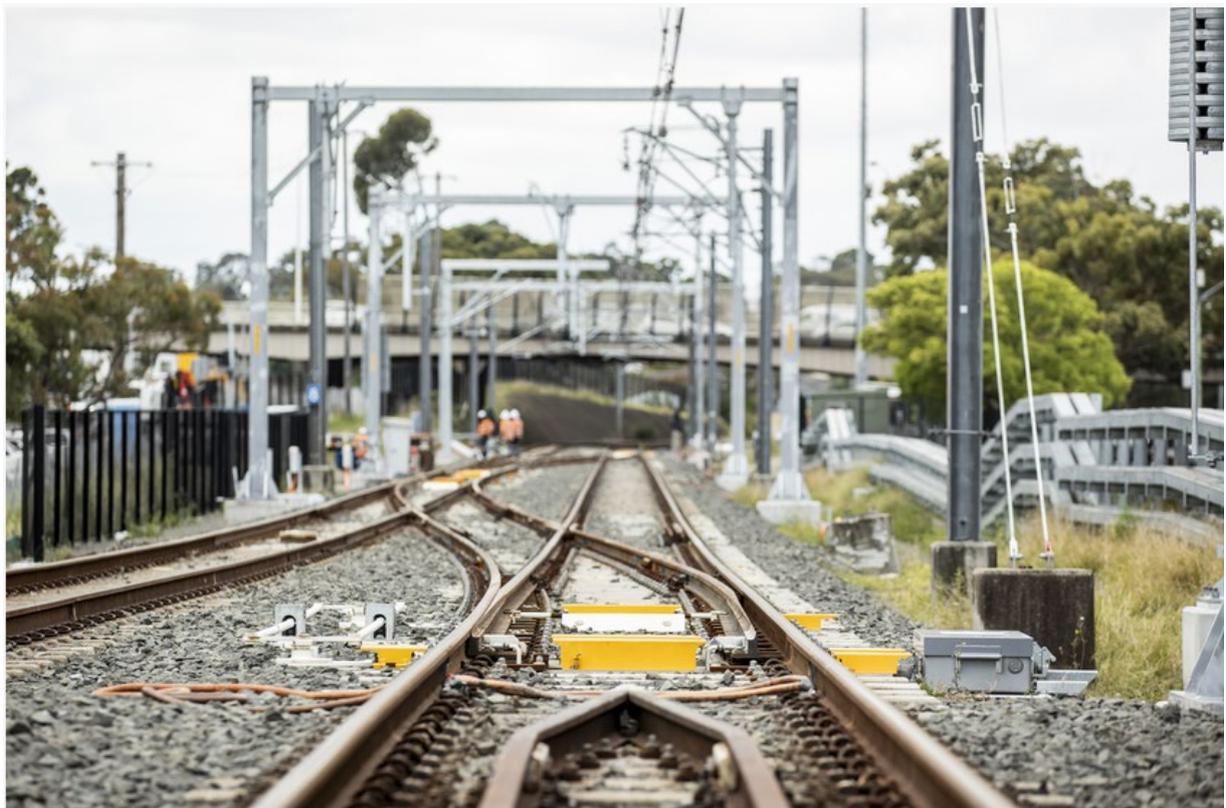


Construction Compliance Report #17

(1 April 2025 to 30 September 2025)



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1 Executive Summary

This City & Southwest Construction Compliance Report #17 documents Sydney Metro compliance with the project's planning approvals issued by the NSW Minister for Planning. This report covers the period from 1 April 2025 to 30 September 2025.

Construction continued across the SSI_7400 and SSI_8256 planning approvals, and operation of SSI_7400 was ongoing having commenced in August 2024. There was a decrease from 1971 to 1248 ongoing requirements being tracked by Sydney Metro and its contractors by the end of this reporting period. Eleven (11) non-compliances were raised during the reporting period. No incidents (as defined by the applicable SSI planning approval) were raised. No environmental audits were undertaken by Sydney Metro's contractors.

A total of 85 complaints associated with the C&SW project CSSI planning approvals were received during the reporting period. Of these, 78 complaints were determined to be attributed to project works following investigation. The majority of complaints were attributed to the EHVMT Stage (67%), followed by SWM3 (27%), Waterloo ISD and TSOM (both 3%), and CN ISD (1%).

Complaints during the reporting period were heavily dominated by Noise & Vibration, representing 51 complaints, or 65% of all complaints attributed to the projects. This was followed by 14 complaints (or 18%) relating to Traffic, Transport and Access and 5 complaints (or 6%) relating to Visual Amenity. The remaining 10% of complaints were related to Property & Businesses (3), Air Quality (2), and worker Behaviour, Biodiversity, and Safety, Security & Housekeeping (each 1).

Stage	Ongoing Requirements - at end of Reporting Period (non-compliances raised)	Incidents - as defined by the applicable CSSI planning approval	Environmental Audit Reports (findings)	Complaints Attributable to Project Works (no. of stakeholders) <total complaints received>
SYAB	0 (0)	0	0	0
NCW	0 (0)	0	0	0
TSE	0 (0)	0	0	0
CN ISD	101 (0)	0		1 (1)
VC ISD	35 (0)	0	0	0
BS	55 (0)	0	0	0
MP Demo	Combined with the MP ISD Stage.			
MP ISD	1 (0)	0	0	0
PS ISD	7 (1)	0	0	0
000CSM	0 (0)	0	0	0
W ISD	87 (0)	0	0	2 (2)
SSJ	0 (0)	0	0	0
SWMC	0 (0)	0	0	0
SMEW	0 (0)	0	0	0
LW (SMTF)	0 (0)	0	0	0
LW (C2S)	17 (2)	0	0	0
LW (S2B)	106 (0)	0	0	0
TSOM	167 (1)	0	0	2 (2)
SW P4 MCL	1 (0)	0	0	0
SW P5 DCP	11 (0)	0	0	0
SW P6 HBW	11 (0)	0	0	0
SMW3	265 (5)	0	0	21 (21)
EHVMT	196 (0)	0	0	52 (52)
Sydney Metro (including non-staged works)	188 (2)	0	0	0
Total	1248 (11)	0	0 (0)	78 (78) <85>
Total from Previous Report	1971 (15)	0	3 (3)	101 (84) <112>

Definitions and Abbreviations

Acronym	Definition
AF	Ancillary Facility
AHD	Australian Height Datum
BAC	Bankstown and Additional Corridor
BEW	Bankstown Early Works
BH	Borehole
BS	Barangaroo Station
C&SW	City & Southwest
C2S	Chatswood to Sydenham
CBD	Central Business District
CCR	Construction Compliance Report
CEMP	Construction Environmental Management Plan
CMTRP	Compliance Monitoring / Tracking and Reporting Program
CN	Crows Nest
CNVIS	Construction Noise and Vibration Impact Statement
CoA	Condition of Approval
CSM	Central Station Main
CSSI	Critical State Significant Infrastructure
DCP HBW	Dulwich Hill, Campsie, Punchbowl, Hurlstone Park, Belmore, Wiley Park stations (Packages 5 & 6)
DPHI	Department of Planning, Housing and Infrastructure
EHS	Environment, Health and Safety
EHVMT	Errant and Hostile Vehicle Mitigation Treatments
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EPL	Environment Protection Licence
ER	(Independent) Environmental Representative
ERSED	Erosion and sediment
ISD	Integrated Station Development
LW	Line-Wide
LAeq	Equivalent Continuous Sound Pressure Level
MAF	Minor Ancillary Facility
MCL	Marrickville, Canterbury, and Lakemba stations (Package 4)
MCoA	Minister's Condition of Approval
mg/L	Milligrams per litre
MOD	Modification
MP	Martin Place
mS/cm	MilliSiemens per centimetre
NCR	Non-compliance Report
NCW	Northern Corridor Works
NSC	North Sydney Council
OOH	Out of Hours

Acronym	Definition
OOHW	Out of Hours Works
OOHWA	Out of Hours Works Application
OSD	Over Station Development
PCMWA	Pre-construction minor works approval
PNL	Predicted Noise Level
PIR	Preferred Infrastructure Report
PS	Pitt Street (Gadigal)
RTRF	Rapid Train Rail Facility
S2B	Sydenham to Bankstown
Secretary	The Secretary of the NSW Department of Planning, Housing and Infrastructure
SHEQ	Safety, Health, Environment and Quality
SM	Sydney Metro
SMEW	Southwest Metro Early Works
SMTF	Sydney Metro Trains Facility
SSC	Southwest Stations and Corridor
SSD	State Significant Development
SSJ	Sydenham Station Junction
SWM	Southwest Metro (Sydenham to Bankstown)
SWMC	Southwest Metro Corridor
SWMP	Site Waste Management Plan
SWM3	Southwest Metro Conversion and Station Works
SYAB	Sydney Yard Access Bridge
TBM	Tunnel Boring Machine
TSE	Tunnels and Station Excavation
TSOM	Trains, Systems, Operations and Maintenance
(T)WTP	(Temporary) Water Treatment Plant
VAMP	Visual Amenity Management Plan
VC	Victoria Cross
W	Waterloo

2 Introduction

2.1 Purpose of this Report

The purpose of this Construction Compliance Report (CCR) is to document Sydney Metro's compliance with the requirements of the City & Southwest (C&SW) Critical State Significant Infrastructure (CSSI) planning approvals (refer to Section 2.3.1 for details on the project's planning approvals). Sydney Metro CCRs are available on the Sydney Metro website (<https://www.sydneymetro.info/>).

This report will be submitted to the Secretary of the NSW Department of Planning, Housing and Infrastructure (the Secretary) for information every six months. The scope of the reports will cover all activities that were subject to the C&SW CSSI planning approvals during each reporting period.

This report covers the reporting period for all C&SW works subject to the CSSI planning approvals from 1 April 2025 to 30 September 2025. Table 1 cross-references sections in this report that address each applicable planning approval requirement relating to CCRs.

Table 1 CCR Planning Approval Conditions Cross-References

Planning Approval Condition	Condition Requirement(s)	CCR Section
C2S A34	Construction Compliance Reports must be prepared and submitted to the Secretary for information every six (6) months from the date of the commencement of construction or within another timeframe agreed with the Secretary, for the duration of construction. The Construction Compliance Reports must include:	This report.
C2S A34(a)	A results summary and analysis of environmental monitoring;	Section 5.5
C2S A34(b)	The number of any complaints received, including a summary of main areas of complaint, action taken, response given and proposed strategies for reducing the recurrence of such complaints;	Section 5.7 and Appendix 1
C2S A34(c)	Details of any review of, and minor amendments made to, the CEMP [Construction Environmental Management Plan] as a result of construction carried out during the reporting period;	Section 3.2
C2S A34(d)	A register of any consistency assessments undertaken and their status;	Section 2.3.3
C2S A34(e)	Results of any independent environmental audits and details of any actions taken in response to the recommendations of an audit;	Section 5.4
C2S A34(f)	A summary of all incidents notified in accordance with Condition A41 and Condition A44 of this approval; and	Section 5.3
C2S A34(g)	Any other matter relating to compliance with the terms of this approval or as requested by the Secretary.	As of the date of this report, the Secretary has not requested that any other compliance matter be included in the CCRs.
C2S E64(f)	... The [Business Management Plan] must be prepared before construction and must include but not necessarily be limited to... provision for reporting of monitoring results to the Secretary, as part of the Compliance Tracking Program required in Condition A28.	Section 5.6

Planning Approval Condition	Condition Requirement(s)	CCR Section
S2B A30	Compliance reports of the CSSI must be carried out for the duration of Construction and for a minimum of one (1) year following commencement of Operation...	This report.
S2B A31	The Construction Compliance Report must provide details of any review of, and minor amendments made to, the CEMP (which must be approved by the ER), resulting from Construction carried out during the reporting period.	Section 3.2
S2B E37(f)	... The [Business Management Plan] must be prepared before construction and must include but not necessarily be limited to... provision for reporting of monitoring results to the Planning Secretary, in accordance with the Compliance Tracking Program required in Condition A29.	Section 5.6
SMTF D3	... Information on all complaints received, including the means by which they were addressed and whether resolution was reached, with or without mediation, shall be maintained in a complaints register and included in the construction compliance reports required by this approval...	Section 5.7 and Appendix 1

2.2 Project Overview

Sydney Metro currently comprises of four rail projects:

- **Northwest** (formerly North West Rail Link) – a 36-kilometre project that commenced operations in May 2019 with a metro train every four minutes in the peak.
- **City & Southwest** – From the northwest, metro rail is being extended under Sydney Harbour, through new underground city stations and beyond to the southwest. New stations have been delivered at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street (Gadigal) and Waterloo, along with new underground platforms at Central Station. The City section of the project from Chatswood to Sydenham commenced operations in August 2024. The T3 Bankstown Line between Sydenham and Bankstown is currently being converted to metro standards. The Northwest and City & Southwest projects will form the M1 Metro North West & Bankstown Line on completion of the Southwest Project.
- **West** –This new underground railway will connect Greater Parramatta and the Sydney CBD. Sydney Metro West is a new 24-kilometre metro line with stations confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont, and Hunter Street in the Sydney CBD.
- **Western Sydney Airport** - New metro rail will become the transport spine for Greater Western Sydney, connecting communities and travellers with the new Western Sydney International (Nancy-Bird Walton) Airport and the growing region. The city-shaping project, with 23-kilometre new railway, from St Marys through to the new airport and the Western Sydney Aerotropolis, will provide a major economic stimulus for western Sydney.

Figure 1 provides a map of the four Sydney Metro project alignments.

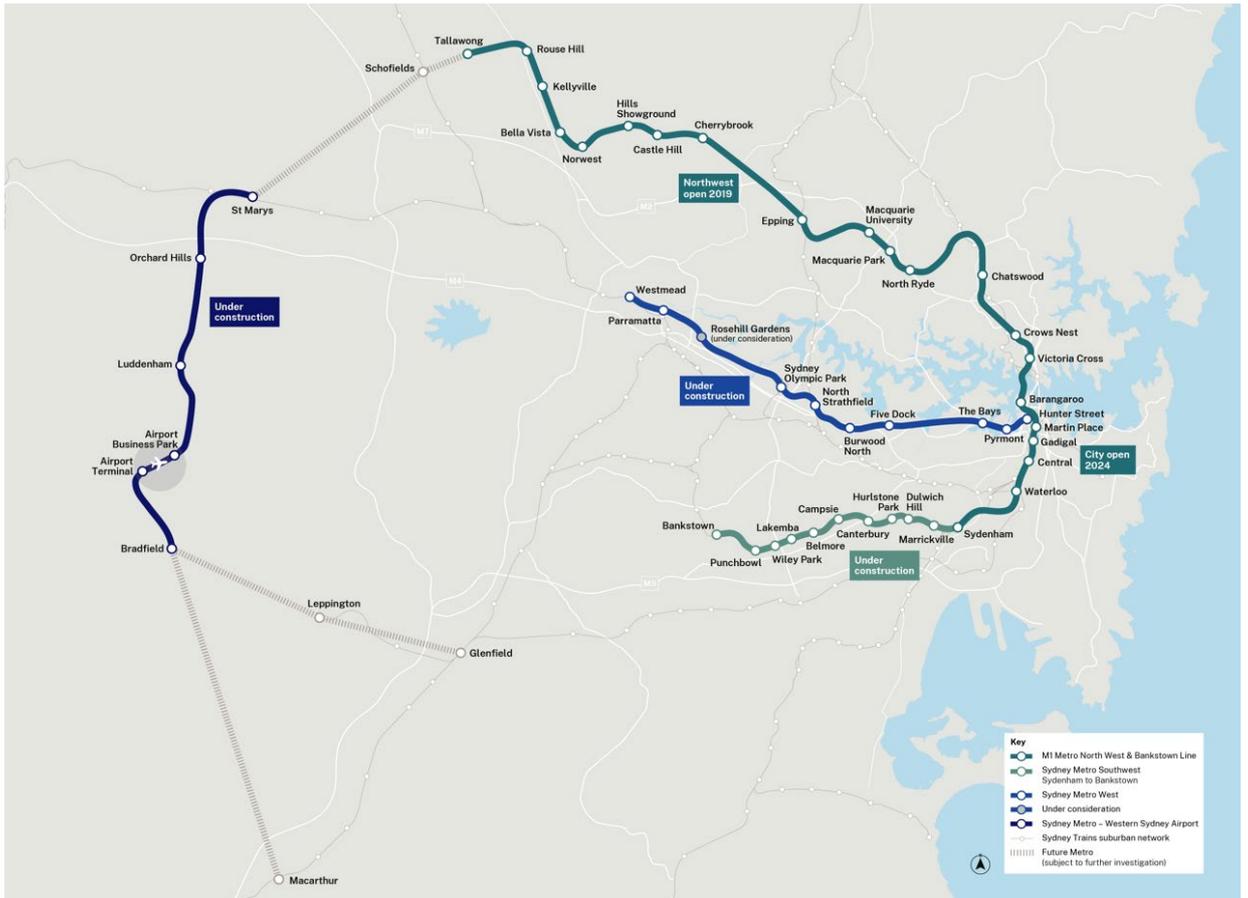


Figure 1 Sydney Metro Project Alignments

2.3 Project Planning Approvals

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

2.3.1 CSSI Planning Approvals

The C&SW project comprises three CSSI planning approvals:

- SSI 7400, Chatswood to Sydenham (refer to Section 2.3.1.1),
- SSI 8256, Sydenham to Bankstown (refer to Section 2.3.1.2), and
- SSI 5931, Sydney Metro Trains Facility (refer to Section 2.3.1.3).

This CCR covers the full scope of the C&SW works that are subject to CSSI planning approvals and does not cover any C&SW works that are subject to:

- State Significant Development planning approvals, and
- Self-determinations and exempt development.

Chatswood to Sydenham

The Chatswood to Sydenham (C2S) component covers the construction and operation of the Sydney Metro railway between Chatswood and Marrickville. This includes the delivery of seven new metro stations and 15.5 kilometres of twin railway tunnels from Chatswood, beneath Sydney Harbour and the Sydney CBD, to Marrickville.

The C2S planning approval, including the *Chatswood to Sydenham Environmental Impact Statement* (EIS) and *Chatswood to Sydenham Preferred Infrastructure Report* (PIR), was granted planning approval by the NSW Minister for Planning on 9 January 2017. Since then, nine modifications (MODs) have been submitted by Sydney Metro and approved:

- The **Victoria Cross Station & Artarmon Substation** Modification (MOD1) covers the relocation of the Victoria Cross Services Building (including a new station entrance) and for construction and operation of Artarmon Substation. MOD1 was approved on 18 October 2017.
- The **Central Walk** Modification (MOD2) covers a new east concourse connecting the future metro platforms at Central Station with a new eastern entry on Chalmers Street, Surry Hills, as well as connections to the aboveground suburban platforms and associated platform works. MOD2 was approved on 21 December 2017.
- The **Martin Place Metro Station** Modification (MOD3) covers the reconfiguration of the Martin Place station, including additional land at 9-19 Elizabeth Street, alterations to the station entries, an unpaid concourse and retention of the existing MLC pedestrian link. MOD3 was approved on 22 March 2018.
- The **Sydenham Station & Metro Facility South** Modification (MOD4) covers the delivery of the Sydenham Metro Upgrade and precinct works, the Sydney Metro Trains Facility South, track and rail systems facilities, adjustments to the Sydenham Pit and Drainage Pumping Station, and ancillary infrastructure and works. MOD4 was approved on 13 December 2017.
- The **Blues Point Acoustic Shed** Modification (MOD5) covers the construction of a temporary acoustic shed at the Blues Point Site and retrieval of all components of Tunnel Boring Machines arriving at the Blues Point Site. MOD5 was approved on 2 November 2018.
- The **Administrative Changes** Modification (MOD6) provides greater alignment between the wording of the C2S Conditions of Approval (CoA) with the wording of the Sydenham to Bankstown (S2B) CoAs, which was approved on 12 December 2018. MOD6 was approved on 21 February 2019.
- The **Administrative Changes** Modification (MOD7) provides clearer explanations of two CoAs regarding OOHW and Design Review Panel. MOD7 was approved 29 June 2020.
- The **Blues Point Access Site** Modification (MOD8) covers the extension of use of the Blues Point acoustic shed to provide access to complete tunnel fit out. MOD8 was approved 25 November 2020.
- The **Construction Hours** Modification (MOD9) covers change to construction hours to permit construction until 6 pm on Saturdays.

Sydenham to Bankstown

The Sydenham to Bankstown (S2B) component covers the construction and operation of the Sydney Metro railway between Marrickville and Bankstown stations. This includes the upgrading of 13.5 kilometres of the Sydney Trains T3 Bankstown Line between the Marrickville and Bankstown stations.

The S2B planning approval, including the *Sydenham to Bankstown Upgrade EIS*, the *Sydenham to Bankstown Submissions and PIR* and the *Sydenham to Bankstown Submission Report*, was granted planning approval by the NSW Minister for Planning on 12 December 2018.

Two modifications (MOD) have been submitted by Sydney Metro and approved:

- The **Bankstown Station** Modification (MOD1) allows for a revised station design for Bankstown Station including provision of a new north-south connection across the rail corridor between Appian Way and Restwell Street. Administrative corrections and changes including updates to definitions and agency names to reflect name and title changes. MOD1 was approved on 22 October 2020.
- The **Amended Timeframes** Modification (MOD2) allows for Sydney Metro to request different timeframes for delivery of project documentation and to provide a more realistic timeframe for delivery of required pedestrian and cyclist facilities. MOD2 was approved on 2 June 2025.

Sydney Metro Trains Facility

The Sydney Metro Trains Facility, formerly known as the Rapid Transit Rail Facility (RTRF), in Rouse Hill was constructed and commenced operations as part of the Northwest project in May 2019.

As part of the C&SW project, the Sydney Metro Trains Facility (SMTF) is being expanded to allow for Sydney Metro rolling stock to operate from Chatswood to Bankstown. The scope of this expansion is subject to the SMTF planning approval. This approval, including the *RTRF EIS* and *RTRF Response to Submissions Report*, was granted planning approval by the Minister for Planning and Infrastructure on 15 January 2014.

One modification (MOD) has been submitted by Sydney Metro and approved:

- The **Administrative Changes** Modification (MOD1) allows for high noise impacts to be generated in certain circumstances. MOD1 was approved on 20 September 2019.

2.3.2 Planning Approval Register

Table 2 provides a register of CSSI planning approvals that the C&SW project is subject to (in order of approval date).

Table 2 Planning Approval Register

Planning Approval	Approval Date
SMTF (SSI_5931)	15 Jan 2014
MOD1 – Administrative Changes	20 Sep 2019
C2S (SSI_7400)	9 Jan 2017
MOD1 – Victoria Cross Station & Artarmon Substation	18 Oct 2017
MOD4 – Sydenham Station & Metro Facility South	13 Dec 2017
MOD2 – Central Walk	21 Dec 2017

Planning Approval	Approval Date
MOD3 – Martin Place Metro Station	22 Mar 2018
MOD5 – Blues Point Acoustic Shed	2 Nov 2018
MOD6 – Administrative Changes	21 Feb 2019
MOD7 – Administrative Changes	29 June 2020
MOD8 – Blues Point Access	25 Nov 2020
MOD9 – Construction Hours	30 June 2022
S2B (SSI_8256)	12 Dec 2018
MOD1 – Bankstown Station	22 Oct 2020
MOD2 – Amended Timeframes	2 June 2025

2.3.3 Consistency Assessments

A total of 171 Consistency Assessments have been endorsed by either Transport for New South Wales or Sydney Metro under the CSSI project planning approvals as of the end of this reporting period. One Consistency Assessment was endorsed by Sydney Metro during the reporting period.

A register of Consistency Assessments endorsed during the reporting period is provided in Table 3.

Table 3 Consistency Assessments Register for the Reporting Period

Consistency Assessment	Planning Approval	Approval Date
Canterbury Signal Hut staircase replacement and Overbridge brick replacement	SSI_8256	23/07/2025

3 Project Stages

Information on each project stage is provided in the C&SW Staging Reports.

3.1 Current Status of Stages

Table 4 lists the status of each C&SW stage as of the end of March 2025.

Table 4 Status of Project Stages

Stage	Construction* Commencement Date	Status
SYAB	17 Jun 2017	Physical works completed June 2018
NCW	7 May 2018	Physical works completed May 2020
Demolition A	24 Jun 2017	Physical works completed September 2018
Demolition B	14 Jul 2017	Physical works completed July 2018
TSE	22 Dec 2017	Physical Works completed September 2021
CN ISD	26 February 2021	Construction phase
VC ISD	11 January 2021	Construction phase
BS	17 September 2021	Physical works completed December 2024
MP ISD Demo	19 Dec 2018	Physical works completed April 2019
MP ISD	10 May 2019	Physical works completed December 2024
PS ISD	6 January 2021	Defect rectification phase
CSM	4 August 2018	Main physical works completed around Q4 2023
W ISD	1 October 2020	Construction phase
SSJ	28 August 2018	Physical works completed April 2022
LW (SMTF-N)	16 August 2019	Physical works completed March 2023
LW (C2S)	4 March 2020	Defect rectification phase
LW (S2B)	4 March 2020	Construction phase
TSOM	N/A	Not Principal Contractor
SMEW (formerly SSC)	1 August 2019	Physical works completed April/May 2022
SWM Stations Package 4 MCL	15 March 2021	Main physical works completed around Q4 2023/Q1 2024
SWM Stations Packages 5&6 DCP HBW	19 April 2021	Main physical works completed September 2024
SMC	19 March 2021	Main physical works completed September 2024.
SWM3	30 September 2024	Construction phase
EHVMT	19 October 2024	Construction phase

** Refer to the definition of 'Construction' in accordance with the relevant planning approval.*

3.2 Construction Environmental Management Plan Reviews / Amendments

Table 5 provides the approval date of Construction Environment Management Plans (CEMPs) for each Stage of C&SW and details of any reviews and amendments as a result of construction carried out during the reporting period.

Table 5 CEMP Reviews and Amendments as a result of Construction during the Reporting Period

Stage	Secretary CEMP Approval Date	Review / Amendment Comments
SYAB	9 June 2017	All physical works completed. The CEMP was made redundant prior to the reporting period commencing.
NCW	7 May 2018	All physical works completed. The CEMP was made redundant prior to the reporting period commencing.
Demolition A	24 June 2017 (incl. Victoria Cross Site)	All physical works completed. The CEMP was made redundant prior to the reporting period commencing.
Demolition B	12 July 2017	All physical works completed. The CEMP was made redundant prior to the reporting period commencing.
TSE	22 December 2017	All physical works completed. The CEMP was made redundant prior to the reporting period commencing.
CN ISD	24 February 2021	There were minor amendments made to the CEMP during the reporting period. The Crows Nest CEMP Rev 10 was endorsed on 26/05/2025 by the ER.
VC ISD	11 August 2020	The Environment, Health & Safety (EHS) Plan was updated with minor amendments in February 2025 to Rev 16, endorsed by the ER on 3 March 2025. There were no further updates for this reporting period.
BS	17 September 2021	There were minor amendments made to the CEMP during the reporting period. Rev 9 of CEMP endorsed by ER on 12/05/2025
MP ISD Demo	19 December 2018	All physical works completed. The CEMP was made redundant prior to the reporting period commencing.
MP ISD	18 April 2019	The Environment, Health & Safety (EHS) Plan was updated with minor amendments in February 2025 to Rev 7.12 and, endorsed by the ER on 12 March 2025. There were no further updates for this reporting period.
PS ISD	24 December 2020	Minor amendments to Revision 5 of the CEMP in the form of an addendum were approved by the ER on 23 January 2025.
CSM	4 August 2018	All physical works completed.
W ISD	31 July 2020	Minor amendments were made to the CEMP during the reporting period for the remaining deferred scope of works and project completion/handover. The updated CEMP (Rev 9) was endorsed by the ER on 30 June 2025.
SSJ	28 August 2018	All physical works completed.
LW (SMTF)	16 August 2019	All physical works completed. The CEMP was made redundant prior to the reporting period commencing.
LW (C2S)	4 March 2020	Minor amendments were made to the CEMP during the reporting period. The updated Plans were endorsed by the ER on 21 August 2025.

LW (S2B)	4 March 2020	Minor amendments were made to the CEMP during the reporting period. The updated Plans were endorsed by the ER on 21 August 2025.
TSOM	N/A	Not Principal Contractor.
SMEW	30 July 2019	All physical works completed. The CEMP was made redundant prior to the reporting period commencing.
SMC	20 September 2023	The CEMP was made redundant as this package is complete.
SWM Package 4 MCL	15 January 2021	All physical works completed
SWM Package 5 DCP HBW	4 March 2021	Not Principal Contractor.
SWM Package 6 HBW	4 March 2021	Not Principal Contractor.
SWM3	24 June 2025	The CEMP was updated to Rev 06 and endorsed by the project ER on 24 June 2025
EHVMT	4 October 2024	Minor amendments were made to the CEMP and endorsed by the project's ER on 14 July 2025.

3.3 Relationships between Planning Approvals and Stages

Table 6 outlines the relationships between the planning approvals and C&SW stages

Table 6 Allocation of Planning Approvals to C&SW Stages

Planning Approval	SYAB	NCW	Demolition A	Demolition B	TSE	ISDs (inc. MP ISD Demo)	BS	CSM	SSJ	LW	TSOM	SMEW	SWM Package 4 MCL	SWM Package 5&6 DCP	SWM Corridor	SWM3	EHVMT
SMTF (SSI_5931)										✓	✓						
SMTF MOD1 – Administrative Changes										✓	✓						
C2S (SSI_7400)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
C2S MOD1 – Victoria Cross Station and Artarmon Substation (Scope Changes)					✓	✓				✓	✓						
C2S MOD1 – Victoria Cross Station and Artarmon Substation (Administrative Modification)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
C2S MOD2 – Central Walk								✓		✓	✓						
C2S MOD3 – Martin Place Metro Station (Scope Changes)					✓	✓				✓	✓						
C2S MOD3 – Martin Place Metro Station (Administrative Modification)					✓	✓			✓	✓	✓						
C2S MOD4 – Sydenham Station and Metro Facility South					✓				✓	✓	✓						
C2S MOD5 – Blues Point Acoustic Shed					✓					✓	✓						
C2S MOD6 – Administrative Changes		✓			✓	✓	✓	✓	✓	✓	✓						
C2S MOD7 – Administrative Changes										✓	✓						
C2S MOD8 – Blues Point Access										✓							
C2S MOD9- Extended Hours						✓	✓	✓	✓	✓	✓						
S2B (SSI_8256)										✓	✓	✓	✓	✓	✓	✓	✓
C2S MOD1 – Bankstown Station										✓	✓	✓	✓	✓	✓	✓	✓
C2S MOD2 - Amended Timeframes										✓	✓	✓	✓	✓	✓	✓	✓

3.4 Environmental Protection Licences

In accordance with the *NSW Protection of the Environment Operations Act 1997*, Environment Protection Licences (EPL) are required in order to undertake work activities during certain stages of the project. Table 7 lists the status of EPLs for each C&SW stage.

This CCR does not document compliance against EPLs. This is being undertaken by the relevant licensees.

Table 7 Status of C&SW Environment Protection Licences

Stage	Licence		Activity Type	EPL #	Status
SYAB	EPL not required (all works completed prior to the reporting period).				
NCW	EPL not required (all works completed prior to the reporting period).				
Demolition A	EPL not required (all works completed prior to the reporting period).				
Demolition B	EPL not required (all works completed prior to the reporting period).				
TSE	EPL not required (all works completed prior to the reporting period).				
CN ISD	EPL not required.				
VC ISD	EPL not required.				
BS	EPL not required (all works completed during the reporting period)				
MP ISD Demo	EPL not required (all works completed prior to the reporting period).				
MP ISD	EPL not required (all works completed during the reporting period)				
PS ISD	EPL not required.				
CSM	Laing O'Rourke Australia Construction Pty Ltd		Railway activities – railway infrastructure construction	21148	Issued 28 November 2018 and was surrendered on 22 Nov 2023.
W ISD	EPL not required.				
SSJ	Laing O'Rourke Australia Construction Pty Ltd		Railway systems activities	21147	Issued 17 January 2019 and is now utilised for SWM3 only.
LW (SMTF)	EPL not required. Physical works completed March 2023.				
LW (C2S)	CPB Contactors PTY LIMITED		Railway activities – railway infrastructure construction	21423	Issued 31 July 2020 and active for the rail alignment premises until 30 May 2024, with Marrickville Water treatment plant premises kept on licence, with final surrender of EPL on 24 July 2024.
LW (S2B)	EPL not required.				
TSOM	N/A for Construction – Never	Railway activities – rolling	21247	Northwest Operational EPL 21247 varied to include Chatswood-Sydenham alignment on 29 May 2024; varied to include Marrickville operational water treatment plant on 24 July 2024; varied to include dynamic testing on 7 November 2024., varied to include the addition of the Lady Game Drive Water Treatment Plant on 12 December 2024, varied to amend	

Stage			Licence	Activity Type	EPL #	Status
	going to be Principal Contractor Operational EPL 21247 varied for Chatswood - Sydenham on 29 May 2024	stock operations Railway activities – railway infrastructure operations		the reporting requirements for pollution complaints, reducing the frequency from monthly to annual reporting on 16 May 2025.		
SMEW (prior to 24 Sep 2019)			Sydney Trains	Railway systems activities	12208	Sydney Trains Collaboration Agreement
SMEW (post 24 Sep 2019)			Laing O'Rourke Australia Construction Pty Ltd	Railway systems activities	21147	Is now utilised for SWM3 only.
SWM Package 4 MCL			EPL not required.			
SWM Packages 5&6 DCP HBW			EPL not required.			
Southwest Metro Corridor and SMW3			Laing O'Rourke Australia Construction Pty Ltd	Railway systems activities	21147	Issued 17 January 2019 and currently active.
EHVMT			EPL not required.			

4 Environmental and Compliance Management

4.1 Compliance Management

Sydney Metro is accountable for ensuring compliance with all the C&SW project's requirements relating to environmental and compliance management. Sydney Metro manages and tracks compliance under its CSSI planning approvals through the implementation of compliance tracking/monitoring program(s) in accordance with the relevant planning approval conditions.

4.1.1 Tracking

Once a planning approval requirement has been generated, it is assigned an Active status.

The responsibility to comply with these Active requirements may be wholly or partially allocated by Sydney Metro to one or more of its contractors through contractual mechanisms. As a result of this and the staged nature of the project's delivery, these requirements will be complied with by different parties at different points along the project's construction and operational phases.

Once these requirements have been allocated to a contractor, the requirement is referred to as an Environmental Requirement. Within each contract, Environmental Requirements progress through two phases:

- **Ongoing** – whereby further action is required to maintain compliance, and
- **Complete** – whereby no further evidence or activity is required to maintain compliance. This is verified in an adequacy review conducted by the Environmental Representative and Sydney Metro prior to the Environmental Requirement being completed.

During the period an Environmental Requirement is Ongoing, it is subject to regular assessment through compliance monitoring and review activities. These assessments determine whether the Environmental Requirement is:

- **Compliant** (i.e., sufficient evidence is available to demonstrate that the Environmental Requirement is being complied with), or
- **Non-Compliant** (i.e., there is a lack of evidence to demonstrate that the Environmental Requirement is being complied with or there is a clear breach of the Environmental Requirement).

Once the same Environmental Requirement is Complete across each of its contract allocations, the planning approval requirement is assigned an **Inactive** status.

Figure 2 provides a schematic diagram of how requirements are tracked on the project.

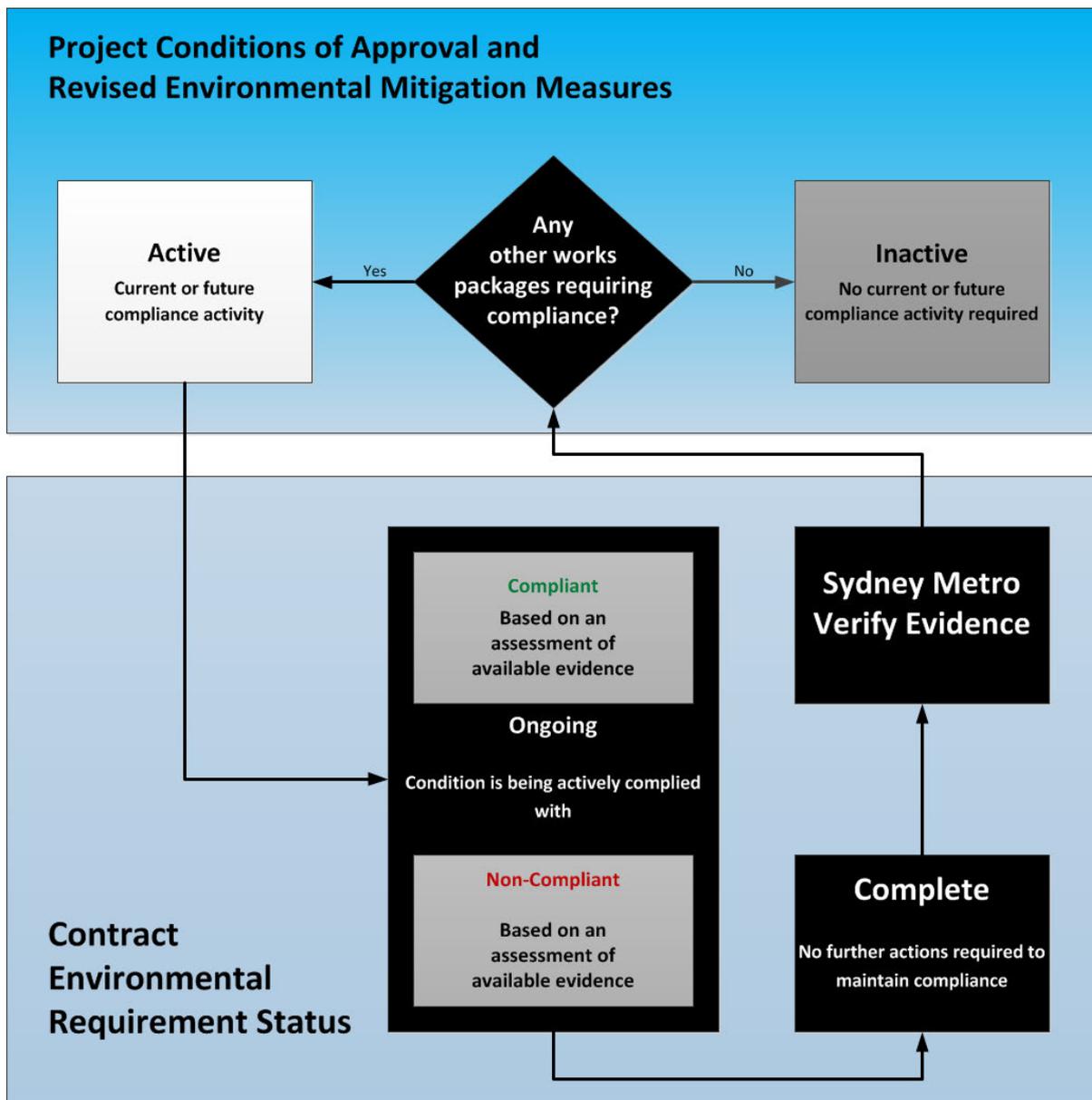


Figure 2 Tracking of Environmental Requirements

4.1.2 Chatswood to Sydenham Open Requirements

Following submission of the C2S Pre-Operation Compliance Report (POCR) as per Condition of Approval (CoA) A35 of the C2S Planning Approval (CSSI 7400), the Department of Planning, Housing and Infrastructure (DPHI) requested that Construction Compliance Report 16 (this report) include:

- an update to the requirements table to include Sydney Metro retained requirements
- an update on the number of requirements verified as completed and closed
- a brief description of any requirements still requiring verification as completed and closed

A summary of the remaining open requirements is provided in Table 8. Table 8 captures the current status and allocation of requirements to Sydney Metro and its

contractors, whereas Table 5 in section 3.2 of the POCR captures requirements that are applicable to each Stage as per the C2S Staging Report.

Table 8 CSSI 7400 Requirements Status as of November 2025

Stage	Open Requirements	Closed Requirements	Total Allocated Requirements	Brief Description of Open Requirements
SYAB	0	206	206	Nil
NCW	0	162	162	Nil
Demolition A & B	0	170	170	Nil
TSE	0	267	267	Nil
CN ISD	101	159	260	General Planning Approval requirements including design remain open as some construction remains ongoing.
VC ISD	35	207	242	General Planning Approval requirements remain open as some construction remains ongoing.
BS	55	163	218	General Planning Approval requirements remain open as construction was recently completed. Compliance Tracking Reports to close out remaining requirements are currently in progress.
MP Demo			Combined with the MP ISD Stage	
MP ISD	1	250	251	General Planning Approval requirements remain open as construction was recently completed. Compliance Tracking Reports to close out remaining requirements are currently in progress.
PS ISD	7	228	235	General Planning Approval requirements remain open as some construction remains ongoing until approximately quarter two (Q2) 2025.
CSM	0	261	261	Nil
W ISD	87	163	250	General Planning Approval requirements remain open as some construction remains ongoing until approximately quarter four (Q4) 2025.
SSJ	0	246	246	Nil
LW (C2S)	17	229	246	General Planning Approval requirements remain open as defect rectification is ongoing. Compliance Tracking Reports to close out remaining requirements are currently in progress.
TSOM	0	290	290	Requirements relating to implementation of the Staging Report and minor ancillary facilities remain open.
Sydney Metro	112	90	202	General Planning Approval requirements remain open as construction remains ongoing.
Total	370	3088	3458	

5 Environmental and Compliance Performance

The total number of C&SW CSSI ongoing compliance requirements at the end of the reporting period was 1248. There was a total of 11 non-compliances against these requirements that were raised during the reporting period. These are detailed in Table 10. There were no environmental incidents as defined under the applicable planning approvals during the reporting period.

5.1 Overview

A summary of the results of the C&SW compliance monitoring activities during the reporting period are provided in Table 9.

Table 9 Compliance Summary for the Reporting Period

Stage	Ongoing Requirements - at end of Reporting Period (non-compliances raised)	Incidents - as defined by the applicable CSSI planning approval	Environmental Audit Reports (findings)	Complaints Attributable to Project Works (no. of stakeholders) <total complaints received>
SYAB	0 (0)	0	0	0
NCW	0 (0)	0	0	0
TSE	0 (0)	0	0	0
CN ISD	101 (0)	0		1 (1)
VC ISD	35 (0)	0	0	0
BS	55 (0)	0	0	0
MP Demo			MP Demo	
MP ISD	1 (0)	0	0	0
PS ISD	7 (1)	0	0	0
CSM	0 (0)	0	0	0
W ISD	87 (0)	0	0	2 (2)
SSJ	0 (0)	0	0	0
SWMC	0 (0)	0	0	0
SMEW	0 (0)	0	0	0
LW (SMTF)	0 (0)	0	0	0
LW (C2S)	17 (2)	0	0	0
LW (S2B)	106 (0)	0	0	0
TSOM	167 (1)	0	0	2 (2)
SW P4 MCL	1 (0)	0	0	0
SW P5 DCP	11 (0)	0	0	0
SW P6 HBW	11 (0)	0	0	0
SMW3	265 (5)	0	0	21 (21)
EHVMT	196 (0)	0	0	52 (52)
Sydney Metro (including non-staged works)	188 (2)	0	0	0
Total	1248 (11)	0	0 (0)	78 (78) <85>

Stage	Ongoing Requirements - at end of Reporting Period (non-compliances raised)	Incidents - as defined by the applicable CSSI planning approval	Environmental Audit Reports (findings)	Complaints Attributable to Project Works (no. of stakeholders) <total complaints received>
Total from Previous Report	1971 (15)	0	3 (3)	101 (84) <112>

5.2 Non-Compliances

There were 11 non-compliances raised during the reporting period, one of which remain open at the date of this report.

Table 10 provides a breakdown of the following non-compliance information for each stage:

- *Non-Compliances raised during Reporting Period* – indicating the number of events that generated a non-compliance to be reported during the reporting period.
- *Currently Open Non-Compliances* – indicating the number of non-compliances that were raised during the reporting period and are in the process of implementing resultant corrective and/or preventative actions.
- *Compliance Load at the end of the Reporting Period* – indicating the number of environmental requirement allocations.

Table 10 Non-Compliances and Compliance Loads during the Reporting Period

Stage	Non-Compliances raised during Reporting Period	Currently Open Non-Compliances (date of report)*	Compliance Load at end of Reporting Period
SYAB	0	0	0
NCW	0	0	0
TSE	0	0	0
CN ISD	0	0	101
VC ISD	0	0	35
BS	0	0	55
MP ISD	0	0	1
PS ISD	1	0	7
CSM	0	0	0
W ISD	0	0	87
SSJ	0	0	0
SWMC	0	0	0
SMEW	0	0	0
LW (SMTF-N)	0	0	0
LW (C2S)	2	0	17
LW (S2B)	0	0	106
TSOM	1	1	167

Stage	Non-Compliances raised during Reporting Period	Currently Open Non-Compliances (date of report)*	Compliance Load at end of Reporting Period
SW P4 MCL	0	0	1
SW P5 DCP	0	0	11
SW P6 HBW	0	0	11
SWM3	5	0	265
EHVMT	0	0	196
Sydney Metro (including non-staged works)	2	0	188
Total	11	1	1248

**Note: Status of non-compliances is as at the end of May 2025.*

Table 11 provides details on the non-compliances that were raised during the reporting period.

Table 11 Non-Compliances raised during the Reporting Period

Date Raised	Type	Planning Approval-Stage-Requirement/s	Description	Status and Actions taken or to be taken
02-April-2025	Noise and Vibration	SSI8256 - SWM3 - Final Conversion Period - MCoA - C7	JHLOR CCRC reviewed the noise model and with the JHLOR Environmental team identified that the property was missed. The model identified the property was triggered for AA WE38 & WE39. JHLOR CCRC spoke to resident and apologized that 2 Lark St was missed during the offers. Respite voucher for 22/3 (WE38) was offered retrospectively. An offer of alternative accommodation was triggered for 28 and 29 March (WE39). Resident replied he prefers to stay at home and would appreciate the voucher instead. JHLOR CCRC confirmed with the resident respite vouchers will be issued on Friday 28/8 for the upcoming possession works. Project EPL 21147, Condition L5.12 requires notification be distributed between 5 and 14 days prior to works occurring.	An additional quality control check was added to prevent recurrence. Details of the non-compliance were provided to the EPA (as per EPL R4.1), as well as to the SM and ER. Closed
08- April-2025	Management Systems	SSI8256 - Sydney Metro - MCoA - E48	A 9-week shutdown between Bankstown and Lidcombe from 27 April 2025 triggered Condition E48, requiring a Temporary Transport Management Plan (TTMP) to be prepared one month in advance. The TTMP was not submitted within the required timeframe and was instead finalised and submitted on 8 April 2025, only 18 days before implementation—resulting in non-compliance with Condition E48.	Sydney Metro will prioritise early consultation with Transport. The planning team has already begun discussions with relevant teams within Sydney Metro and TfNSW to align on timing expectations and requirements for the extension of the TTMP for the final possession. All parties are aware of the need to meet the one-month lead time prior to implementation, as required under Condition E48. Closed
14- April-2025	Heritage	SSI8256 - TSOM - MCoA - C7	A non-compliance with Condition C7 occurred during construction works at several CSW stations, where MTR made ad-hoc design changes to cable containment installation without following the approved Heritage Management Plan—a required CEMP Sub-plan. These changes were made without consulting heritage specialists (Metron T2M and TZG) or notifying Sydney Metro. The final installation deviated from the agreed sketch design and was not reviewed or approved by the relevant parties. Sydney Metro identified the issue on 7 February 2025	<p>MTR must comply with the CEMP and all sub-plans in accordance with Condition C7. Closed</p> <p>MTR must ensure they obtain heritage advice before undertaking any works on heritage buildings. Closed</p> <p>Sydney Metro's ESP Team held two heritage in-service sessions with</p>

and began investigations. This breach highlights a failure to implement the CEMP Sub-plan as required under Condition C7.

contractors and SM Southwest project teams to outline heritage requirements, remind them of their obligations under the planning approval, and set Sydney Metro's expectations to reduce the risk of future heritage non-compliance. Closed

Heritage advice required to guide the rework that needs to occur. Initial heritage advice requires more detailed documentation. In progress (Heritage advice received for the rectification works is yet to be completed on site)

16- April-2025	Heritage	<p>SSI8256 - SWM3 - Final Conversion Period - MCoA - C7</p> <p>SSI8256 - SWM3 - Final Conversion Period - REMM – NAH1</p>	<p>An electrical subcontractor to S2B New Era installed hearing loop junction boxes at multiple stations between Marrickville and Bankstown without following the approved heritage fixing methods or design. The contractor was stood down due to lack of notification and incomplete SWMS. The works impacted various heritage and non-heritage elements, but the alterations are considered minor and reversible. Heritage advice has not yet been obtained but will be addressed in a separate upcoming works package. All future work will comply with REMMs.</p>	<p>Refer to existing designs determine if any amendments are needed – completed</p> <p>Create inventory of all non-compliant junction boxes – completed</p> <p>Investigate required remediation – completed</p> <p>Additionally, Sydney Metro's ESP Team has held two heritage in-service sessions with contractors and SM Southwest project teams. These sessions outlined heritage requirements, reminded attendees of their obligations under the planning approval, set Sydney Metro's expectations, and aimed to reduce the risk of future heritage non-compliance. Closed</p>
28-May-2025	Flora and Fauna	<p>SSI8256 - SWM3 - Final Conversion Period - REMM - B4</p>	<p>On 28 May 2025, UGL breached REMM B4 at site PTB05 by removing Downy Wattle protection signage and erecting a gazebo within a marked ecological protection area. This occurred during fibre splicing works. Although the gazebo was removed at the end of the day, the extent of environmental impact is currently unknown. UGL engaged an ecologist to assess any potential impact it was determined that there was no adverse impact to Downy Wattle.</p>	<p>Ecologist Assessment – An ecologist was engaged to assess the area for potential impacts. Findings provided to Sydney Metro and S2B on 2 July 2025. Closed</p> <p>Staff Awareness Review – A review was undertaken to ensure relevant staff are familiar with areas requiring protection under the planning approval. Closed</p> <p>Toolbox Talk – A toolbox talk was conducted to remind crews that encroachment into protected areas is</p>

strictly prohibited and that Environmental Control Maps (ECMs) must be reviewed prior to commencing work at relevant sites. Closed

05-June-2025	Heritage	SSI8256 - SWM3 - Final Conversion Period - MCoA - C7	<p>An electrical subcontractor to S2B (New Era) installed lighting fixtures and conduits into heritage brick piers at Bankstown Station without following heritage specialist advice or the Sydney Trains Technical Notes on heritage fixings. Although individual penetrations were small, their number exceeded what was necessary, and a non-heritage concrete beam above—more suitable for use—was not considered due to bypassing the change management process.</p> <p>A make-good proposal was submitted to Sydney Metro on 20 June 2025, including relocating conduit to the concrete beam, patching holes with colour-matched putty, ceasing further penetrations to the brick pier, and visually consolidating conduits. Lighting was installed at 3.1m AFFL as per the approved model.</p> <p>All New Era workers will receive toolbox talks by month-end, and environmental audits will commence early next month.</p>	<p>A Collective Insight session was held at 07:30 on 5 June 2025 to review heritage compliance, identify strengths and gaps, and assign improvement actions. Key actions included running a heritage toolbox talk to familiarise subcontractors with terminology and heritage maps, requiring subcontractors to notify the S2B Environmental Manager before starting work in new areas, and improving design documentation. Closed</p> <p>Additional details are needed to clarify the commitment to remediate and make good any heritage impacts. Closed</p> <p>Make-good options will be reviewed by heritage specialists and require approval from Sydney Metro. Closed</p> <p>Sydney Metro’s ESP Team held two heritage in-service sessions for contractors and project teams to outline heritage requirements, remind them of their planning approval obligations, and set expectations to minimize future heritage non-compliance. Closed</p> <p>An was conducted on New Era’s work and work packs related to the Line Stations Electrical Works. Closed</p>
27-June-2025	Management Systems	SSI15_7400 - Linewide - MCoA - C16	<p>The Construction Monitoring Report for March–August 2024 was prepared but not completed, resulting in it not being submitted to DPHI within the approved timeframe.</p>	<p>The overdue Construction Monitoring Report for March–August 2024 has been completed and will be submitted to DPHI. No further reports are required, and a new Environment Manager has been assigned to the project. Closed</p>

27-June-2025	Management Systems	SSI15_8256 - Linewide - MCoA – C14	The Construction Monitoring Report for March–August 2024 was prepared but left incomplete and therefore was not submitted to DPHI within the approved deadline.	The Construction Monitoring Report for March–August 2024 has now been completed and is submitted to DPHI. No further monitoring reports are required for the project. Additionally, Systems Connect has assigned a new Environment Manager to oversee the project. Closed
24-July-2025	Management Systems	SSI8256 - SWM3 - Final Conversion Period - REMM - NAH4	Designer advice on core hole penetrations in a heritage precinct addressed heritage values but lacked documented heritage specialist guidance as required by REMM NAH4. Follow-up advice from a qualified conservation architect confirmed the works have minor physical and negligible visual impacts, representing the least impactful constructable option. Full details are in Appendix A.	Formal correspondence has been sent to the designers reminding them of their obligations under REMM NAH4. This matter is now closed. Closed All engineers working in heritage precincts have been assigned a proactive assurance task to ensure designs are developed with input from a qualified conservation architect. This was due by 31 August 2025. Closed
04-August-2025	Management Systems	SSI15_7400 – Sydney Metro - MCoA - B5	On 3 July 2025, a compliance review of the Pitt Street ISD Community Communications Strategy (CCS) found that monthly email updates and bi-annual construction newsletters had ceased, breaching Condition B5 for CSSI 7400. Monthly updates stopped after April 2025, replaced by ad hoc notifications due to minimal defect work. Bi-annual newsletters last issued in July 2024. A wider review revealed reduced newsletter frequency at Crows Nest and Waterloo stations, also not meeting CCS requirements.	The Sydney Metro Communications Team will resume monthly email updates and bi-annual newsletters for each station until construction completion, unless otherwise agreed with the project ER and Environment team. Attached is the August notification for Gadigal Station. Any future changes to contractor CCS communications will be discussed with the project ER and Environment team before implementation. Closed
15-September-2025	Management Systems	SSI8256 - Sydney Metro - MCoA - A35	The SWM3 Independent Audit occurred in February and March 2025, with key meetings and site inspection completed. The final audit report was submitted on 28 March 2025. However, Sydney Metro failed to submit its response to the Independent Audit within the required six-week period after audit completion, as mandated by Condition A35(b). This delay was administrative only, with no environmental harm caused, and the issue was promptly rectified once identified.	No corrective actions are required for closure. The response to the Independent Audit has been submitted to the Planning Secretary. Closed

5.3 Incidents

There were no environmental incidents as defined by the CSSI planning approval definitions during the reporting period.

Table 12 Environmental Incidents reported during the Reporting Period

Date Raised	Type	Planning Approval-Stage-Requirement/s	Description	Status and Actions taken or to be taken
Nil	-	-	-	-

5.4 Environmental Audit Findings

5.4.1 Open from Previous Reporting Period

No environmental audit findings were reported as ‘open’ in the previous reporting period.

5.4.2 This Reporting Period

No environmental audits were undertaken during the reporting period:

Table 13 summarises the environmental audits undertaken during the reporting period.

Table 13 Environmental Audits undertaken during the Reporting Period

Stage	Audit Title	Audit Type	Audit Report Date	Total Findings	Closed Findings	Open Findings
Nil	-	-	-	-	-	-
Totals				0	0	0

5.5 Environmental Monitoring

In accordance with C2S C9, environmental construction monitoring programs must be prepared and implemented to monitor the following types of impacts caused by the project:

- Noise and vibration – CoA C9(a),
- Blasting – CoA C9(b),
- (Surface) Water quality – CoA C9(c), and
- Groundwater (quality) – CoA C9(d).

Table 14 indicates the applicability of the construction monitoring programs associated with each of the above to each Chatswood to Sydenham Stage of the project in accordance with the Sydney Metro *C&SW Chatswood to Sydenham Staging Report* (document available on the Sydney Metro website - <https://www.sydneymetro.info/documents>). Grey cells indicate monitoring programs

that have either been completed, are not applicable during the reporting period or are yet to commence ‘construction’ as defined under the applicable planning approval (and therefore not subject to construction monitoring activities).

A summary and analysis of the results of the environmental monitoring programs that were applicable during the reporting period is provided in the following sections.

Table 14 Environmental Monitoring Program Applicability to each Project Stage

Chatswood to Sydenham Stage	Noise and Vibration – CoA C9(a)	Blasting – CoA C9(b)	Surface Water Quality – CoA C9(c)	Groundwater Quality – CoA C9(d)
SYAB	All works completed prior to the reporting period.			
NCW	All works completed prior to the reporting period.			
TSE	All works completed prior to the reporting period.			
CN ISD	N/A (Completed)	N/A	N/A	N/A (Completed)
VC ISD	N/A (Completed)	N/A	N/A	N/A (Completed)
BS	N/A (Completed)	N/A	N/A	N/A
MP ISD Demo	All works completed prior to the reporting period.			
MP ISD	N/A (Completed)	N/A	N/A	N/A (Completed)
PS ISD	N/A (Completed)	N/A	N/A	N/A (Completed)
CSM	N/A (Completed)	N/A (Completed)	N/A	N/A
W ISD	Applicable	N/A	N/A	N/A
SSJ	N/A (Completed)	N/A	N/A (Completed)	N/A
LW	N/A	N/A	N/A	N/A
TSOM – never going to be Principal Contractor	Applicable	N/A	N/A	N/A

It is noted that whilst noise and vibration and surface water quality monitoring is applicable for the Sydenham to Bankstown SSI 8256 stages, it is not a requirement to report a summary of the results of the monitoring within this Construction Compliance Report. As such, a summary of environmental monitoring is provided for Chatswood to Sydenham only, in accordance with SSI 7400 CoA A34(a).

Note also that TSOM provide assistance and information to relevant Principal Contractors at the sites where they are active to meet the conditions.

5.5.1 Noise and Vibration

During the reporting period, noise and vibration monitoring programs were applicable on the SSI-7400 for W ISD Stage and SSI-8256 for SWM3 and EHVMT. A noise and vibration summary and analysis for W ISD, SWM3 and EHVMT undertaken during the reporting period is provided in Table 15 and Table 16.

Table 15 Noise Monitoring Results Summary and Analysis

Site (North to south)	Management Level Exceedances	Noise Monitoring Results Comments
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W ISD	0	Noise monitoring was conducted to verify construction noise levels with Predicted Noise Level (PNL) outlined in the CNVIS and applicable OOHWA. No exceedances of predicted levels were observed.
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Table 16 Vibration Monitoring Results Summary and Analysis

Site (North to south)	Management Level Exceedances	Vibration Monitoring Results Comments
W ISD	0	No vibration monitoring was required to be undertaken during the reporting period.

5.5.2 Blasting

No blasting activities were undertaken during the reporting period.

5.5.3 Surface Water Quality

During the reporting period, no surface water quality monitoring was undertaken. All surface water quality monitoring programs under CSSI 7400 are no longer required due to limited scope of work remaining and the completion of relevant construction.

5.5.4 Groundwater Quality

During the reporting period, no groundwater quality monitoring was undertaken. All groundwater quality monitoring programs under CSSI 7400 are no longer required due to limited scope of work remaining and the completion of relevant construction.

5.6 Business Impact Monitoring

C2S E64(f) and S2B E37(f) requires Business Management Plans to include provision of business monitoring results to the Secretary in accordance with the Sydney Metro *Compliance Monitoring / Tracking and Reporting Program* (CMTRP) report (document available on the Sydney Metro website - <https://www.sydneymetro.info/documents>). The CMTRP requires a summary of the business monitoring program results to be included in each Construction Compliance Report (i.e., this report).

During the reporting period, business impact monitoring was undertaken as part of the CNISD, PS ISD, W ISD, Linewise, SMEW, Packages 4, 5 and 6, SWM3 and EHVMT Stages in accordance with the applicable C&SW Staging Reports. There was no business impact monitoring during the reporting period for VCISD, MP ISD, BS, CSM, SSJ, or SWM3. TSOM provide assistance and information to relevant Principal Contractors at the sites where they are active to meet the conditions. The following sections provides a summary of business impact monitoring results during the reporting period.

Crows Nest Integrated Station Development

Performance parameters	Monitoring	Reporting outputs	Status Update
Awareness of construction activity and likely impacts	Records in Consultation Manager database on number and timing of notifications	Number of notifications issued	4 notifications were issued to business stakeholders to inform about upcoming activities and likely construction impacts. Summary: 2 monthly updates 2 OOH notifications

Performance parameters	Monitoring	Reporting outputs	Status Update
			4 campaign emails were also issued during the reporting period.
	Records in Consultation Manager database on number of (and attendance at) briefings, information sessions and completed doorknocks / face to face meetings	Percentage of notifications issued on time	100%
	Feedback from meetings, presentations, and briefings (documented in Consultation Manager)	Number of briefings, information sessions and completed doorknocks.	Nil.
	Records in Consultation Manager database on complaints received from businesses relating to lack of information about construction activities and impacts.	Percentage of businesses within 50m contacted prior to work	100%
		Number of complaints received from businesses relating to lack of information about construction activities and impacts	Nil.
		Lessons learnt.	Nil.
Measures implemented to maintain business vehicle and pedestrian access, parking, visibility and amenity during construction activity	Consultation with businesses on potential impacts and mitigation measures (documented in Consultation Manager)	Number of businesses with mitigation measures agreed in advance to address access, parking, visibility, or amenity issues	Nil.
	Feedback on mitigation measures effectiveness (documented in Consultation Manager)	Percentage of businesses where mitigation measures were implemented as agreed	100%
	Records in Consultation Manager database on complaints received from businesses relating to vehicle and pedestrian access, parking, visibility and amenity, including details of any repeat complaints about the same issue.	Details of mitigation measures implemented	Nil.
		Business feedback on effectiveness of mitigation measures	Nil.
		Number of repeat complaints received from businesses relating to vehicle and pedestrian access, parking, visibility, and amenity	Zero.

Performance parameters	Monitoring	Reporting outputs	Status Update
		Lessons learnt.	Nil.
Agreed measures to minimise noise and vibration impacts on noise and vibration sensitive businesses	Documentation of affected businesses impacts and mitigation measures in site specific CNVIS reports	Summary of non-standard mitigation measures implemented	Nil.
	Feedback on mitigation measures effectiveness (documented in Consultation Manager).	Number of referrals to Sydney Metro	Nil.
	Records of businesses referred to Sydney Metro for additional assessment / treatment	Number of repeat complaints from noise sensitive receivers relating to noise and vibration impacts.	Nil.
	Records in Consultation Manager database on noise and vibration complaints from businesses.	Lessons learnt.	Nil.

Pitt Street Integrated Station Development

Performance parameters	Monitoring	Reporting outputs	PS ISD Status
Awareness of construction activity and likely impacts	Records in Consultation Manager database on number and timing of notifications	Number of notifications issued	15 notifications were issued to businesses within our catchment area during the reporting period. Comprising: • 3 monthly combined OOH and work notifications • 12 weekly emails were issued during this period
	Records in Consultation Manager database on number of (and attendance at) briefings, information sessions and completed doorknocks / face to face meetings	Percentage of notifications issued on time	100%
	Feedback from meetings, presentations, and briefings (documented in Consultation Manager)	Number of briefings, information sessions and completed doorknocks.	Regular targeted email updates were provided to sensitive stakeholders and businesses, regarding upcoming utility and public domain work. Meetings with businesses were optional upon their request One targeted meetings occurred with Kimpton Margot Hotel regarding upcoming public domain works, coinciding with major VIP visits over two consecutive weeks in March.
		Percentage of businesses within 50m contacted prior to work	100%
	Records in Consultation Manager database on complaints received from businesses relating to lack of information about construction activities and impacts.	Number of complaints received from businesses relating to lack of information about construction activities and impacts	Nil during this reporting period.
Measures implemented to maintain business vehicle and pedestrian access, parking, visibility and amenity during	Consultation with businesses on potential impacts and mitigation measures (documented in Consultation Manager)	Number of businesses with mitigation measures agreed in advance to address access, parking, visibility, or amenity issues	Three businesses were consulted during this period regarding mitigation measures to minimise noise and operation disruption
	Feedback on mitigation measures effectiveness (documented in Consultation Manager)	Percentage of businesses where mitigation measures were implemented as agreed	100%
	Records in Consultation Manager database on complaints received from	Details of mitigation measures implemented	Nil during this reporting period.

Performance parameters	Monitoring	Reporting outputs	PS ISD Status
	businesses relating to vehicle and pedestrian access, parking, visibility and amenity, including details of any repeat complaints about the same issue.	Business feedback on effectiveness of mitigation measures	Businesses needs were address and accommodated to the best of project's ability over the course of the public domain works. Mitigation measures included revised work methodology and timing, to facilitate business events and VIP guests. Businesses were appreciative of the actions.
		Number of repeat complaints received from businesses relating to vehicle and pedestrian access, parking, visibility, and amenity Lessons learnt.	Nil during this reporting period. Proactive, transparent communication about upcoming work and associated impacts is key to enabling collaboration with business stakeholders on mitigation measures. It also enables businesses to plan and adjust their operations where possible to minimise adverse impacts. The Gadigal Station team continued working closely with the business executives, accommodating their specific requests modifying the work schedule at times where the venues are at full capacity, or during special events and VIP visits, until all the remaining OOH work was complete in September.
Agreed measures to minimise noise and vibration impacts on noise and vibration sensitive businesses	Documentation of affected businesses impacts and mitigation measures in site specific CNVIS reports.	Summary of non-standard mitigation measures implemented	Implementation of noise tents and blankets during noisy activities at Gadigal North and South site to minimise noise impacts. Revising the program to condense some high impact works

Performance parameters	Monitoring	Reporting outputs	PS ISD Status
			<p>(jackhammering and sawcutting) into a single night, to complete before midnight, and purchasing additional equipment and material (i.e. plates) to mitigate impacts from nightworks on The Kimpton Margot Hotel, Park Regis Hotel, and Castlereagh Boutique Hotel, including revision of the footpath work and cumulative impact of Council contractors and Gadigal teams work</p> <p>Where possible, the project considered business stakeholders' events, hotels occupancy rate, and major public events schedule when planning Gadigal Station work activities, to minimise adverse impacts stemming from project delivery.</p> <p>Businesses conveyed appreciation at the efforts to mitigate noise, while some continued to express general dissatisfaction of the overall impact and duration of works.</p>
	Feedback on effectiveness of mitigation measures (documented in Consultation Manager).		5 positive records as a result of work methodology and timing adjustment.
	Records of businesses referred to Sydney Metro for additional assessment / treatment.		Nil.
	Records in Consultation Manager database on noise and vibration complaints from businesses.	Number of referrals to Sydney Metro	Nil referred to Sydney Metro during the current reporting period. 8 overall noise complaints from businesses
		Number of repeat complaints from noise sensitive receivers relating to noise and vibration impacts	Two businesses lodged repeated complaints during this period.
		Lessons learnt	Continuous regular contact and providing timely, detailed information about upcoming activities and construction impacts with businesses has been key to minimising the number of complaints during this

Performance parameters	Monitoring	Reporting outputs	PS ISD Status
			<p>period, and to achieve a positive outcome. Access to a 24/7 community team member has been instrumental in identifying and resolving issued promptly, to avoid escalation.</p>

Waterloo Integrated Station Development

Performance parameters	Monitoring	Reporting outputs	WL ISD Status
Awareness of construction activity and likely impacts	Records in Consultation Manager database on number and timing of notifications	Waterloo Congregational Church: <ul style="list-style-type: none"> WLD actively communicating with Church on a regular basis. 	All interactions with businesses are documented in Consultation Manager. 6 letterbox drop for monthly construction notifications issued; 18 OOH notifications were delivered in this period. 0 Community / Business connect event 0 Bi-annual newsletter 6 project email updates issued.
	Records in Consultation Manager database on number of (and attendance at) briefings, information sessions and completed doorknocks / face to face meetings	Percentage of businesses within 50m contacted during reporting period: 100%. All properties received monthly letterbox drop community notifications and update emails if subscribed to email distribution list.	100% of notifications issued on time.
	Feedback from meetings, presentations, and briefings (documented in Consultation Manager)	Change of use consultation commenced for WMQ Central and North.	Specific notification issued about Change of Use followed by a targeted stakeholder briefing for businesses and a separate briefing for surrounding residents.
	Records in Consultation Manager database on complaints received from businesses relating to lack of information about construction activities and impacts if applicable.	Number of complaints received from OOH works, despite residents being notified.	No complaints were received from businesses. No complaints were referred to the Community Complaints Mediator.
Measures implemented to maintain business vehicle and pedestrian access, parking, visibility and amenity during construction activity.	Consultation with businesses on potential impacts and mitigation measures (documented in Consultation Manager)	Consultation ongoing with residents and business around final reinstatement of Wellington Street and permanent changes.	No complaints received regarding property access, parking, visibility, or amenity.
	Feedback on mitigation measures effectiveness (documented in Consultation Manager)	Percentage of businesses where mitigation measures were implemented as agreed – N/A	Nil.
	Records in Consultation Manager database on complaints received from businesses relating to vehicle and pedestrian access, parking, visibility and amenity, including details of any repeat	Number of repeat complaints received from businesses relating to vehicle and pedestrian access, parking, visibility and amenity - 0.	Nil.

Performance parameters	Monitoring	Reporting outputs	WL ISD Status
	complaints about the same issue.		
Agreed measures to minimise noise and vibration impacts on noise and vibration sensitive businesses	Consultation with businesses on noise and vibration impacts and mitigation measures documented in Consultation Manager.	Real-time noise monitors on site will alert the project team if exceedances of allowable noise levels are registered. A vibration monitor is permanently located within the Waterloo Congregational Church and will alert John Holland to vibration exceedances.	<ul style="list-style-type: none"> No. of referrals to Sydney Metro: 1 No. of avoidable noise and vibration complaints from business stakeholders: 0 No. of unavoidable noise and vibration complaints from business stakeholders: 1 1 property damage complaint/claim escalated to Metro from alleged damage from previous tunnelling works.
	Documentation of affected businesses impacts and mitigation measures in site specific CNVIS reports.	Number of repeat business complaints from noise sensitive receivers relating to noise and vibration impacts - 0.	Nil
	Feedback on effectiveness of mitigation measures (documented in Consultation Manager).		N/A
	Records of businesses referred to Sydney Metro for additional assessment / treatment.		N/A
	Records in Consultation Manager database on noise and vibration complaints from businesses.		Nil

Linewide

Performance parameters	Monitoring	Reporting outputs	LW ISD Status
Awareness of construction activity and likely impacts	Records in Consultation Manager database on number and timing of notifications	Number of notifications issued	SCLWW provided content to combined monthly notifications issued by other contractors related to the Southwest Corridor work
	Records in Consultation Manager database on number of (and attendance at) briefings, information sessions and completed doorknocks / face to face meetings	Number of briefings, information sessions and completed doorknocks	Nil.
	Records in Consultation Manager database on complaints received from businesses relating to lack of information about construction activities and impacts.	Number of complaints received from businesses relating to lack of information about construction activities and impacts	Nil for the current reporting period.
Measures implemented to maintain business vehicle and pedestrian access, parking, visibility, and amenity during construction activity.	Consultation with businesses on potential impacts and mitigation measures (documented in Consultation Manager).	Number of businesses with mitigation measures agreed in advance to address access, parking, visibility, or amenity issues	Nil for the current reporting period.
	Feedback on effectiveness of mitigation measures (documented in Consultation Manager).	Percentage of businesses where mitigation measures were implemented as agreed	N/A – due to the stage of the works, the implementation of mitigation measures was not required.
		Business feedback on effectiveness of mitigation measures	N/A – due to the stage of the works, the implementation of mitigation measures was not required
	Records in Consultation Manager database on complaints received from businesses relating to vehicle and pedestrian access, parking, visibility and amenity, including details of any repeat complaints about the same issue.	Number of repeat complaints received from businesses relating to vehicle and pedestrian access, parking, visibility, and amenity	Nil
Agreed measures to minimise noise and vibration impacts on noise and vibration sensitive businesses	Consultation with businesses on noise and vibration impacts and mitigation measures documented in Consultation Manager.	Number of businesses with agreed mitigation measures to address noise and vibration impacts	With the Systems Connect work delivered, engagement with local businesses was not required.
	Records of businesses referred to Sydney Metro for additional assessment / treatment.	Number of referrals to Sydney Metro	Nil
	Records in Consultation Manager database on noise and vibration complaints from	Number of repeat complaints from noise sensitive receivers	Nil

Performance parameters	Monitoring	Reporting outputs	LW ISD Status
	businesses.	relating to noise and vibration impacts	

SMEW, Packages 4, 5 and 6, SWM3 and EHVMT

Performance parameters	Monitoring	Reporting outputs	Updated Status
Awareness of construction activity and likely impacts	Records in Consultation Manager database on number and timing of notifications	Number of notifications issued	6 monthly notifications letterbox dropped 4 specific business notification at Lakemba, Belmore and Bakstown (x2) 94 notifications distributed via CM and in-person for specific works at station locations
	Records in Consultation Manager database on number of (and attendance at) briefings, information sessions and completed doorknocks / face to face meetings	Percentage of notifications issued on time	100% of notifications issued on time
	Feedback from meetings, presentations, and briefings (documented in Consultation Manager).	Number of briefings, information sessions and completed doorknocks.	9
	Records in Consultation Manager database on complaints received from businesses relating to lack of information about construction activities and impacts.	Percentage of businesses within 50m contacted prior to work	100% of businesses identified as being potentially affected by works
		Number of complaints received from businesses relating to lack of information about construction activities and impacts	2 (1x barber and 1 x Canterbury hotel)
	Lessons learnt.		<p>Keeping businesses informed minimises the complaint rate.</p> <p>Responsive of construction team is important when resolving issues that arise from businesses.</p> <p>Perceived economic impacts can be minimised through clearly articulating the purpose and duration.</p> <p>Providing assistance with temporary business signage during disruptive works can assist.</p>

Performance parameters	Monitoring	Reporting outputs	Updated Status
Measures implemented to maintain business vehicle and pedestrian access, parking, visibility and amenity during construction activity.	Consultation with businesses on potential impacts and mitigation measures (documented in Consultation Manager)	Number of businesses with mitigation measures agreed in advance to address access, parking, visibility, or amenity issues	12
	Feedback on mitigation measures effectiveness (documented in Consultation Manager)	Percentage of businesses where mitigation measures were implemented as agreed	100%
	Records in Consultation Manager database on complaints received from businesses relating to vehicle and pedestrian access, parking, visibility and amenity, including details of any repeat complaints about the same issue.	Details of mitigation measures implemented	<ul style="list-style-type: none"> • Adjustment of traffic signage by traffic control to ensure perception of footpath continuation • Consideration of cultural and community events during work planning • Reviewing rail corridor access gates and alternative access locations • Informing site workers to avoid parking outside business and ensuring workers are briefed ahead of works commencing • Complying with approved traffic plans and set up • Providing temporary signage via corflutes or VMS for impacted businesses during specific works, • Individual contact made with businesses that may be impacted • Encouraging workers to raise awareness of working near businesses and supporting local businesses within inductions and training • Locating replacement bus stops with minimal impact on businesses as possible • Investigating providing alternative parking
		Business feedback on effectiveness of mitigation measures	Work is consistent with expectations.
		Number of repeat complaints received from businesses relating to vehicle and pedestrian access, parking, visibility, and amenity	No repeat complaints received.

Performance parameters	Monitoring	Reporting outputs	Updated Status
		Lessons learnt.	Review traffic signage near footpaths to ensure visibility is not impacted. Equipping traffic control to make adjustments where requested by businesses when it is safe to do so.
Agreed measures to minimise noise and vibration impacts on noise and vibration sensitive businesses.	Consultation with businesses on noise and vibration impacts and mitigation measures documented in Consultation Manager.	Number of businesses with agreed mitigation measures to address noise and vibration impacts	NIL, noting: 100% compliance with CNVIS & 100% compliance with agreed respite periods from high noise impact activities
	Documentation of affected businesses impacts and mitigation measures in site specific CNVIS reports.	Summary of non-standard mitigation measures implemented	Minimisation through construction methodology and equipment selection Coordinating with other contractors to reduce parking requirements during construction Social procurement Notification Consultation (where possible) Email updates
	Feedback on effectiveness of mitigation measures (documented in Consultation Manager).	Number of Ministerial escalations	0
		Lessons learnt	Businesses are prepared for, and have become accustomed to, Metro work in the local area. Business operational hours taken into consideration when balancing the needs of residents in the area and traffic approvals.

5.7 Complaints

A total of 85 complaints associated with the C&SW project CSSI planning approvals were received during the reporting period. Of these, 78 complaints were determined to be attributed to project works following investigation. Majority of complaints were attributed to the EHVMT Stage (67%), followed by SWM3 (27%), Waterloo ISD and TSOM (both 3%), and CN ISD (1%).

Complaints during the reporting period were heavily dominated by Noise & Vibration, representing 51 complaints, or 65% of all complaints attributed to the project. This was followed by 14 complaints (or 18%) relating to Traffic, Transport and Access and 5 complaints (or 6%) relating to Visual Amenity. The remaining 10% of complaints were related to Property & Businesses (3), Air Quality (2), and worker Behaviour, Biodiversity, and safety, Security & Housekeeping (each 1).

A total of 85 stakeholders accounted for 85 complaints, all of which were one-off complaints. Of these, 7 complaints were not related to SM. The remaining 78 complaints were attributed to project works as follows: 52 complaints related to the EHVMT stage, 21 to the SWM3 stage, 2 to TSOM, and 3 to C2S (2 for Waterloo Station and 1 for Crows Nest Station).

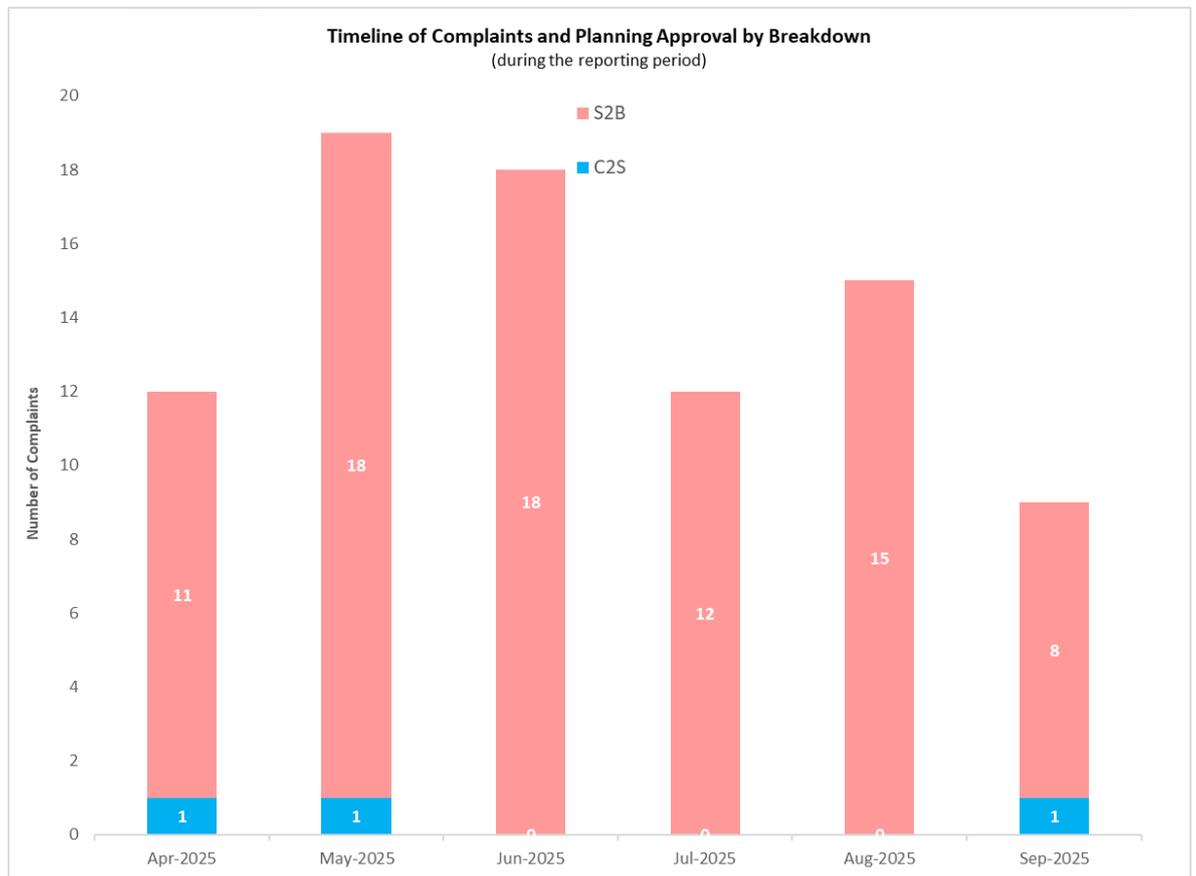


Figure 3 Timeline of Complaints and Planning Approval Breakdown during the Reporting Period

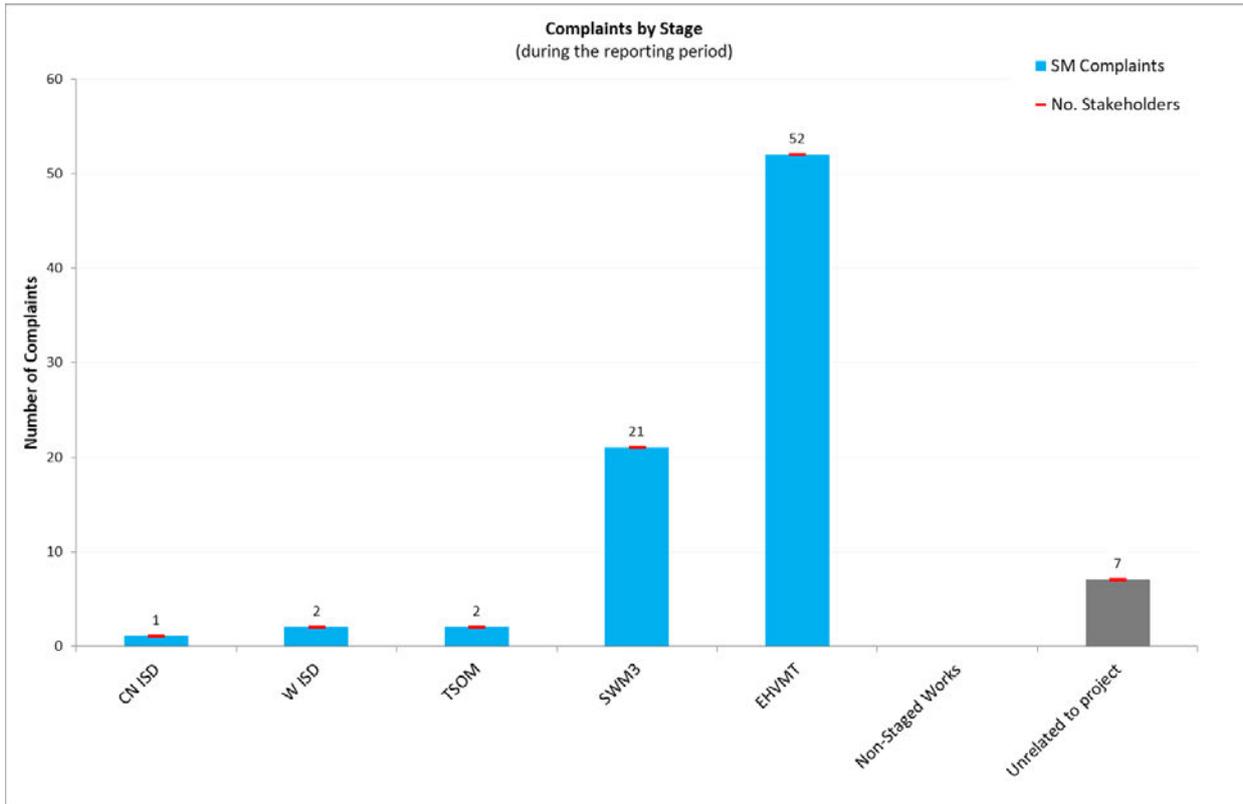


Figure 4 Complaints by Stage during the Reporting Period

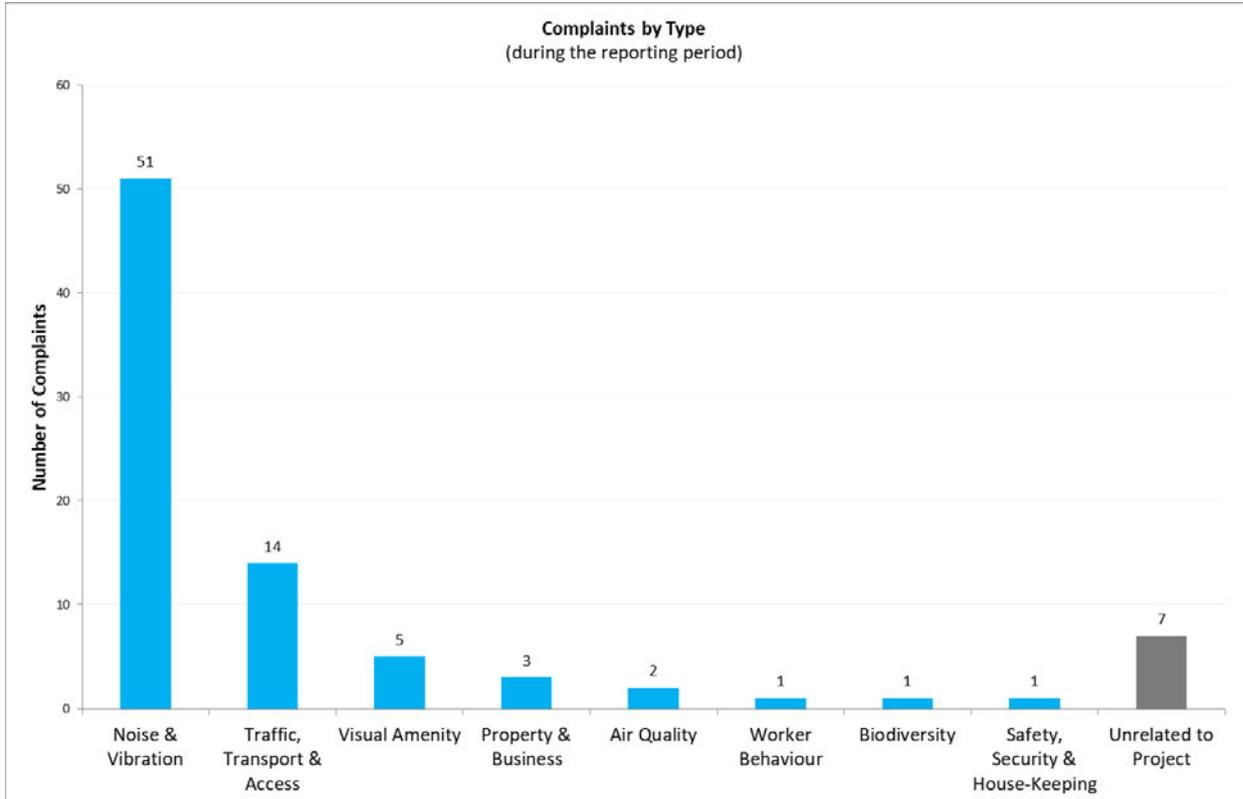


Figure 5 Complaints by Type during the Reporting Period

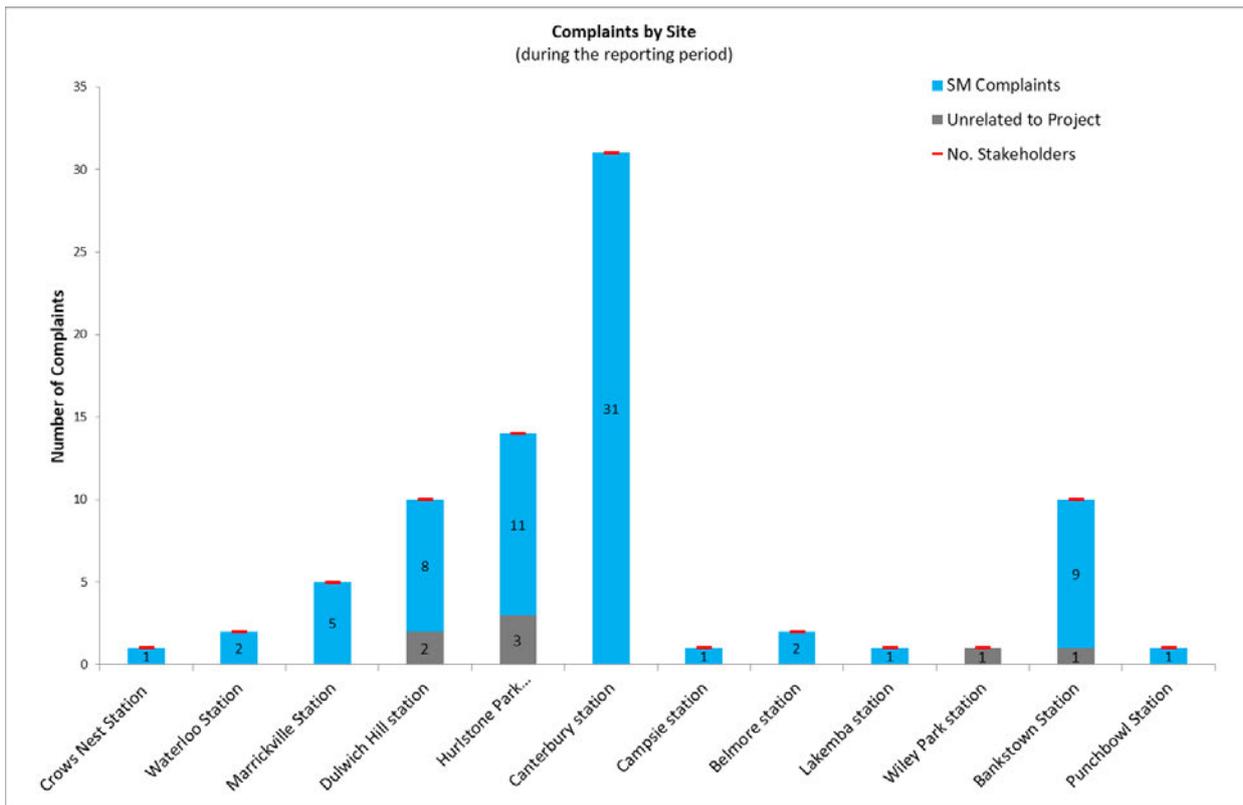


Figure 6 Complaints by Site during the Reporting Period

6 Sustainability and Environmental Initiatives

Sydney Metro's sustainability and environmental initiatives are outlined in its Sustainability Reports and Annual Reports. Sydney Metro's inaugural Sustainability Report 2017 and all subsequent Sustainability Reports are available on the Sydney Metro Sustainability webpage (<https://www.sydneymetro.info/our-approach-sustainability>). From 2024 onwards, sustainability reporting is included in Annual Reports which are available on the Sydney Metro website ([Corporate documents | Sydney Metro](#)).

The 2024–2025 Sydney Metro Annual Report is due to be published in November 2025.

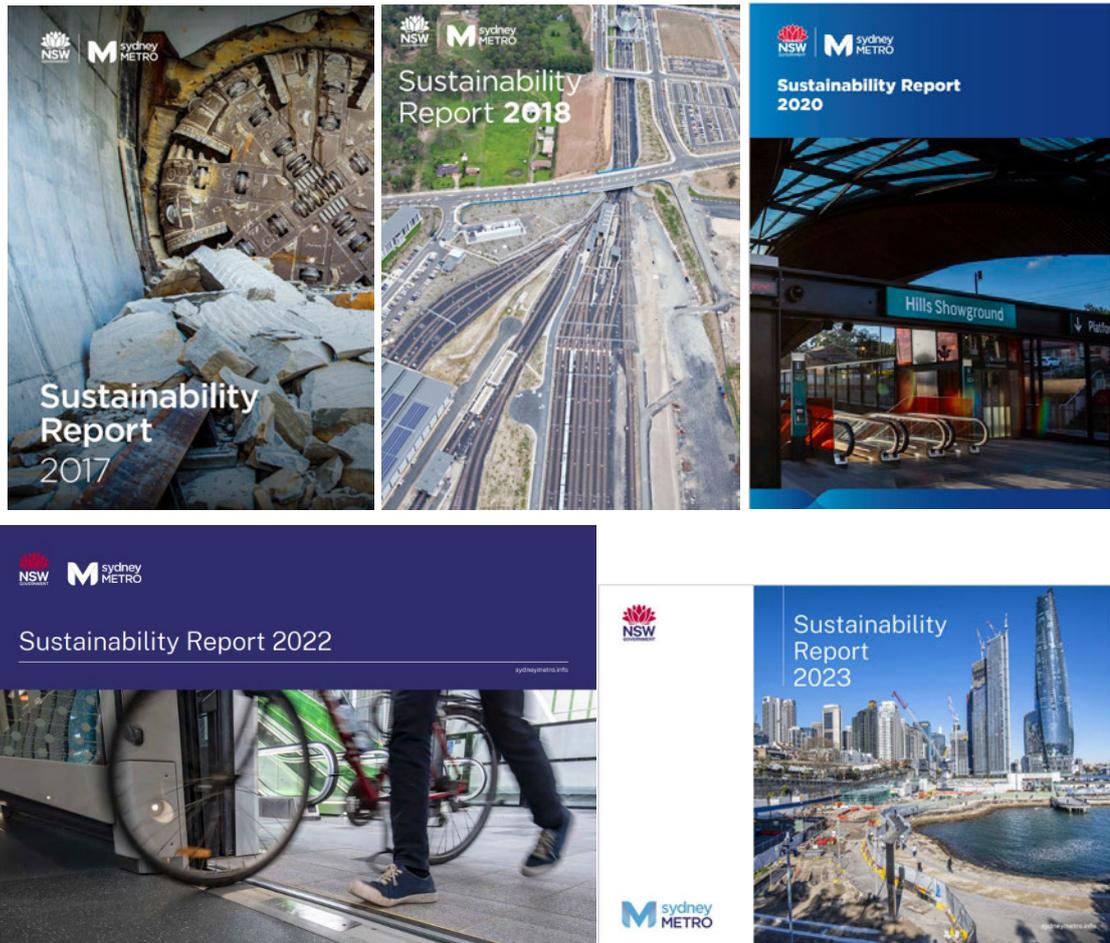


Figure 7 Sydney Metro Sustainability Reports

Appendix 1 – Complaints during the Reporting Period

Department of Planning, Housing and Infrastructure

NSW Planning ref: SSI-7400-PA-634

[REDACTED]
Sydney Metro

680 George Street

Sydney NSW 2000

17/12/2025

Sent via the Major Projects Portal only

Subject: Sydney Metro - Sydenham to Bankstown - Construction Compliance Report #17 (Q2 - Q3 2025)

[REDACTED]
I refer to your Construction Compliance Report for the period 1 April 2025 to 30 September 2025 (**CCR**), submitted as required by:

- Schedule 2, Condition A34 of **SSI-7400**, as modified
- Schedule 2, Condition A31 of **SSI-8256**, as modified

(Approvals).

The Department of Planning, Housing and Infrastructure (**NSW Planning**) has reviewed the Construction Compliance Report #17 and considers it to generally satisfy the reporting requirements of the Approvals.

Please note that the NSW Planning's acceptance of this Construction Compliance Report is not an endorsement of the compliance status of the project.

SSI-8526: Non-compliances

I refer to the non-compliance's identified against Conditions C7, E48, B4, C14, and A35. **Appendix A** includes the actions have been taken against the listed alleged breaches.

SSI-7400: Non-compliances

The CCR identifies non-compliances in relation to Conditions C16 and B5 of the SSI-7400 approval.

The non-compliance in relation to Condition B5 of the approval was addressed as part of the Non-Compliance notifications for the month of August 2025 (our ref. SSI-7400-PA-627). NSW Planning determined to record the breach.

Department of Planning, Housing and Infrastructure

NSW Planning has considered the non-compliance in relation to C16 in accordance with its Compliance Policy and has determined to record the breach with no further enforcement proposed.

Recording the breaches does not preclude NSW Planning from taking further enforcement action in relation to the breaches, should it become apparent that an alternative response is more appropriate.

Should you wish to discuss the matter further, please contact [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

As nominee of the Planning Secretary

Appendix A – Summary of non-compliances reported against SSI-8256 approval

Reported Condition Number	Summary of breach	Determination
C7	John Holland Liang O’Rourke Joint Venture (JHLOR JV), identified that 2 Lark St was missed in the noise model, apologised to the resident, and offered respite vouchers retrospectively for WE38 and for upcoming possession works under WE39. The residents preferred vouchers over alternative accommodation, and JHLOR JV confirmed they will be issued in compliance with Project EPL 21147, Condition L5.12 notification requirements	Reported within the May monthly non-compliance register. NSW Planning determined to record the breach (SSI-8256-PA-531).
E48	The 9week shutdown between Bankstown and Lidcombe commencing 27 April 2025 triggered Condition E48, which required submission of a Temporary Transport Management Plan (TTMP) one month in advance. However, the TTMP was only finalised and submitted on 8 April 2025 —18 days before implementation—resulting in noncompliance with Condition E48.	Reported within the April monthly non-compliance register. NSW Planning determined to record the breach (SSI-8256-PA-523).
C7	A noncompliance with Condition C7 was identified on 7 February 2025, when Sydney Metro found that MTR had made ad-hoc cable containment design changes at several stations without following the approved Heritage Management Plan. These unapproved changes, made without consulting heritage specialists or notifying Sydney Metro, resulted in installations that deviated from the agreed sketch design and were not reviewed or approved, constituting a breach of Condition C7.	Reported within the May monthly non-compliance register. Currently being investigated under INV-95641208.
B4	On 28 May 2025, UGL breached REMM B4 at site PTB05 by removing Downy Wattle protection signage and erecting a gazebo within a designated ecological protection area during fibre splicing works. Although the gazebo was removed the same day, an ecologist later confirmed there was no adverse impact to the Downy Wattle	Reported within the May monthly non-compliance register. Investigated under INV-95641208 with a Warning letter issued to the contractor.

C7	An electrical subcontractor New Era breached heritage requirements at Bankstown Station by installing lighting fixtures and conduits into heritage brick piers without following specialist advice or Sydney Trains Technical Notes, bypassing the change management process and creating unnecessary penetrations. A makegood proposal submitted on 20 June 2025 outlined relocating conduits to a nonheritage concrete beam, patching holes with colour-matched putty, ceasing further penetrations, visually consolidating conduits, and implementing toolbox talks and environmental audits to prevent recurrence.	Reported within the June monthly non-compliance register. Currently being investigated under INV-94181456.
C14	The Construction Monitoring Report for March–August 2024 was prepared but left incomplete and therefore was not submitted to DPHI within the approved deadline.	Reported within the June monthly non-compliance register. Was not assessed as part of this monthly register and was delegated for assessment under CCR 17. NSW Planning has considered the non-compliance in accordance with its Compliance Policy and has determined to record the breach with no further enforcement proposed at this time.
C7	Designer advice on core hole penetrations in a heritage precinct did not include documented heritage specialist input, resulting in noncompliance with REMM NAH4. Subsequent review by a qualified conservation architect confirmed the works caused only minor physical and negligible visual impacts, representing the least impactful constructable option	Reported within the July monthly non-compliance register. NSW Planning determined to record the breach (SSI-8256-PA-550).
A35	The SWM3 Independent Audit was completed in February–March 2025, with the final report submitted on 28 March. Sydney Metro did not provide its response within the six week timeframe required under Condition A35(b), but the delay was administrative only, caused no environmental harm, and was promptly rectified once identified	Reported within the September monthly non-compliance register. NSW Planning determined to record the breach (SSI-8256-PA-567).

Department of Planning, Housing and Infrastructure

