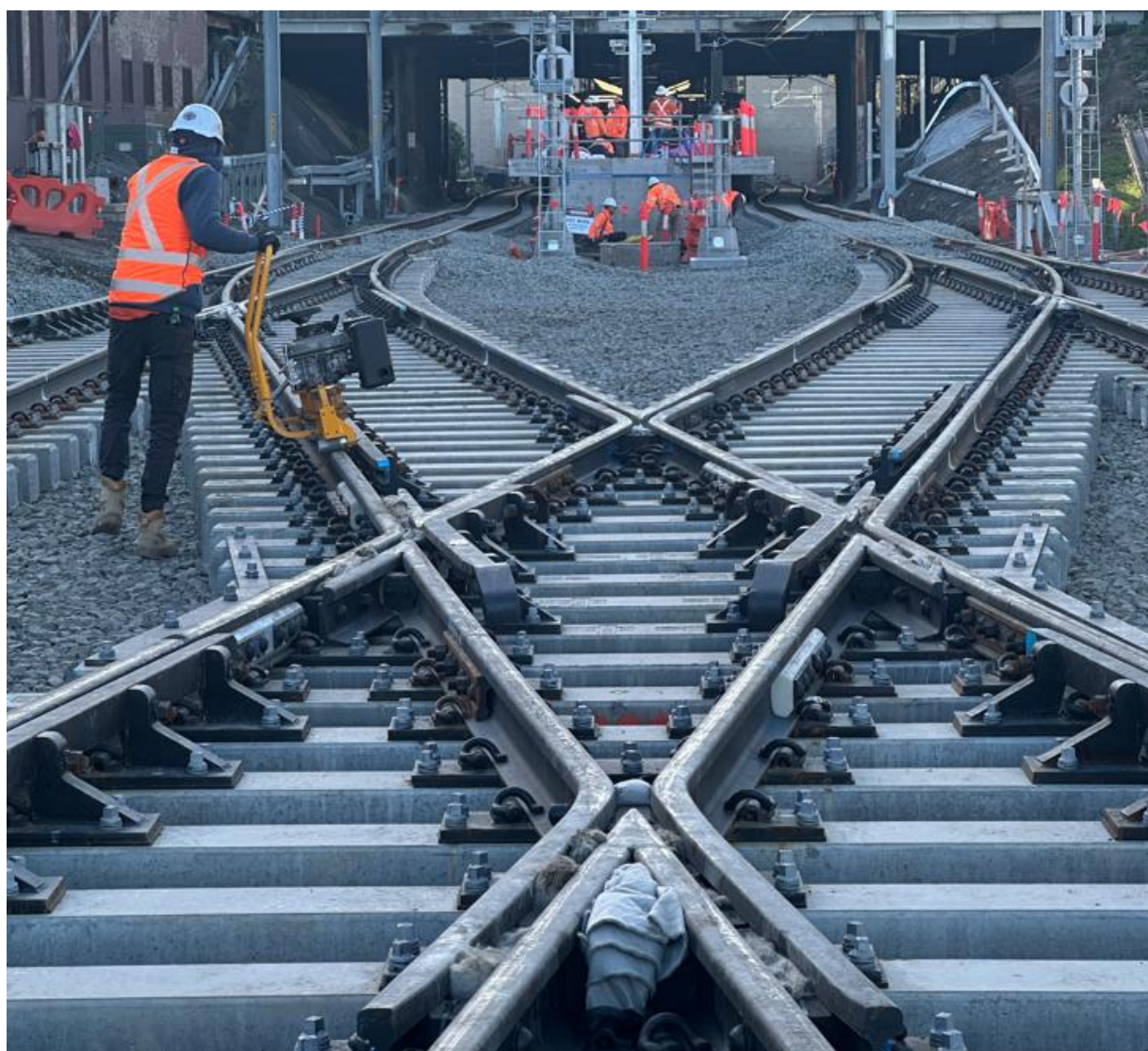


Construction Compliance Report #18

(1 October 2025 to 31 March 2026)



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1 Executive Summary

This City & Southwest Construction Compliance Report #18 documents Sydney Metro compliance with the project's planning approvals issued by the NSW Minister for Planning. This report covers the period from 1 October 2025 to 31 March 2026.

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 1248 to 995 ongoing requirements being tracked by Sydney Metro and its contractors by the end of this reporting period. Two (2) 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 75 complaints associated with the C&SW project CSSI planning approvals were received during the reporting period. Of these, 71 complaints were determined to be attributed to project works following investigation. The majority of complaints were attributed to the SWM3 Stage (55%), followed by EHVM (25%), TSOM (14%), Sydney Metro (4%) and Waterloo ISD (1%). Four complaints were determined to be unrelated to Sydney Metro works.

Complaints during the reporting period were heavily dominated by Noise & Vibration, representing 40 complaints, or 53% of all complaints attributed to the projects. This was followed by 11 complaints (or 15%) relating to Traffic, Transport and Access, 6 complaints (or 8%) relating to Cumulative Impacts, 4 complaints (or 5%) related to Worker Behaviour and 3 complaints (or 4%) relating to Property Damage. The remaining 9% of complaints were related to Property Access (2), Visual Amenity (2), and Rail Possessions, Consultation and Notifications (each 1). There were 4 complaints that were unrelated to the Project (5%).

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	0 (0)	0		0
VC ISD	35 (0)	0	0	0
BS	0 (0)	0	0	0
MP Demo		MP Demo		
MP ISD	0 (0)	0	0	0
PS ISD	0 (0)	0	0	0
CSM	0 (0)	0	0	0
W ISD	81 (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)	14 (0)	0	0	0
LW (S2B)	80 (0)	0	0	0
TSOM	163 (0)	0	0	10 (9)
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	223 (2)	0	0	38 (26)
EHVMT	188 (0)	0	0	18 (14)
Sydney Metro (including non-staged works)	188 (0)	0	0	3 (3)
Total	995(2)	0	0 (0)	71 (54) <75>
Total from Previous Report	1248 (11)	0	0 (0)	78 (78) <85>

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 October 2025 to 31 March 2026. 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 has been 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.

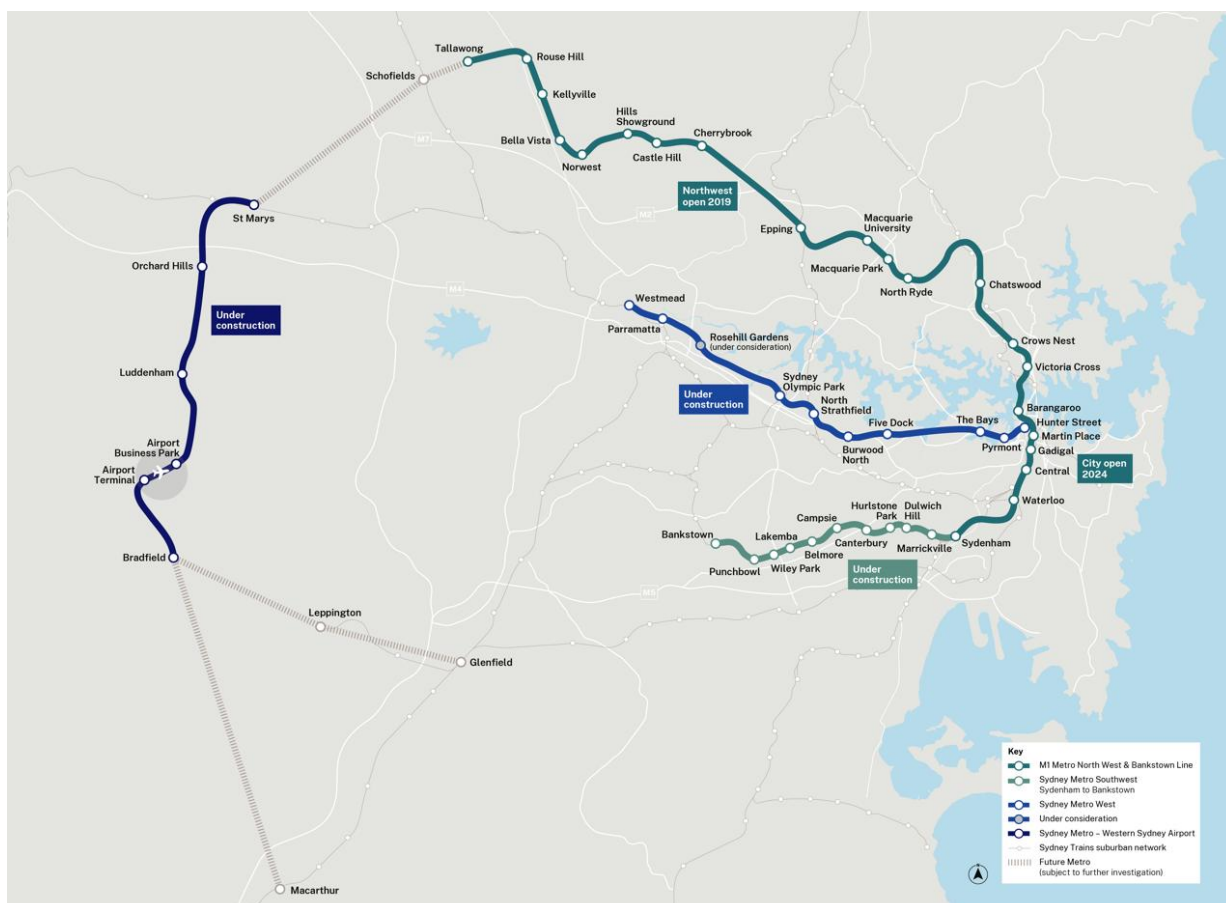


Figure 1 Sydney Metro Project Alignments

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.

Three 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.
- The **Trial Running** Modification (MOD 3) allows to change the definition of Construction to exclude Operational Trial Running as a Low Impact Activity. The change in definition decouples trial running activities from the Interim Construction Noise Guideline (ICNG) and links them to the EPA Rail Infrastructure Noise Guidelines (RING) which is considered a more appropriate framework to manage noise impacts from this activity. MOD 3 was approved on 1 April 2026.

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
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
MOD3 – Trial Running	1 April 2026

2.3.3 Consistency Assessments

A total of 172 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
Underbridge temporary full road closures	SSI_8256	17/10/2025 (updated 27/1/2026)

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 2026.

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	Physical Works completed Q3 2025
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	Physical works completed Q3 2025
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 works completed Q3 2025
LW (S2B)	4 March 2020	Physical works completed Q3 2025
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	All physical works completed.
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	All physical works completed.
PS ISD	24 December 2020	All physical works completed.
CSM	4 August 2018	All physical works completed.
W ISD	31 July 2020	The latest update to the CEMP (Rev 10) was endorsed by the ER on 22 January 2026.
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	All physical works completed.
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. There were no further updates for this reporting period. Currently under review.
EHVMT	4 October 2024	Minor amendments were made to the CEMP and endorsed by the project's ER on 14 July 2025. There were no further updates for this reporting period.

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)										✓	✓	✓	✓	✓	✓	✓	✓
S2B MOD1 – Bankstown Station										✓	✓	✓	✓	✓	✓	✓	✓
S2B MOD2 - Amended Timeframes										✓	✓	✓	✓	✓	✓	✓	✓
S2B MOD 3 - Trial Running											✓						

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.

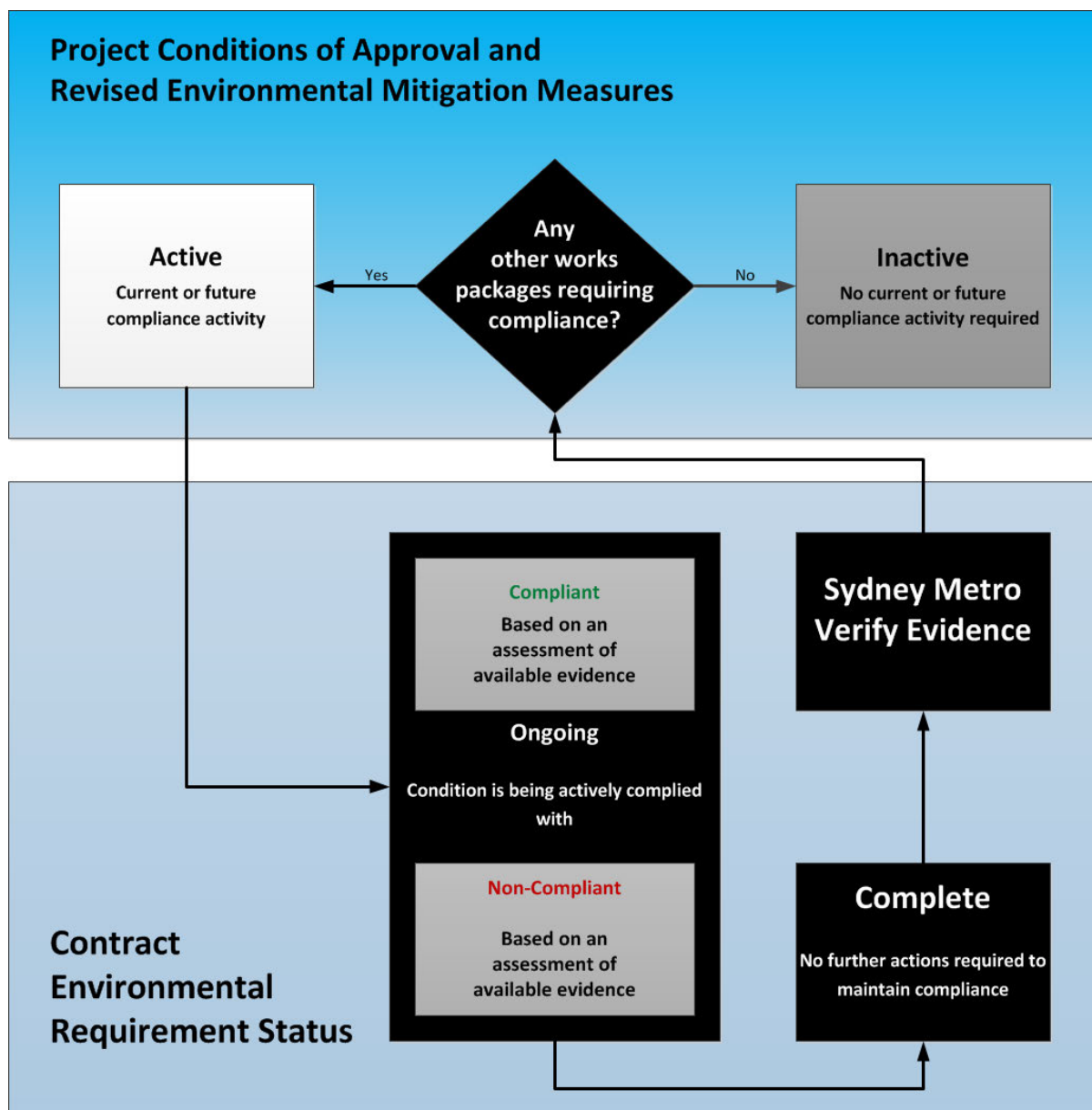


Figure 2 Tracking of Environmental Requirements

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 April 2026

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	0	212	212	Nil
VC ISD	35	207	242	General Planning Approval requirements remain open as some construction remains ongoing.
BS	0	218	218	Nil
MP Demo			Combined with the MP ISD Stage	
MP ISD	0	251	251	Nil
PS ISD	0	235	235	Nil
CSM	0	261	261	Nil
W ISD	81	169	250	General Planning Approval requirements remain open as some construction remains ongoing.
SSJ	0	246	246	Nil
LW (C2S)	14	232	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	0	0	Nil.
Sydney Metro (C2S)	114	88	202	General Planning Approval requirements remain open as construction remains ongoing.
Total	244	3214	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 . 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	0 (0)	0		0
VC ISD	35 (0)	0	0	0
BS	0 (0)	0	0	0
MP Demo			MP Demo	
MP ISD	0 (0)	0	0	0
PS ISD	0 (0)	0	0	0
CSM	0 (0)	0	0	0
W ISD	81 (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)	14 (0)	0	0	0
LW (S2B)	80 (0)	0	0	0
TSOM	163 (0)	0	0	10 (9)
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	223 (2)	0	0	38 (26)
EHVMT	188 (0)	0	0	18 (14)
Sydney Metro (including non-staged works)	188 (0)	0	0	3 (3)
Total	995(2)	0	0 (0)	71 (54) <75>
Total from Previous Report	1248 (11)	0	0 (0)	78 (78) <85>

5.2 Non-Compliances

There were 2 non-compliances raised during the reporting period. Both non-compliances were closed 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	0
VC ISD	0	0	35
BS	0	0	0
MP ISD	0	0	0
PS ISD	0	0	0
CSM	0	0	0
W ISD	0	0	81
SSJ	0	0	0
SWMC	0	0	0
SMEW	0	0	0
LW (SMTF-N)	0	0	0
LW (C2S)	0	0	14
LW (S2B)	0	0	80
TSOM	0	1	163
SW P4 MCL	0	0	01
SW P5 DCP	0	0	11
SW P6 HBW	0	0	11
SWM3	2	0	223
EHVMT	0	0	188

Stage	Non-Compliances raised during Reporting Period	Currently Open Non-Compliances (date of report)*	Compliance Load at end of Reporting Period
Sydney Metro (including non-staged works)	0	0	188
Total	2	1	995

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

Table 1 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
24/10/2025	Noise and Vibration	SSI8256 – Sydney Metro – MCoA – E19	On 24 October 2025 an unapproved OOHW delivery of an excavator occurred at the ARTC site gate (DU06) at Dulwich Hill in preparation for Weekend 17 Possession. The delivery was booked through the Project's delivery scheduling program which does not allow for bookings outside of standard construction hours. Although JHLOR found the delivery was booked in for after 7am, the delivery was made before 7am by the delivery driver sub-contractor. The unapproved delivery resulted in a community complaint.	A detailed investigation was undertaken by JHLOR. Respite was offered retrospectively to potentially impacted residents, details of the non-compliance was provided to the EPA, Sydney Metro and the ER and the sub-contractor was interviewed. The investigation resulted in the sub-contractor implementing further mitigation measures to prevent future non-compliances including issuing the delivery driver with a warning and reminding delivery drivers the importance of booking through the delivery scheduling system and keeping to the agreed times. Closed.
13/11/2025	Management Systems	SSI8256 – Sydney Metro – MCoA – E20	As part of the Week 19 possession JHLOR were undertaking tiling works on the platforms at Campsie Station between the evening of 10/11/25 and morning of 14/11/25. Two complaints were received in relation to noise from the works. The first complaint was lodged with a different Sydney Metro contractor (not managed by the JV) on Thursday night 13 November 2025 at 23:10. This complaint could not be resolved as a wrong reference location was provided to JHLORJV by the other contractor. A second complaint was lodged on Friday 14 November 2025 at 14:20. The complaints identified the use of noisy equipment that had not been considered in the Out of Hours Approval. Both complaints were closed out to the satisfaction of the complainants. It was also later identified that the two complaints were received from the same household. JHLOR has a Works Coordination Register (WCR) maintained by all work groups that maps and tracks changes to the works program. A review by JHLORJV has indicated that the exceedance was caused by differing interpretations of the scope of works. Consequently, the noise model did not trigger	As an outcome of the JHLOR investigation, a recommendation to include a confirmation step by the engineers once the approved OOHW permit is issued. Further remedial action included; - A Collective Insight occurred to support the investigation process and ground truth the proposed initiatives as per the initial investigation. Laing O'Rourke's Collective Insight is a structured safety and risk management process designed to engage teams in identifying, analysing, and mitigating hazards on construction sites. - WCR was updated to include further detail on specific environmental requirements for the purpose of noise modelling.

additional mitigation measures as it did not include the correct plant and equipment that would trigger additional mitigation.

- Confirmation step included once the OOHW permit is issued. A review of this process occurred to analyse additional measures in preventing a recurrence of the exceedance. 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 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	All works completed prior to the reporting period.			
VC ISD	N/A (Completed)	N/A	N/A	N/A(Completed)
BS	All works completed prior to the reporting period.			
MP ISD Demo	All works completed prior to the reporting period.			
MP ISD	All works completed prior to the reporting period.			
PS ISD	All works completed prior to the reporting period.			
CSM	All works completed prior to the reporting period.			
W ISD	Applicable	N/A	N/A	N/A
SSJ	All works completed prior to the reporting period.			
LW	All works completed prior to the reporting period.			
TSOM – never going to be Principal Contractor	All works completed prior to the reporting period.			

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. A noise and vibration summary and analysis for W ISD 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
W ISD	0	Noise monitoring was conducted for road reinstatement works to verify construction noise levels with Predicted Noise Level (PNL) outlined in the CNVIS and applicable OOHWA. No exceedances of predicted levels were observed.

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 EHVMT package only in accordance with the applicable C&SW Staging Reports. There was no business impact monitoring during the reporting period for VCISD, WLISD TSOM or SWM3. The following sections provides a summary of business impact monitoring results during the reporting period.

EHVMT

	Monitoring	Reporting outputs	Status
Performance parameters	Monitoring	Reporting outputs	Status
Awareness of construction activity and likely impacts	Records in Consultation Manager database on number and timing of notifications	Number of notifications issued	5 monthly notifications letterbox dropped 4 specific notifications to businesses at Canterbury (Hotel and Charles Corner Café) 50 email updates, includes a monthly email update for 10 sites between Sydenham and

	Monitoring	Reporting outputs	Status
			Bankstown and rail possession and any night works reminders
	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.	4 2 x pop-up sessions at Canterbury 2 x meetings with Canterbury Hotel
	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 from Canterbury Hotel
		Lessons learnt.	Ensure that different Contractors align messaging when working at same location.
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	1
	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	- Adjustment of traffic signage by traffic control to ensure perception of footpath continuation - Placement of VMS board outlining that business access remains open
		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.

Monitoring		Reporting outputs	Status
		Lessons learnt.	Review traffic signage near footpaths and driveways 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	VMS board within business premise identifying access remains open
	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 75 complaints associated with the C&SW project CSSI planning approvals were received during the reporting period. Of these, 71 complaints were determined to be attributed to project works following investigation. Majority of complaints were attributed to the SWM3 (55%), followed by EVHMT (25%), TSOM (14%), Sydney Metro (4%) and Waterloo ISD (1%). During the reporting period, the majority of complaints were made in December 2025 (22), followed by November 2025 (14), March 2026 (12), January 2025 (8) and October 2025 and February 2026 (7 each).

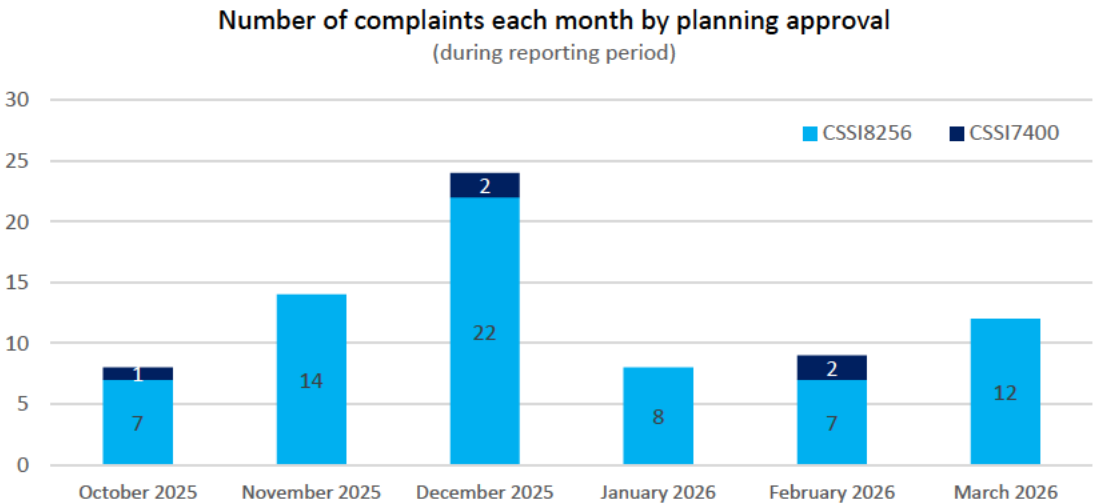


Figure 3 Timeline of Complaints and Planning Approval Breakdown during the Reporting Period

A total of 54 stakeholders accounted for 71 complaints, with 7 stakeholders making 2 complaints, 1 making 3 complaints, 1 making 4 complaints, 1 making 6 complaints and 1 making 7 complaints. A total of 4 complaints were not related to SM activities. The 71 complaints attributed to project works were as follows: 39 complaints related to the SWM3 stage, 18 to the EVHMT stage, 10 to TSOM, 3 to Sydney Metro and 1 to Waterloo Station.

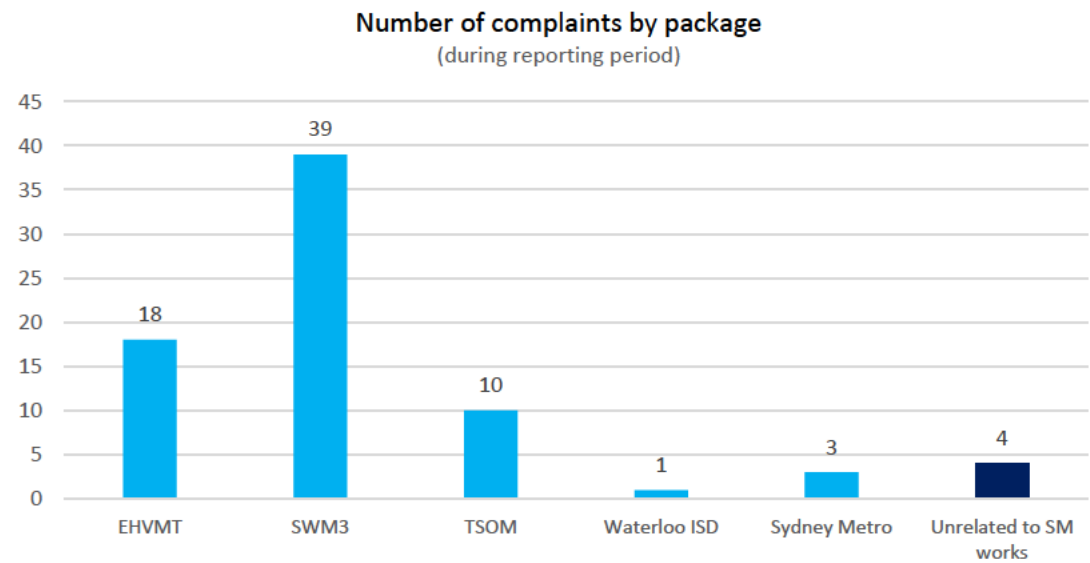


Figure 4 Complaints by Stage during the Reporting Period

Complaints during the reporting period were heavily dominated by Noise & Vibration, representing 40 complaints, or 53% of all complaints attributed to the project. This was followed by 11 complaints (or 15%) relating to Traffic, Transport and Access, 6 complaints (or 8%) relating to Cumulative Impacts, 4 complaints (or 5%) related to Worker Behaviour and 3 complaints (or 4%) relating to Property Damage. The remaining 9% of complaints were related to Property Access (2), Visual Amenity (2), and Metro Operations, Consultation and Notifications (each 1). There were 4 complaints that were unrelated to the Project (5%).

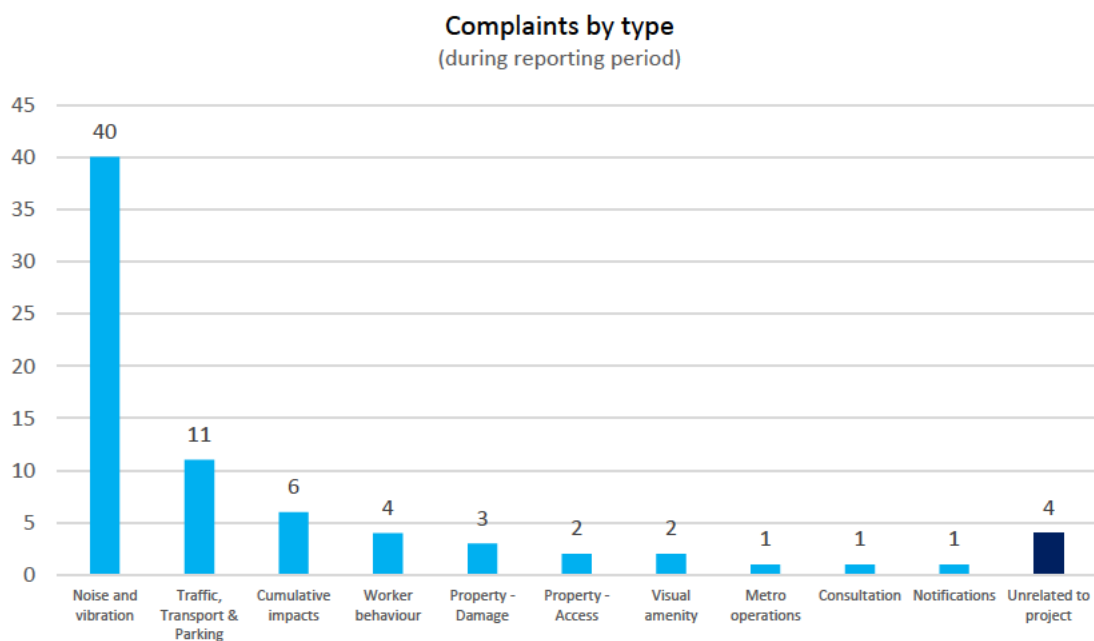


Figure 5 Complaints by Type during the Reporting Period

Hurlstone Park was the location where the most complaints were received from (32), followed by Canterbury (11), Dulwich Hill (10), Marrickville (8), Bankstown (4), Campsie (3), Belmore and Waterloo (2 each) and Lakemba and Punchbowl (1 each). One complaint was received in relation to operations (relating to the number of possessions).

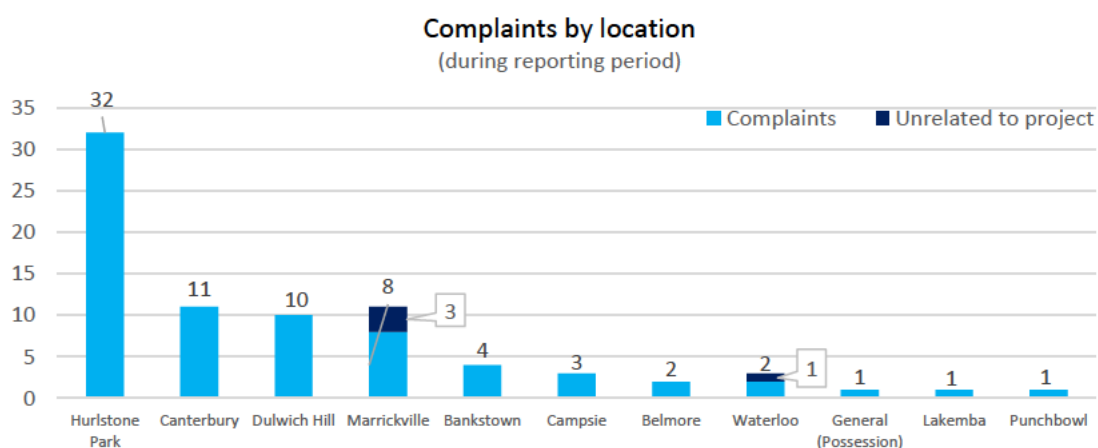


Figure 6 Complaints by location during the Reporting Period

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 2025–2026 Sydney Metro Annual Report is due to be published in November 2026.

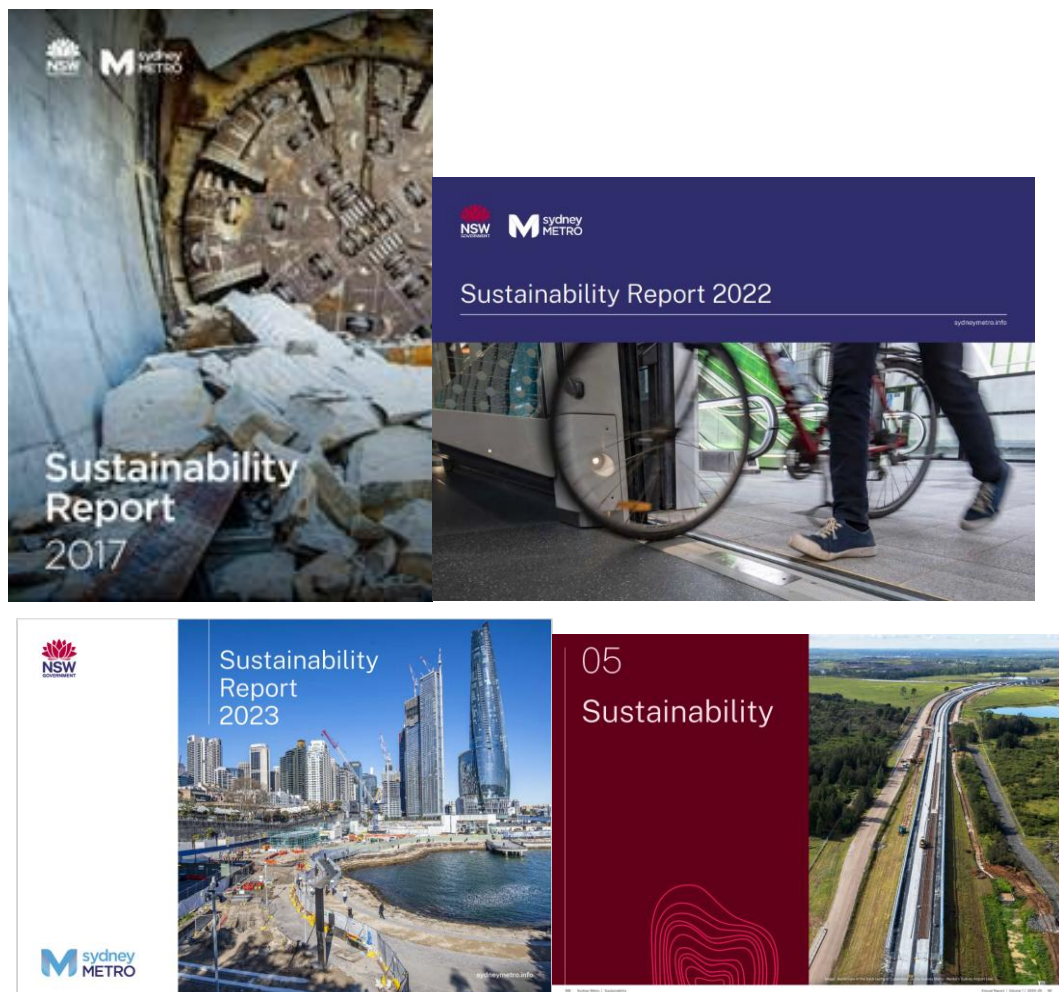


Figure 7 Sydney Metro Sustainability Reports

Appendix 1 – Complaints during the Reporting Period

Department of Planning, Housing and Infrastructure

Reference: SSI-8256-PA-629

Sydney Metro

680 George Street

Sydney NSW 2000

22/06/2026

Sent via the Major Projects Portal only

Subject: Sydney Metro - Sydenham to Bankstown - CCR #18 (Q4 2025 - Q1 2026)

[REDACTED],

I refer to your Construction Compliance Report for the period 1 October 2025 to 31 March 2026 (**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 (**the Department**) has reviewed the Construction Compliance Report #18 and considers it to generally satisfy the reporting requirements of the Approvals. Please note that the Departments' 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 two non-compliances identified against Conditions E19. Appendix A outlines the previous actions that have been taken in relation to these non-compliances.

SSI-7400: Non-compliances

The CCR identifies no non-compliances in relation to the SSI-7400 Approval.

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

Yours sincerely

[REDACTED]

Department of Planning, Housing and Infrastructure

Team Leader Compliance - Metro Rail
Compliance

As nominee of the Planning Secretary

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

Reported Condition Number	Summary of Breach	Determination
E19	Unapproved out-of-hours work occurred at Dulwich Hill Station when a driver arrived before the permitted 07:00am start, without notifying residents or applying for the required mitigation. This constituted a breach of Condition E19, as variation under E20(c) was not possible due to non-compliance with EPL 21148 L5.12.	Reported within the October 2025 monthly non-compliance register. The Department determined to record the breach (INV-99312458).
E19	Usage of unapproved equipment (a hammer drill, grinder, small petrol generator and vacuum with HEPA Filter) on site during Outside of Hours tiling works from the 10th to the 14th of November 2025 at Campsie Station. Proper mitigation was not implemented in accordance with EPL 21147. The Department understands JHLOR self-performed these works using laborers hired from Brefni Pty Ltd. The laborers undertook the work under the supervision of a JHLOR with JHLOR engineers also on site. The breach resulted in 2 complaints from the same household and resulted in retrospective respite vouchers for 2 local community members.	Reported within the November 2025 monthly non-compliance register. The Department determined to issue the responsible party with a Warning Letter (INV-101840209).