-SWD-SW000-EN-PLN-002018).

It is noted that:

- The Construction Environmental Management Plan (CEMP) was initially prepared in 2023 by John Holland CPB Ghella JV (JCG) to address the requirements of Condition C1 of the Infrastructure Approval.
- The CEMP addresses Phases G1 and G2 as detailed in the Sydney Metro West Stage 2 - Phasing Report.
- The initial version of the CEMP was endorsed by the ER on 23 March 2023.
- A change in this revised version (Rev 6) of the CEMP is an updated site layout plan that includes the temporary closure of a section of Hunter Street outside the Hunter West site by the City of Sydney (CoS) in September 2024 and an Ancillary Facility proposed for some areas within the closed area of Hunter Street. The Ancillary Facility (mainly comprising laydown) was assessed under Condition A20 of the Infrastructure Approval (Modification 3 dated November 2024), with DPHI approving the facility under Condition A20b on 22 November 2024. Further, DPHI approved a CPAS relating to the closure of Hunter Street on 24 September 2024; and a CTMP covering the closure was also approved by relevant agencies.
- The updated CEMP also includes in the site layouts of additional Minor Ancillary Facilities (assessed under Condition A23 as modified in MOD3) at Hunter Street East; Pyrmont West; and near the Bays site. The facilities have been assessed by Sydney Metro (as proponent) with the adoption of mitigation measures as appropriate under Condition A23.
- Sydney Metro has reviewed and commented on previous versions of the document; have closed out all comments on the document and support approval of the document.

Following the above reviews and noting the CEMP revisions, the revised document is considered to be a minor amendment to the previously endorsed CEMP. As an approved Environmental Representative for the Sydney Metro West project and as required by Condition A32(j), based on the above, the Construction Environmental Management Plan (Revision 6) is approved.

Yours sincerely

Michael Woolley
Michael Woolley
Environmental Representative – Sydney Metro West – Eastern Tunnelling Package
CC: Ari Stypel and Matthew Marrinan