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Mr [REDACTED]
Senior Compliance Officer – Government Projects
Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

15 January 2026
Ref:201209-ER_DPHI-December 2025

Dear [REDACTED]

RE: Sydney Metro - Sydney Metro Western Sydney Airport SSI 10051 – ER Monthly Report for December 2025

Healthy Buildings International (HBI) submits this report to the Secretary in accordance with:

- Condition A32 (k) of the Sydney Metro Western Sydney Airport, SSI 10051 Approval (23 July 2021, and as modified 14 April 2022)

The attached summary details the key activities undertaken by Environmental Representatives for Sydney Metro Western Sydney Airport for December 2025.

During the reporting period, the ER endorsed Staging Report Rev 12 on 17 December, transferring the Footbridge Works staging classification from Advanced and Enabling Works (AEW) to Finalisation Auxiliary Works (FAW). FAW also includes Corridor Restoration Works (CRW) early works, with CRW main works to be addressed in a future staging report update.

Yours sincerely

[REDACTED]

[REDACTED]

Environmental Representative

Cc:

Sydney Metro: [REDACTED]

DPHI: Major Projects Portal

Enclosed:

ER Endorsement Staging Report V12
SSTOM ER Endorsement of CEMP R3, subplans and monitoring programs
SSTOM ER Approval DNVIS-BSS Rev1 23122025
SSTOM ER Approval of DNVIS-SMF Rv3 23012025

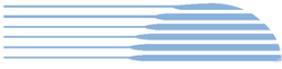


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1. Finalisation Auxiliary Works (FAW)

Contract Package	Environmental Representative/s
(Finalisation Auxiliary Works (FAW) (previously AEW)	[REDACTED]
EPL: None	
Key Construction Activities During the Period	
<ul style="list-style-type: none"> ▪ St Marys Footbridge (FSM): <ul style="list-style-type: none"> ○ Installation of the canopy across the overpass and platforms ○ Platforms 1/2 and 3/4 have lift installation works ○ Escalators installation on platforms 1/2 and 3/4 ○ Blockwork commenced on both platforms ○ Laydown Area 1 topsoil delivery and storage ○ Service installation within the compound area 	
Key Construction Activities Look Ahead	
<p>Construction activities planned for the upcoming period for the Advanced Enabling Works (AEW) comprise of:</p> <ul style="list-style-type: none"> ▪ St Marys Footbridge: <ul style="list-style-type: none"> ○ Canopy installation ○ Concrete pours on both platforms ○ Ongoing lift and escalator works on platforms 1/2 and 3/4 ○ Works to the deck of the overpass 	
ER Inspections	
<p>There were two (2) inspections of the St Marys Station Footbridge works conducted on 03/12/25 and 17/12/25 by the ER [REDACTED].</p> <p>Key points/issues raised during the inspections were as follows:</p> <ul style="list-style-type: none"> ▪ The site completed pre-shutdown inspections and control installation. ▪ The site continued to be well managed with all issues detected in the previous inspection closed out on time. ▪ Minor issues were identified in the inspection regarding pit controls, potential for hydrocarbon leaks and maintenance of chemical storage areas ▪ The ER requested the contractor to monitor Laydown Area 1 for mud tracking and inspect all Erosion and Sediment controls (ESC) prior to predicted rain. 	



Photos



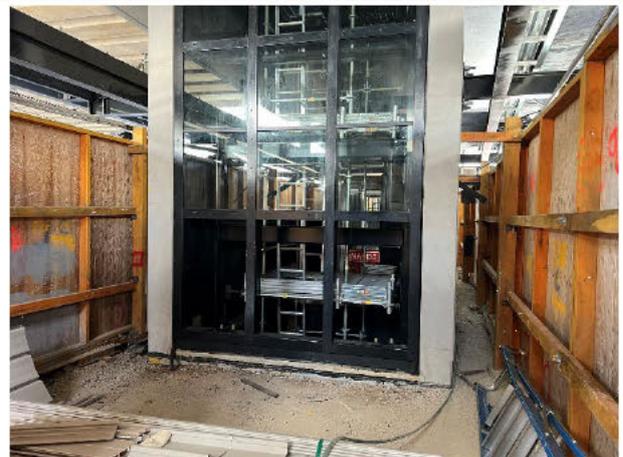
Compound: Sections of roofing are assembled in the compound and are then lifted into place.



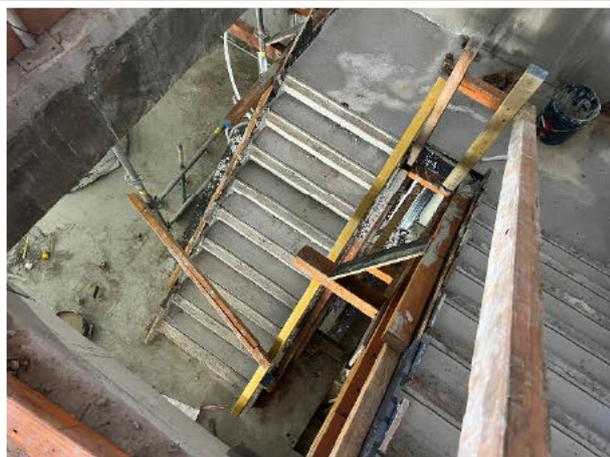
Compound: Sections of the compound asphalt were repaired, and the drain cleaned out.



Laydown Area 1: Material applied to the haul route in laydown area 1 has had a stabilising effect.



Platform 3/4: Works are continuing on the lift glazing.



Overpass: Concrete pours of the steps in the Sydney Trains building are ongoing.



Overpass: Works continued with steel sections lifted into place.



Endorsed Document/s
<p>The following documents were endorsed/approved by the ER under condition A32(d):</p> <ul style="list-style-type: none">▪ None <p>The following Out of Hours Works requests were provided to the ER:</p> <ul style="list-style-type: none">▪ OOHW – FSM054, WE25 (Rev 1): Works during WE25 rail possession (20-22 December 2025). Activities include: Installation of lifts, construction of stairs and canopies, and service installation. ER approved 09/12/25▪ OOHW – FSM055, MW 27, 28 & 29 (Rev 0): Works include construction of stairs and canopies, involving concrete pours and lifting with cranes. ER provided comment to Sydney Metro on 11/12/25.
Complaints / Incidents / Non-compliance
<ul style="list-style-type: none">▪ No non-compliances were reported to the ER during the period.▪ No incidents were reported to the ER during the period▪ No complaints were reported to the ER during the period.
Audits (specific to packages reported in this report)
<ul style="list-style-type: none">▪ None
Looking Forward – Core Focus Areas
<p>The contractor undertook inspections and installed additional controls in the leadup to the Christmas shutdown. The ER undertook an inspection of the shutdown controls, with most controls in place, additional controls were due to be installed as areas became vacated of plant and equipment. A proactive approach towards mud tracking and waste management continues to be observed on the project.</p> <p>ER Closing Comments:</p> <p>The ER will continue to conduct inspections and is engaged during the development of out of hours works requests. Main risks to be monitored include:</p> <ul style="list-style-type: none">▪ Out of hours noise▪ Mud tracking▪ Concrete management▪ Interactions between project personnel and commuters/community members in public work areas.



2. Stations, Systems, Trains, Operations and Maintenance Package (SSTOM)

Contract Package	Environmental Representative/s
Stations, Systems, Trains, Operations and Maintenance Package (SSTOM) Contractor: Parklife Metro (PLM)	[REDACTED]
EPL: 21807	
Key Construction Activities During the Period	
<p>Stations</p> <ul style="list-style-type: none"> ▪ St Mary’s Station (STM): <ul style="list-style-type: none"> ○ Station box wall and suspended slabs using FRP ○ Pre-cast beam and plank installation ○ Blockworks ○ Tunnel fit out (cable trays, brackets and sleepers) ○ Linewide deliveries and concrete pours to the tunnel ○ Utility investigations ▪ Orchard Hills Station (OHE): <ul style="list-style-type: none"> ○ Station box FRP ○ Concrete batch plant operations ○ Blockworks ○ Delivery of construction materials to the laydown areas (particularly at OHE North) ○ Tunnel fit-out cable tray and sleepers ○ Concrete stockpiling and crushing ▪ Luddenham Station (LUD): <ul style="list-style-type: none"> ○ FRP above-ground works ○ In-ground electrical conduit installation ○ Minor precinct works ○ Cladding installation of the station walls ○ Station back-of-house fit out works ▪ Bradfield Station (BRD) (Formerly Aerotropolis Core AEC): <ul style="list-style-type: none"> ○ Station box FRP ○ Beam and plank installation (~half installed) ○ Permanent batter works on the eastern boundary on hold ○ Concrete pumping in the tunnel for Linewide works ○ Internal blockwork <p>Linewide</p> <ul style="list-style-type: none"> ▪ Stabling and Maintenance Facility (SMF): <ul style="list-style-type: none"> ○ Earthworks for Stockpile PS-102 and utilities ○ Sub-station construction – cladding, cabling, terminations and internal fit out ○ Delivery of materials ○ Permanent drainage works and the construction of the permanent basins are ongoing ○ Combined service route (CSR) works 	



- Construction of the Maintenance and Administration (M&A) and Operations Control Centre (OCC) buildings is ongoing (structural steel and roof installation)
 - Topsoil import and placement of topsoil
 - Removal of temporary swales
 - Stabling yard capping and track construction
 - Claremont Meadows Services Facility (CMSF):
 - Tunnel fit-out works – cable trays/brackets and sleepers being delivered via the shaft
 - Concrete pumping to the tunnel for Linewide works
 - Bringelly Services Facility (BSF):
 - Tunnel fit-out works – cable trays/brackets and sleepers being delivered via the shaft
 - Concrete pumping to the tunnel for Linewide works
 - Lansdowne Rd to Luddenham Station (Linewide North):
 - CSR works
 - General services trough (GST) installation
 - Track construction works ongoing (concrete pours, sleeper install), standard hours and out-of-hours work
 - Clearing for the accessible transport corridor (ATC)
 - Linewide Luddenham Road to M12:
 - Track installation heading north on viaduct, interface with LDN station
 - CSR/GST work
 - Utility installation (lighting)
 - Linewide M12 to Elisabeth Drive:
 - CSR/GST work
 - Access to the western side of the alignment to recommence CSR works
 - Utility installation (lighting)
- Project wide**
- Weed spraying is ongoing where required
 - Shutdown preparations were completed; internal haul roads, stockpiles and exposed areas were sprayed with polymer where required



Key Construction Activities Look Ahead

Stations

- St Mary's Station (STM):
 - Station box wall and suspended slabs FRP
 - Pre-cast beam and plank installation
 - Tunnel fit out (cable trays and brackets)
 - Utility investigation and installation work
 - Removal of Tower Cranes
 - Escalator installation
- Orchard Hills Station (OHE):
 - Station box FRP
 - Concrete batch plant operations
 - Delivery of construction materials to the laydown areas (particularly at OHE North)
 - Kent Road internal upgrade works
 - Tunnel fit-out cable tray (MEP) and sleeper install works
 - Concrete crushing
 - Sewer main construction
- Luddenham Station (LUD):
 - Detailed excavation and concrete works
 - FRP above-ground works
 - In-ground electrical conduit installation
 - Sheet piling on the western side of the station
 - Precinct works (including car park, earthworks, and utilities)
- Bradfield Station (BRD) (previously Aerotropolis Core - AEC):
 - Permanent batter installation on the Eastern boundary
 - Install permanent stormwater drainage
 - LV Site access through WPCA and handover of the previous site shed area to WPCA
 - Station box FRP
 - Interface management is ongoing with WPCA Contractor – WEM Civil
 - Beam lifts and plank installation
 - Completion of the permanent car park
 - Decommission old surface water basin (tied in with Eastern boundary works)
 - Removal of topsoil earth berm on eastern boundary to allow for geotechnically stable fill replacement (works on hold with Eastern boundary works)

Linewide

- Stabling and Maintenance Facility (SMF)
 - Earthworks scope is ongoing for the stockpile PS-102 and the surface area of the SMF for utility construction
 - Sub-station construction- transformer installation works
 - Substation joint bay works/service installation on Patons Lane
 - Delivery of materials
 - Permanent drainage works are ongoing



- CSR works
 - Construction of the Maintenance and Administration (M&A) and Operations Control Centre (OCC) buildings is ongoing (structural steel and roof installation)
 - Topsoil placement work
 - Removal of temporary swales
 - Rail construction works.
 - Claremont Meadows Services Facility (CMSF)
 - Tunnel fit out works
 - Bringelly Services Facility (BSF):
 - Tunnel fit out works
 - Lansdowne Rd to Patons Lane:
 - CSR/GST works
 - Utility and service installation work
 - Track construction work ongoing for standard hours and OOHW
 - ATC crossing at the unnamed creek
 - Luddenham Road to M12:
 - CSR/GST works
 - Utility and service installation work
 - Track construction work ongoing for standard hours and OOHW
 - Crosgrove Creek crossing
 - M12 to Elisabeth Drive:
 - CSR/GST works
 - Utility and service installation work
 - Track construction work ongoing for standard hours and OOHW
- Project wide**
- Weed spraying is ongoing across the alignment

ER Inspections

Four ER inspections were conducted during this period, with the Linewide portions inspected on 9 and 23 December 2025 and the Stations inspected on 2 and 16 December 2025.

Key points/issues raised during the inspections were as follows:

- STM – Ongoing risks of limited site car parking and minimising impacts of street parking continued to be discussed with PLM, and a non-compliance was raised against Condition E109 and REMM T9
- ORH – Litter accumulation in ORH north drains to be removed, segregation of stockpiled materials, and maintenance of banner mesh were raised as actions. Dust mitigation for crushing activities was discussed (noting that water carts were not available during Union RDOs)
- CMSF – Additional maintenance was required for noise mats adjacent to the shaft; minor erosion control maintenance was required.
- BRD – Liquid concrete was stored in an unbunded solid concrete storage area, with runoff contained within the site. Due to the scale of the incident, a combined incident and non-compliance was raised against Condition C10.
- Sitewide Housekeeping (rubbish) continued to be a discussion point at inspections, and the ER noted that sites were generally improving with ongoing mitigation measures implemented by PLM.
- Sitewide – Chemical storage areas (including appropriate bunding) and spill kits were maintained.
- Sitewide weed maintenance was ongoing, noting the growth of fireweed and sticky nightshade across the alignment. It is noted that recent spraying showed no signs of dieback, and it was discussed that PLM confirm that spraying had occurred.
- Sitewide – Minor ESC maintenance to reinstate and maintain ESC
- Sitewide – Banner mesh replacement was not completed where banner mesh is damaged or a change in adjacent land use has occurred, and a non-compliance of Condition C10 was raised.
- Sitewide – Dust mitigation measures continued to improve across the site, with polymer applied to haul roads, exposed batters and stockpiles as part of the pre-shutdown measures.

Photos

Stations



STM – Concrete pour from the eastern end of the box.



STM – Preparation for concrete pour to the deck.



OHE – Concrete crusher operating with low noise and dust levels, water sprayers were on during the inspection.



OHE – Street sweeper on sealed internal haul road and chemical storage area.



OHE – Stockpile required segregation of materials.



LUD – Maintenance of the swale erosion and sediment controls (ESC) was required. The sediment source was assessed as stormwater installation works along the haul road, and additional controls were to be implemented at the source and within the swale. No off-site sediment discharge was observed.



LUD – View of platform facing north.



BRD – Unbundled concrete washout (raised as part of NC EVT-0002204).



BRD – Concrete washout bund was full and had overflowed, with pours ongoing during the inspection (raised as part of NC EVT-0002204).



BRD – Dust mitigation was discussed with PLM for waste concrete movements on-site.

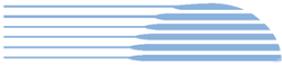
Linewide



CMSF – Weed control was discussed with PLM, noting that dieback had not occurred after several weeks.



CMSF – Hydrocarbon spills from plant offloading from the shaft were raised as an incident report.



Lansdowne Rd to Patons Ln – It was noted that weed dieback had not occurred post-spraying. PLM to discuss with the sub-contractor.



Lansdowne Rd to Patons Ln – Track installation along rail corridor.



Patons Ln to water pipeline – Polymer applied to batters along viaduct.



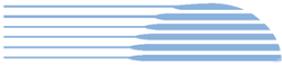
Patons Ln to water pipeline – Polymer observed being applied to haul road during inspection.



SMF – Rail installation, haul road and building construction.



SMF – Polymer application to stockpiles prior to shutdown.



Water Pipeline to Luddenham Station – Polymer applied to stockpiles.



Water Pipeline to Luddenham Station – Polymer applied to batters under viaduct and haul road.



Luddenham to M12 – Banner mesh reinstalled on public-facing fencing.



Luddenham to M12 – Polymer was being applied to batters. Coir logs to be installed prior to shutdown on access ramps.



M12 to Elizabeth Dr – Banner mesh reinstalled on public-facing fence at site egress point.



M12 to Elizabeth Dr – Polymer applied to batters.



M12 to Elizabeth Dr – Polymer applied to haul roads.



BSF – Concrete pours to Linewide south tunnel via the shaft.

Endorsed Document/s

The following documents were endorsed/approved by the ER:

- WSA Staging Report V12
- Construction Environmental Management Plan Rev 03.01
- Surface Water Quality Monitoring Program Rev 05.01
- Flora and Fauna Management Sub-plan Rev 04.01
- Noise and Vibration Management Sub-plan Rev 04.01
- Noise and Vibration Monitoring Program Rev 04.01
- Non-Aboriginal Heritage Management Sub-plan Rev 03.01
- Visual Amenity Management Sub-plan Rev 02.01
- Air Quality Management Sub-plan Rev 03.01
- Air Quality Monitoring Program Rev 03.01
- Waste Management Sub-plan Rev 03.01
- SSTOM DNVIS-BSS Rev1 23122025
- STTOM DNVIS-SMF Rev3 23012025

The following documents were provided for information or reviewed with comments provided to Sydney Metro:

- Complaints Reports dated 1, 8, 15, 22 December 2025
- WSA Monthly Complaints Report November 2025
- Construction Environmental Management Plan Rev 03.01
- Surface Water Quality Monitoring Program Rev 05.01
- Flora and Fauna Management Sub-plan Rev 04.01
- Noise and Vibration Management Sub-plan Rev 04.01
- Noise and Vibration Monitoring Program Rev 04.01
- Non-Aboriginal Heritage Management Sub-plan Rev 03.01
- Visual Amenity Management Sub-plan Rev 02.01
- Air Quality Management Sub-plan Rev 03.01



- Air Quality Monitoring Program Rev 03.01
- Waste Management Sub-plan Rev 03.01
- Bringelly DNVIS Rev01
- SMF DNVIS Rev03
- SSTOM Submissions Board & Forecast – 2, 8, 15 November 2025
- SSTOM December Design Reviews
- Groundwater Monitoring Program
- WSA Staging Report V12

Complaints / Incidents / Non-compliance

Non-compliances

There were three non-compliances with the Approval reported to the ER during this period. The non-compliances consisted of:

- EVT-0002203 – Visual amenity (banner mesh replacement delays)
In June 2025, the ER identified that sections of banner mesh across parts of the project (Claremont Meadows, Orchard Hills and Luddenham) required replacement. Ongoing delays in procurement and replacement were not consistent with Condition C10 of SSI-10051. The Visual Amenity Management Sub Plan (VAMP) also requires that banners and signage be replaced as soon as practicable where they are irreparably damaged.
- EVT-0002204 – Bradfield (concrete washout overflow / containment failure)
At Bradfield, concrete wash water and slurry overflowed from a bunded area to an unbunded area. At the time of inspection, the designated concrete washout facility was observed to be over capacity, with concrete pours ongoing for Linewide works. This was not consistent with the relevant requirements of the Soil and Water Management Plan (SWMP) and Waste Management Plan (WMP) for containment and management of concrete washout, and resulted in a non-compliance against Condition C10 of SSI-10051.
- EVT-0002212 – St Marys (workforce parking / effectiveness of controls)
A non-compliance was raised against Condition E109(a) (workforce vehicles must be managed to minimise parking on public roads). Recurrent worker parking within the St Marys town-centre streets indicates that the current management framework has not been sufficiently effective. This also conflicts with REMM T9 and Section 5.2 of the SSTOM Construction Worker Car Parking Strategy – St Marys Station, which states: “Workers are not to park on residential and/or town centre streets within St Marys town centre area.” PLM is implementing additional measures, consulting with Penrith City Council and progressing updates to the strategy to minimise worker parking

Incidents

Three incidents were reported to the ER during this period, as follows:

- EVT-0002206 – Bradfield - Concrete wash water and slurry overflowed from a bunded area to an unbunded area. (associated with NCR EVT-0002204)
- EVT-0002211 – Orchard Hills - A concrete pump’s hydraulic hose became dislodged and caused ~20 L of hydraulic oil to spill
- EVT-0002213 – Claremont Meadows - ~5L of hydraulic oil from an EWP Scissor lift was observed from plant being demobilised from the site.



Complaints

There were eleven complaints received during the period. Complaints consisted of

- St Marys (STM): Seven (7) complaints relating to contractor parking. A non-conformance was raised in relation to parking management, with the situation monitored and additional mitigation measures under investigation/implementation.
- Bringelly Services Facility (BSF): One (1) complaint regarding worker driving behaviour along Derwent Road, Bringelly. PLM identified the driver, escalated the matter to their supervisor, and completed a toolbox talk addressing safe driving expectations.
- St Marys (STM): One (1) complaint regarding out-of-hours noise associated with CSR works. PLM confirmed to the ER that unattended noise monitoring results were below the predicted noise management levels.
- Orchard Hills (ORH): One (1) complaint regarding visual amenity associated with grass cutting/maintenance of the council verge. PLM arranged maintenance of the verge outside the construction boundary and, as a goodwill measure, also maintained the complainant's verge outside their property boundary.
- Non-project-related: One (1) complaint received from interstate relating to alleged damage caused by a truck displaying a Sydney Metro sticker. An investigation was undertaken, and the vehicle registration was confirmed not to be associated with any Sydney Metro project.

Audits (specific to packages reported in this report)

- None

Looking Forward – Core Focus Areas

Looking forward, the focus continues to be on the implementation of the CEMP and sub-plans.

Key measures to be focused on next month:

- Continued monitoring of workforce parking management measures at St Marys (STM).
- Ongoing implementation, inspection and maintenance of erosion and sediment controls (ESCP measures) and environmental control measures (ECMs), including timely rectification of any deficiencies identified.
- Verification of noise mitigation measures for utility investigation works, including compliance with approved working hours, notification requirements and implementation of additional mitigation measures (where applicable).
- Continued inspections of concrete washout areas to confirm appropriate containment/management, and verification that spill kits are available, stocked and readily accessible near pour zones and pumping locations.
- Increased ER surveillance of high-risk activities, including utility works at Orchard Hills (OOH) (as applicable).

**ER Closing Comments**

Actions raised during ER inspections continue to be progressively closed. The ER notes that emerging work fronts—including utility works at Orchard Hills and St Marys, and creek crossings within Linewide areas—present an elevated risk profile and will require increased ER surveillance to verify the ongoing implementation and effectiveness of controls. The ER will continue to monitor the implementation of measures to address workforce parking impacts in the vicinity of St Marys.

The ER acknowledges the proactive preparations undertaken by Parklife Metro's Environment team for the end-of-year shutdown period; no dust- or water-related incidents were reported to the ER during the shutdown.



3. Statement of Limitations

Healthy Buildings International (HBI) has prepared this report in accordance with the requirements of Condition A32 (k) of the Sydney Metro Western Sydney Airport, Concept and Stage 1 SSI 10051 Approval (23 July 2021). The report is for the sole purposes of the Department of Planning, Housing and Infrastructure (DPHI) and Sydney Metro. It has been prepared based on generally accepted practices and standards at the time it was prepared. No other warranty, expressed or implied, is made as to the professional advice included in this Report. This report did not assess any aspects relating to safety.

Where the Report indicates that information has been provided to HBI by third parties, HBI assumes no liability for any inaccuracies in or omissions to that information.

This Report was prepared based on the conditions encountered and information reviewed at this time. HBI disclaims responsibility for any changes that may have occurred after this time.

This Report should be read in full. No responsibility is accepted for use of any part of this report in any other context or for any other purpose or by third parties. This Report does not purport to give legal advice. Legal advice can only be given by qualified legal practitioners.

Except as required by law, no third party may use or rely on this Report unless otherwise agreed by HBI in writing. Except as specifically stated in this section, HBI does not authorise the use or findings of this Report by any third party.

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4. APPENDIX A – ER DOCUMENT ENDORSEMENT RECORDS



HBI

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17 December 2025

██████████
Director

Director Sustainability Environment & Planning SMWSA

Sydney Metro

Transport for NSW

PO Box K659

HAYMARKET NSW 1240

Ref: 201209_SR R12.0

Dear ██████████

RE: Endorsement of the Sydney Metro Western Sydney Airport Staging Report (Rev. 12)

Thank you for providing the Sydney Metro Western Sydney Airport – CSSI Staging Report, Revision 12, dated 11 December 2025 (the Staging Report) for Environmental Representative (ER) review and endorsement as required by the Condition of Approval A11 of the Sydney Metro Western Sydney Airport project (SSI – 10051 -July 23 2021, Mod 1 - 14 April 2022, Mod 2 -20 December 2024).

Revision 12.0 of the Staging report updates include:

- FSM transfer from AEW to FAW scope (IEA8 audit recommendation).
- CRW scope of works under FAW (PS-105 management under LIW)

As an approved ER for the Sydney Metro Western Sydney project, I have provided comment on the Staging Report for the risk assessment required under Condition A11(e) and how it influences the nominated allocation of project requirements, namely the Conditions of Approval (CoA) and the Revised Environmental Mitigation measures (REMMs), Environmental Performance Outcomes (EPOs) and the obligations under the Construction Environmental Management Framework (CEMF).

In addition to the above, I have also provided comments on the adequacy of the Staging Report to satisfy requirements A11 (a) – (d).



It should be noted that the ER review of risks and the allocation of requirements is based on information known to the ER at the time of review and will be subject to update as the project evolves. I consider the Staging Report, including the Risk Assessment, appropriate for submission to the Planning Secretary for information as required by Condition of Approval A10.

Yours sincerely

[Redacted signature]

[Redacted name]

Environmental Representative – Sydney Metro Western Sydney Airport

23 December 2025

██████████
Director Sustainability Environment & Planning
Sydney Metro - Western Sydney Airport
Transport for NSW
PO Box K659
HAYMARKET NSW 1240

REF: 201209(d)_CEMP_R3.01 AND SUB-PLANS

Dear ██████████

RE: ER Endorsement of PLM Construction Environment Management Plan and Subplans

Thank you for providing the Sydney Metro Western Sydney Airport (SMWSA) Stations, Systems, Trains, Operations and Maintenance (SSTOM) project plans and monitoring programs for ER review and endorsement. The following plans were reviewed by Sydney Metro and the ER and provided for endorsement:

- Construction Environmental Management Plan Rev 03.01 – SMWSASSM-PLD-1NL-PC-PLN-000019 dated 19/12/2025 (CEMP R3.01)
- Surface Water Quality Monitoring Program Rev 05.01 – SMWSASSM-PLD-1NL-PC-PLN-000021 dated 01/12/2025
- Flora and Fauna Management Sub-plan Rev 04.01 – SMWSASSM-PLD-1NL-PC-PLN-000023 dated 12/11/2025
- Noise and Vibration Management Sub-plan Rev 04.01 – SMWSASSM-PLD-1NL-PC-PLN-000024 dated 13/11/2025
- Noise and Vibration Monitoring Program Rev 04.01 – SMWSASSM-PLD-1NL-PC-PLN-000025 dated 12/11/2025
- Non-Aboriginal Heritage Management Sub-plan Rev 03.01 – SMWSASSM-PLD-1NL-PC-PLN-000026 dated 01/12/2025
- Visual Amenity Management Sub-plan Rev 02.01 – SMWSASSM-PLD-1NL-PC-PLN-000027 dated 01/12/2025
- Air Quality Management Sub-plan Rev 03.01 – SMWSASSM-PLD-1NL-PC-PLN-000028 dated 10/12/2025
- Air Quality Monitoring Program Rev 03.01 – SMWSASSM-PLD-1NL-PC-PLN-000029 dated 01/12/2025
- Waste Management Sub-plan Rev 03.01 – SMWSASSM-PLD-1NL-PC-PLN-000030 dated 03/12/2025

The management plans and monitoring programs listed were submitted for Environmental Representative (ER) review and endorsement, as required by Condition A32 (d) and (j) of the Sydney Metro Western Sydney Airport project (SSI 10051 dated 23 July 2021, Modification 1 dated 14 April 2022).

It is noted that the following updates were made to the plans:

- Minor administrative updates.
- Minor amendments to reflect site conditions and procedures.
- Updated risk assessments based on known scope

As an approved ER for the Sydney Metro Western Sydney Airport project, I have reviewed the above documents as per Condition A32(d) and (J) for consistency with the requirements in or under the Infrastructure Approval, including undertakings made in the documents listed in Condition A1, and endorse these management plans and monitoring programs.

Yours sincerely



Environmental Representative – Sydney Metro Western Sydney Airport

23 December 2025

[REDACTED]
Director Sustainability Environment & Planning SMWSA
Sydney Metro
Transport for NSW
PO Box K659
HAYMARKET NSW 1240

Ref: 201209(d)_DNVIS_STTOM_BSS_Rev1

Dear [REDACTED]

**RE: Approval of the Sydney Metro Western Sydney Airport, STTOM BSS DNVIS Rev1
Dated 22 December 2025**

The Sydney Metro Western Sydney Airport – STTOM Bringelly Shaft Site Works (BSS) Detailed Noise and Vibration Impact Statement Rev 1, dated 22 December 2025 (the DNVIS) has been submitted by Parklife Metro for Environmental Representative (ER) review and approval; as the Sydney Metro approved delegate pursuant to the Construction Noise and Vibration Standard v4.3 (the CNVS), Section 1.4.4, approved as part of the submissions report under the Sydney Metro Western Sydney Airport project (CSSI – 10051 July 23, 2021, Mod 2 December 2024).

As the Sydney Metro approved delegate, I have reviewed the DNVIS and comments made by Sydney Metro, provided comments, and now consider the DNVIS consistent with the requirements and principles in or under the CNVS. It is noted that a review of this DNVIS commenced under Mod 1 approvals, and updates to Mod 2 will be undertaken in the next revision. The approval of this DNVIS is consistent with Mod 2 as the ER is supplied CoA E57 reports are issued regularly before out-of-hours scope commences.

The DNVIS has been updated to reflect a change in plant use on site, with no increased impacts to receivers from the previously approved DNVIS Rev 0.

I remind you that pursuant to the CNVS, should the scope of work or the timing of works change, the Principal Contractor must update the DNVIS and seek subsequent approval by the ER for the new version.

Yours sincerely

[REDACTED]

Environmental Representative – Sydney Metro Western Sydney Airport



HBI

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23 December 2025

[REDACTED]
Director Sustainability Environment & Planning SMWSA
Sydney Metro
Transport for NSW
PO Box K659
HAYMARKET NSW 1240

Ref: 201209(d)_DNVIS_STTOM_SMF Rev 3

Dear [REDACTED]

**RE: Approval of the Sydney Metro Western Sydney Airport, STTOM SMF DNVIS Rev3
(SMWSASSM-PLD-OHE-SF153-NV-RPT-000003) Dated 19 December 2025**

Thank you for providing the Sydney Metro Western Sydney Airport – STTOM Stabling and Maintenance Facility (SMF) Detailed Noise and Vibration Impact Statement (Rev 3), dated 19 December 2025 (the DNVIS) for Environmental Representative (ER) review and approval; as the Sydney Metro approved delegate pursuant to the Construction Noise and Vibration Standard v4.3 (the CNVS), Section 1.4.4, approved as part of the submissions report under the Sydney Metro Western Sydney Airport project (CSSI – 10051 July 23, 2021).

As the Sydney Metro approved delegate, I have reviewed the DNVIS and comments made by Sydney Metro, provided comments, and now consider the DNVIS consistent with the requirements and principles in or under the CNVS.

I remind you that pursuant to the CNVS, should the scope of work or the timing of works change, the Principal Contractor must update the DNVIS and seek subsequent approval by the ER for the new version.

Yours sincerely

[REDACTED]

Environmental Representative – Sydney Metro Western Sydney Airport