

Appendix E

Construction Environmental Management Framework



Construction Environmental Management Framework

February 2021

Contents

February 2021	i
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Contents	ii
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1.	Introduction	1
1.1	Purpose and Scope	1
1.2	Status	1
1.3	Sydney Metro Environment and Sustainability Statement of Commitment	1
2.	Legislative and Other Requirements	2
2.2	Planning Approvals	5
2.3	Environment Protection Licence Requirements (off-airport works)	5
2.4	Building Approvals (on-airport works)	6
2.5	Other Licences and Permits	6
2.6	Standards and Guidelines	6
3.	Environmental Management Requirements	7
3.1	Environmental and Sustainability Management System	7
3.2	Sustainability Management Plan	8
3.3	Construction Workforce Development and Industry Participation Plan	10
3.4	Construction Environmental Management Plan(s)	11
3.5	Off-Airport Construction Environmental Management Sub-Plans	13
3.6	Environmental Procedures and Control Maps	13
3.7	Additional Environmental Assessments	14
3.8	Cumulative Impacts	14
3.9	Condition Surveys	15
3.10	Register of Hold Points	15
3.11	Training, Awareness and Competence	15
3.12	Emergency and Incident Response	16
3.13	Independent Environmental Representatives	17
3.14	Airport Environment Officer	17
3.15	Roles and Responsibilities	17
3.16	Environmental Monitoring, Inspections and Auditing	18
3.17	Environmental Non-compliances	18
3.18	Environmental Records and Compliance Reporting	19
3.19	Review and Improvement of the Environment & Sustainability Management Systems	19
4.	Stakeholder and Community Involvement	20
4.1	Overview	20
4.2	Community Communication Strategy	20
4.3	Complaint Handling	21

4.4	Urban Design of Temporary Works	21
4.5	Business and Property Impacts	22
5.	General Site Works	23
5.1	Working Hours	23
5.2	Construction Traffic Management.....	24
5.3	Site Layout	24
5.4	Reinstatement.....	24
6.	Spoil Management	25
6.1	Spoil Management Objectives.....	25
6.2	Spoil Management Implementation	25
6.3	Spoil Mitigation.....	26
7.	Groundwater Management	27
7.1	Groundwater Management Objectives	27
7.2	Groundwater Management Implementation	27
7.3	Groundwater Mitigation	27
8.	Construction Noise and Vibration Management	28
8.1	Construction Noise and Vibration Management Objectives.....	28
8.2	Construction Noise and Vibration Management Implementation.....	29
8.3	Construction Noise and Vibration Mitigation.....	30
9.	Heritage Management.....	31
9.1	Heritage Management Objectives.....	31
9.2	Heritage Management Implementation.....	32
9.3	Heritage Mitigation.....	32
10.	Flora and Fauna Management.....	34
10.1	Flora and Fauna Management Objectives.....	34
10.2	Flora and Fauna Management Implementation	35
10.3	Flora and Fauna Mitigation.....	36
11.	Visual Amenity Management.....	37
11.1	Visual Amenity Management Objectives	37
11.2	Visual Amenity Management Implementation	37
11.3	Visual Amenity Mitigation.....	37
12.	Soil and Water Management.....	38
12.1	Soil and Water Management Objectives.....	38
12.2	Soil and Water Implementation	39
12.3	Soil and Water Mitigation.....	41

13.	Air Quality.....	42
13.1	Air Quality Management Objectives	42
13.2	Air Quality Management Implementation	42
13.3	Air Quality Mitigation	43
14.	Waste Management.....	44
14.1	Waste Objectives.....	44
14.2	Waste Implementation	44
14.3	Waste Mitigation	45
15.	Acronyms	45
Appendix A – Environment and Sustainability Statement of Commitment		46



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1. Introduction

1.1 Purpose and Scope

This Sydney Metro – Western Sydney Airport Construction Environmental Management Framework (CEMF) is a Sydney Metro project framework that has been adapted specifically to set out the environmental, stakeholder and community management requirements for construction of the Sydney Metro Western Sydney Airport (SMWSA) project. It provides a linking document between the planning approval documentation and the construction environmental management documentation to be developed by the Principal Contractors relevant to their scope of works.

Sydney Metro Principal Contractors for SMWSA will be required to implement and adhere to the requirements of this CEMF. This CEMF will form part of the planning approval documentation and be included as a contract document in all design and construction contracts for SMWSA.

This CEMF differs from other Sydney Metro CEMF documents as it specifically incorporates the environmental management requirements applicable to SMWSA in relation to works to be undertaken on the Western Sydney International (Nancy-Bird Walton) Airport (Western Sydney International). These works are referred to as 'on-airport' works, whereas works outside Western Sydney International are referred to as 'off-airport' works.

Project elements located within the airport site (on-airport works) are subject to approval under the *Airports Act 1996* (Cth). Delivery of on-airport works would need to be undertaken in accordance with the Airport Plan, as varied, and other relevant Commonwealth legislation, including the *Airports (Environment Protection) Regulations 1997*.

Given the on-airport works of SMWSA would be constructed on airport land and at the same time as the construction works associated with Stage 1 of Western Sydney International (being delivered by Western Sydney Airport (WSA)), this CEMF has been prepared to align, where relevant, with the Site Environmental Management Framework prepared by WSA.

1.2 Status

This is a controlled document, please refer to the version register below which is updated as required.

Version	Description	Date
1.1	Minor revision for SMWSA response to submission	9 February 2021

1.3 Sydney Metro Environment and Sustainability Statement of Commitment

The Sydney Metro Environment and Sustainability Statement of Commitment (Appendix A) which applies to all Sydney Metro projects. Principal Contractors are required to undertake their works in accordance with this document. The Statement of Commitment reflects a commitment in the delivery of the project to:

- Optimise sustainability outcomes, transport service quality, and cost effectiveness.
- Develop effective and appropriate responses to the challenges of climate change, carbon management, resource and waste management, land use integration, customer and community expectation, and heritage and biodiversity conservation.
- Be environmentally responsible, by avoiding pollution, enhancing the natural environment and reducing the project ecological footprint, while complying with all applicable environmental laws, regulations and statutory obligations.
- Be socially responsible by delivering a workforce legacy which benefits individuals, communities, the project and industry, and is achieved through collaboration and partnerships.

2. Legislative and Other Requirements

The Project is characterised into components that are located outside Western Sydney International (off-airport) and components that are located within Western Sydney International (on-airport), to align with their different planning approval pathways required under State and Commonwealth legislation. In certain circumstances NSW legislative requirements may be applicable within the on-airport site. This will be reflected within the relevant Construction Environmental Manager Plan (CEMP) and sub-plans.

Table 1.1 identifies key NSW environmental legislative requirements and their application to SMWSA construction works off-airport, current as at the date of this document. Sydney Metro and its Contractors must regularly review their legislative and other requirements.

Table 1.1 NSW Legislative Requirements

Legislation and Administering Authority	Requirements	Application to project
Biodiversity Conservation Act 2016 DPIE	The relevant purpose of the Act is to conserve biodiversity and maintain the diversity and quality of ecosystems.	Projects assessed under Part 5, Division 5.2 of the Environmental Planning and Assessment Act 1979 (EP&A Act) are exempt from an order or direction under Part 11 of the Act. The Act also established that other permits and approvals are not required for projects assessed and determined under Part 5, Division 5.2 of the EP&A Act.
Biosecurity Act 2015	Under this Act, all plants are regulated with a general biosecurity duty to prevent, eliminate or minimise any biosecurity risk they may pose. Any person who deals with any plant, who knows (or ought to know) of any biosecurity risk, has a duty to ensure the risk is prevented, eliminated or minimised, so far as is reasonably practicable.	Control weeds as required on land under the management of the Contractor.
Contaminated Land Management Act 1997 NSW Environment Protection Authority (EPA)	The Act provides a process for the investigation and remediation of land where contamination presents a significant risk of harm to human health or some other aspect of the environment. The Act also outlines the circumstances in which notification to the Environment Protection Authority is required in relation to the contamination of land.	Follow the legislative process where contaminated land is identified.
Dangerous Goods (Road and Rail Transport) Act 2008 EPA / SafeWork NSW	A licence is required for the storage (SafeWork NSW) and /or transport (EPA) of prescribed quantities of dangerous goods.	Obtain a licence where storage of dangerous goods would exceed licensable quantities.
Environmental Planning and Assessment Act 1979 Department of Planning, Industry and Environment (DPIE)	Encourages proper environmental impact assessment and management of development areas for the purpose of promoting the social and economic welfare of the community and a better environment.	Adhere to performance outcomes, mitigation measures and Conditions of Approval within the planning approval documentation. Sydney Metro and their contractors must endeavour to deliver in a consistent manner within the assessed scope of works.
Heritage Act 1977 NSW Department of Premier and Cabinet	The Act aims to encourage the conservation of the State's heritage and provides for the identification and registration of items of State heritage significance. The Heritage Council must be notified 'of the location of the relic, unless he or she believes on reasonable grounds that the Heritage Council is aware of the location of the relic'.	Projects assessed under Part 5, Division 5.2 of the Environmental Planning and Assessment Act 1979 (EP&A Act) are exempt from approvals required under Part 4 and permits required under section 139.

Legislation and Administering Authority	Requirements	Application to project
National Parks and Wildlife Act 1974 DPIE	The objectives of the Act are for the conservation of nature and the conservation of objects, places or features (including biological diversity) of cultural value within the landscape.	Projects assessed under Part 5, Division 5.2 of the Environmental Planning and Assessment Act 1979 (EP&A Act) are exempt from obtaining an Aboriginal Heritage Impact Permit required under section 90.
Protection of the Environment Operations Act 1997 EPA	The relevant objective of the Act is to prevent environmental pollution.	Where Sydney Metro projects are scheduled activities under Schedule 1 of the Act an Environment Protection Licence (EPL) must be obtained. Further details on the requirements to obtain an EPL are provided in Section 2.3.
Roads Act 1993 Transport for NSW	The relevant objective of the Act is to regulate the carrying out of various activities on public roads.	Obtain consent under Section 138 for carrying out work in, on or over a public road, or digging up or disturbance of the surface of the road. Under Section 38N of the Transport Administration Act 1988, Section 138 of the Roads Act 1993 does not apply to Sydney Metro activities in relation to classified roads for which a council is the roads authority. However, consent from Transport for New South Wales is still required under Section 38N(2) of the Transport Administration Act 1988 for those activities described in Section 138(1) of the Roads Act 1993, when carried out in relation to a classified road.
Waste Avoidance and Resource Recovery Act 2001 EPA	The objectives of the Act are to reduce environmental harm, provide for the reduction in waste generation and the efficient use of resources.	Implement strategies to reduce waste volumes and report on waste generated.
Water Management Act 2000 DPIE	The relevant objective of the Act is to protect, enhance and restore water sources, their associated ecosystems, ecological processes and biological diversity and their water quality.	Sydney Metro projects assessed under Part 5, Division 5.2 of the Environmental Planning and Assessment Act 1979 (EP&A Act) are exempt from obtaining water use approval under section 89, a water management work approval under section 90 or an activity approval (other than an aquifer interference approval) under section 91.

Table 1.2 identifies key Commonwealth environmental legislative requirements and their application to SMWSA construction works, current as at the date of this document. Sydney Metro and its Contractors should regularly review their legislative requirements. Some Commonwealth requirements, such as under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to off-airport works, whilst other requirements such as under the *Airports Act 1996* only apply to on-airport works.

Table 1.2 Commonwealth Legislative Requirements

Legislation and Administering Authority	Requirements	Application to the project
Airports Act 1996 Department of Infrastructure, Transport, Regional Development and Communications	The Act regulates federally leased airports and includes provision for planning and building activities on the airport site as well as environmental management for activities undertaken on airports.	Compliance with regulatory requirements and standards as required for on-airport works.

Legislation and Administering Authority	Requirements	Application to the project
Airports (Environment Protection) Regulations 1997	Establishes a framework for the regulation and management of activities at airports that could have potential to cause environmental harm.	Compliance with requirements for on-airport works that may generate pollution, duties to avoid pollution and preserve habitat and heritage. Improving environmental management practices. Management processes for minimising environmental impacts, monitoring and incident response processes for on-airport works.
Airports (Building Control) Regulations 1996 WSA	Following variation of the Airport Plan and prior to construction, the Airports Act provides a regime requiring building approvals to be obtained from the Airport Building Controller (ABC) in respect of building activities on the airport site. WSA required to provide its consent to any applications for building approvals. Applications for building approvals must satisfy the requirements of the Airports (Building Control) Regulations 1996.	On-airport works to be undertaken in accordance with relevant building approvals.
Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) Department of Agriculture, Water and the Environment	The relevant objective of the Act is to provide for the protection of the environment, especially those aspects of the environment that are matters of national environmental significance.	A referral was made under Part 7 of the EPBC Act for the off-airport works to the north of Western Sydney International. The Project has been deemed to be a controlled action by the Commonwealth Environment Minister and an assessment of impacts is required to be undertaken in accordance with the assessment requirements issued by the Minister, which is to be in the form of preliminary documentation. Part 13 of the EPBC Act requires a permit to be obtained for activities that may kill, injure, take, trade, keep or move a member of a listed threatened species or ecological community, a member of a list migratory species, or a member of a list marine species in or on a Commonwealth area.
National Greenhouse and Energy Reporting Act 2007 Department of Climate Change and Energy Efficiency	The Act established a framework for reporting of greenhouse gas emissions, abatement actions, energy consumption and production data.	Report on greenhouse gas and energy usage data as required by the Act for both on and off airport works.

2.2 Planning Approvals

There are three principal statutory schemes that govern the planning and assessment process for the Project which relate to works that are located outside the boundaries of Western Sydney International Airport (off-airport); and works that are located within the boundaries of Western Sydney International (on-airport).

The off-airport components of the Project are subject to assessment and approval under the provisions of both State and potentially the Commonwealth environmental planning requirements, being the *Environmental Planning and Assessment Act* (EP&A Act) (NSW), and the *Environment Protection and Biodiversity Conservation Act* (EPBC Act) (Cth) respectively.

The Project is State significant infrastructure (SSI) under section 5.12 of the EP&A Act and has sought a declaration to be critical State significant infrastructure under section 5.13 of the EP&A Act. Therefore, the Project is subject to assessment and approval by the NSW Minister for Planning and Public Spaces under Division 5.2 of the EP&A Act.

Approval under the EP&A Act and EPBC Act for impacts on Matters of National Environmental Significance (MNES) and Commonwealth land is not required for the on-airport elements of the Project. The on-airport elements of the Project, however, trigger requirements to vary the current Airport Plan for Western Sydney International under the *Airports Act 1996* (Airports Act) (Cth). The proposed variation must be referred to the Commonwealth Minister for the Environment for advice and agreement as relevant in respect of the variation before the Commonwealth Infrastructure Minister may vary the Airport Plan.

The requirements of the relevant approvals are required to be complied with by Sydney Metro. Responsibility for implementing performance outcomes, mitigation measures and conditions of approval will be allocated between Sydney Metro and Principal Contractors as appropriate.

Typically for projects approved under the EP&A Act, Sydney Metro are required to produce a Staging Report which sets out the applicability and allocation of NSW approval requirements within the project's program of works. For the purposes of SMWSA, Sydney Metro is expecting this requirement for the off-airport works, as well as a requirement to prepare a Construction (Rail) Plan for the on-airport works. Sydney Metro will prepare a combined Staging Report / Construction (Rail) Plan to identify the stages of construction of the project as well as the applicability and allocation of all NSW and Commonwealth requirements for each stage, including the:

- Performance outcomes identified in the planning documentation
- Mitigation measures identified in the planning documentation
- Any Conditions of Approval of the SSI approval
- Any conditions of the Airport Plan, as varied
- The requirements of this CEMF.

2.3 Environment Protection Licence Requirements (off-airport works)

Sydney Metro projects often meet the definition of a number of scheduled activities under Schedule 1 of the *Protection of the Environment Operation Act 1997* (POEO Act). Contractors for SMWSA need to review the applicability of Schedule Activities and assess the need to obtain an Environment Protection Licence (EPL) for off-airport works associated with SMWSA. In other circumstances, work may be undertaken under an existing EPL held by Sydney Trains.

Where required, Sydney Metro Principal Contractors undertaking off-airport works will:

- a. Apply for and be granted an EPL from the EPA.
- b. Hold an EPL which covers their scope of works as necessary under the POEO Act.

- c. Undertake their scope of works in accordance with the conditions of the applicable EPLs as issued by the EPA.
- d. Work under the existing Sydney Trains EPL.

2.4 Building Approvals (on-airport works)

Following variation of the Airport Plan and prior to construction for on-airport works, the Airports Act provides a regime requiring building approvals to be obtained from the Airport Building Controller (ABC) in respect of building activities on the airport site. WSA is required to provide its consent to any applications for building approvals. Applications for building approvals must satisfy the requirements of the Airports (Building Control) Regulations 1996. Once construction is complete, a certificate of compliance must be issued by the ABC before a building can be occupied or works used.

2.5 Other Licences and Permits

Other permits and licences will be required for SMWSA. These are applied across the project and include on and off airport works. EPBC Act Part 13 permits may be required in specific areas across the project, noting that such a permit is already in place for the impacts of the Stage 1 development of the Airport Site.

2.6 Standards and Guidelines

Numerous environmental publications, standards, codes of practice and guidelines are relevant to Sydney Metro construction and are referenced throughout this CEMF. A summary of key applicable standards and guidelines is provided in Table 1.3.

Table 1.3 Environmental Standards and Guidelines

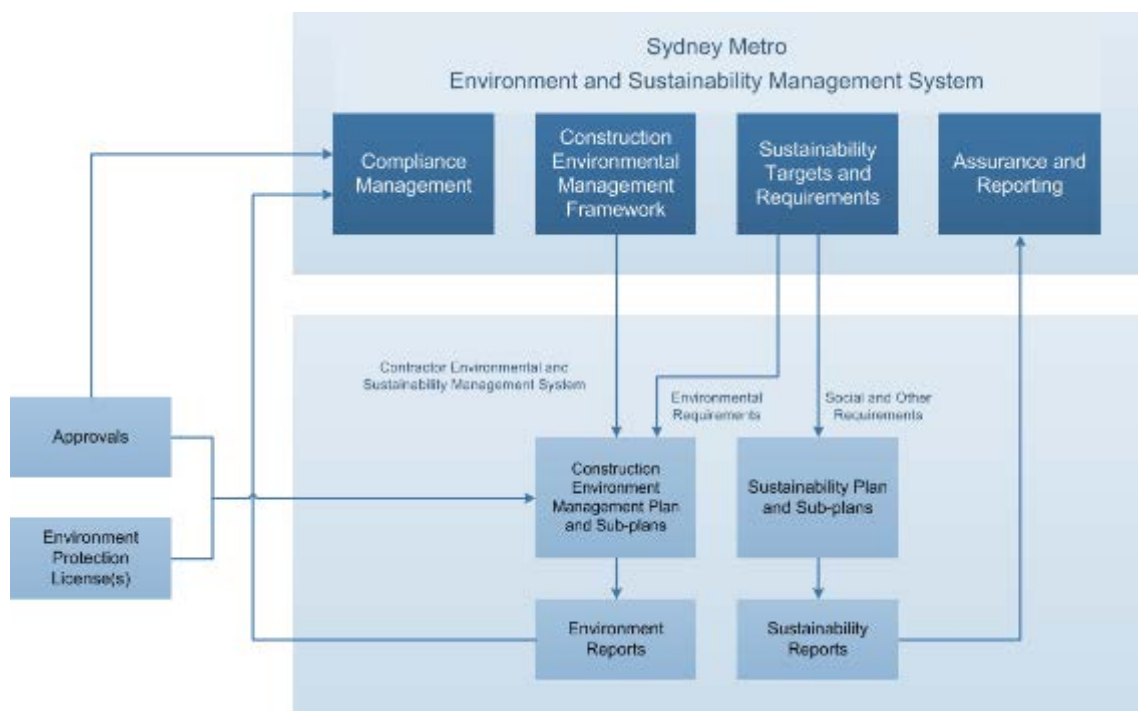
Standard / Guideline	Relevant Authority	CEMF Reference
ISO14001 Environmental Management System – Requirements with Guidelines for Use	DPIE	Section 3.1
Interim Construction Noise Guidelines (Department of Environment and Climate Change, 2009)	EPA	Section 9.2
Managing Urban Stormwater: Soil and Construction (Landcom, 2008)	EPA	Section 15.2
AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting	DPIE	Section 12.2
Waste Classification Guidelines (Department of Environment, Climate Change and Water, 2008)	EPA	Section 17.2
AS 1742.3 Manual of uniform traffic control devices Part 3: Traffic control for works on roads	TfNSW	Section 8.2
RMS Traffic Control at Worksites Manual	TfNSW	Section 8.2
Australian and New Zealand Guidelines for Fresh and Marine Water Quality	ANZECC	Section 15.2

3. Environmental Management Requirements

3.1 Environmental and Sustainability Management System

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

Figure 1 - Environmental Management and Sustainability Structure



3.2 Sustainability Management Plan

- a. Principal Contractors are required to prepare and implement a Sustainability Management Plan (SMP) relevant to the scale and nature of the Project Works.
- b. The SMP must, as a minimum, address and detail:

Reference	SMP Requirements	Design	Construction
SMP1	The relevant requirements of the Sydney Metro Environment and Sustainability Statement of Commitment and the Sydney Metro – Western Sydney Airport Sustainability Plan	•	•
SMP2	A sustainability policy statement	•	•
SMP3	The sustainability management team structure, including key personnel authority and roles of key personnel, lines of responsibility and communication, minimum skill levels of each role and interfaces with the overall project organisation structure	•	•
SMP4	How sustainability initiatives will be identified and integrated into the design of the Project Works	•	
SMP5	The carbon and energy mitigation measures as detailed in the planning approval documentation that are applicable to the Project Works	•	•
SMP6	The low carbon strategies and initiatives that will be implemented to minimise the carbon emissions	•	•
SMP7	The energy efficiency strategies and initiatives that will be implemented to minimise energy use	•	•
SMP8	Support innovative and cost effective approaches to energy efficiency, low carbon / renewable energy sources and energy procurement	•	•
SMP9	The strategies and initiatives that will be implemented to enhance the biodiversity	•	
SMP10	The processes and methodologies (including frequency) for assurance, monitoring, auditing, corrective action, continuous improvement and reporting on sustainability performance		•
SMP11	A process (or processes) for compliance record generation and management		•
SMP12	The processes and methodologies which will be used to achieve the required scores under rating systems identified in General Specification for Sustainability	•	•
SMP13	The strategy and methodology for incorporating climate change adaption in designs that response to the climate change risks and baseline adaptation measures allocated to the Project Works	•	

Reference	SMP Requirements	Design	Construction
SMP14	The strategies and initiatives that will be implemented to reduce overall water use and wastewater discharge, and maximise the availability and use of non-potable water sources	•	•
SMP15	Estimates of the quantity of potable water which will be consumed during construction	•	
SMP16	Estimates of the quantity of water from non-potable sources which will be consumed during construction	•	
SMP17	The strategy to reduce material use throughout the project life-cycle	•	•
SMP18	The strategies and initiatives that will be implemented to maximise the use of recycled materials	•	•
SMP19	The strategies and initiatives that will be implemented to recycle and reuse materials onsite	•	•
SMP20	The strategies and initiatives to prioritise the use of materials with a lower environmental and social embodied impact	•	•
SMP21	Estimates of the Portland cement reduction which will be achieved in concrete (averaged across all mixes) compared to a reference case	•	
SMP22	The strategies and initiatives to prioritise the use of low-VOC, low emission materials	•	•
SMP23	The use of sustainably sourced and certified timber and wood products	•	•
SMP24	The development of a deconstruction plans to enable recycling and reuse at end-of-life	•	
SMP25	Estimates of fuel consumption	•	
SMP26	Estimates of electricity consumption	•	
SMP27	Estimates of 'Scope 1', 'Scope 2', 'Scope 3' and total carbon emissions (Carbon Emission Targets) that incorporates direct and indirect emissions associated with electricity and fuel consumption, on-site process emissions and embodied emissions for all main materials used and undertaken in accordance with ISO 14064-1, ISO 14064-2 & ISO 14064-3.	•	•
SMP28	Reporting of carbon and energy will be undertaken in accordance with the National Greenhouse and Energy Reporting Act 2007.		•
SMP29	The strategy and initiatives to influence subcontractors and materials suppliers to adopt sustainability objectives in their works and procurement		•

Reference	SMP Requirements	Design	Construction
SMP30	A Sustainable Procurement Policy that must, as a minimum, include: ▪ The processes and procedures that will be used to provide environmental and social improvement ▪ The responsibilities of key project personnel with respect to the implementation of the policy ▪ Compliance record generation and management ▪ The processes and environmental and social criteria that will be used for the selection of Subcontractors ▪ The processes that will be used to ensure ethical sourcing of labour and materials ▪ Local sourcing ▪ Where equipment, materials or labour are procured from locations outside Australia, the processes that will be used to ensure human rights impacts and risks are identified and mitigated as well as processes to ensure compliance with modern slavery, and modern slavery reporting ▪ Engagement with social enterprises and local businesses		•
SMP31	The retention of records detailing the consideration of sustainability in the procurement of all materials		•

3.3 Construction Workforce Development and Industry Participation Plan

a. The Workforce Development and Industry Participation Plan will address and detail:

- i. The proposed response to State and Commonwealth requirements including but not limited to:
 - o NSW Aboriginal Participation in Construction Policy
 - o NSW Infrastructure Skills Legacy Program
 - o Australian Jobs Act – Australian Industry Participation Plan
 - o Western Sydney City Deal
- ii. Indigenous Participation Plan – National Partnerships Agreement Proposed appropriately skilled key personnel to support delivery of the workforce development and industry participation requirements;
- iii. Implementation approach, processes and systems to ensure delivery and reporting of workforce development and industry participation priority areas:
 - ♦ Jobs and Industry Participation;
 - ♦ Skills Development;

- ♦ Diversity and Inclusion including Aboriginal Participation; and
- ♦ Inspiring Future Talent.

3.4 Construction Environmental Management Plan(s)

- a. Sydney Metro will develop the Construction Environmental Management Plans (CEMPs) for the on-airport construction of the rail. These on-airport CEMPs will be developed in consultation with WSA and be consistent with existing WSA CEMPs. Figure 2 displays the relationship between the planning documentation and the environmental documentation required for SMWSA.

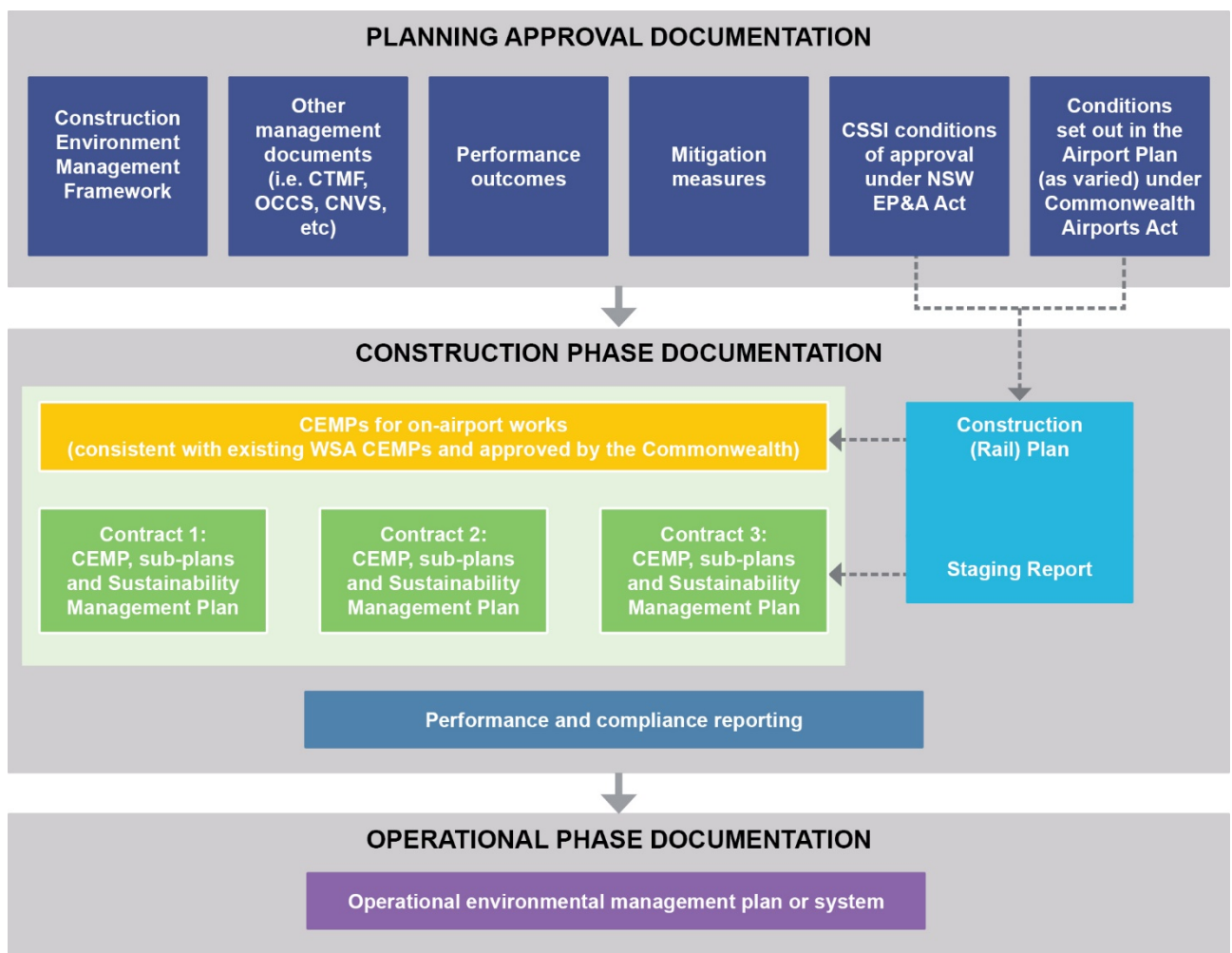


Figure 2 - Environmental Management and Sustainability Structure

- b. Sydney Metro will submit the on-airport CEMPs to the Commonwealth for approval. The approved SMWSA on-airport CEMPs will be implemented for all on-airport rail construction works and inform the Principal Contractor's environmental documentation where working on the airport site.

- c. Principal Contractors are required to prepare and implement a Construction Environmental Management Plan (CEMP) relevant to the scale and nature of their off-airport scope of works. The CEMP shall comprise of a main CEMP document, issue specific sub plans, activity specific procedures and site based control maps. The CEMP shall illustrate the relationship between other plans required by the contract, in particular those that relate to design management. The CEMP will address the specific requirements of scope of works and address the off-airport environmental requirements.
- d. Depending on the scope and scale of the works, Sydney Metro may decide to streamline the CEMP and sub-plan requirements for off-airport works. For example, depending on the risk associated with particular environmental issues it may be appropriate to remove the need for a sub plan, or replace with a procedure as part of the CEMP. The CEMP and sub-plan requirements from this CEMP for each construction stage / contract will be detailed in the Staging Report / Construction (Rail) Plan for the project.
- e. Environmental documentation prepared for works within the on-airport site will be in accordance with the approved SMWSA on-airport CEMPs.
- f. The Principal Contractor CEMP will cover the requirements of the relevant planning approval documentation, the conditions of all other permits and licences, the Principal Contractor's corporate EMS, the environmental provisions of the contract documentation and this Construction Environmental Management Framework.
- g. As a minimum the Principal Contractor CEMP will:
 - i. Include a contract specific environmental policy;
 - ii. Include a description of activities to be undertaken during construction;
 - iii. For each plan under the CEMP include a matrix of the relevant SSI Conditions of Approval referencing where each requirement is addressed;
 - iv. For each plan under the CEMP, set objectives and targets, and identify measurable key performance indicators in relation to these;
 - v. For each role that has environmental accountabilities or responsibilities, including key personnel, provide a tabulated description of the authority and roles of key personnel, lines of responsibility and communication, minimum skill level requirements and their interface with the overall project organisation structure;
 - vi. Assign the responsibility for the implementation of the CEMP to the Environment Manager, who will have appropriate experience. The Principal Contractor's Project Director will be accountable for the implementation of the CEMP;
 - vii. Identify communication requirements, including liaison with stakeholders and the community;
 - viii. Include induction and training requirements and a summary of the Training Needs Analysis required in Section 3.11(b);
 - ix. Management strategies for environmental compliance and review of the performance of environmental controls;
 - x. Procedures for environmental inspections and monitoring, auditing and review, and reporting on environmental performance including environmental compliance tracking;
 - xi. Include an annual schedule for auditing the CEMP and Sub-Plans that is updated at least monthly;
 - xii. Include procedures for emergency and incident management, non-compliance management, and corrective and preventative action; and

- xiii. Include procedures for the control of environmental records.
- h. The Principal Contractor CEMP and associated sub-plans will be reviewed by Sydney Metro prior to any construction works commencing. For off-airport works approved under the CSSI, the independent environmental representative (see Section 3.13) will also review the CEMP.
- i. Where a corresponding systems document exists within the Sydney Metro Integrated Management System, the Principal Contractor's procedures will be required to be consistent with any requirements in those documents.

3.5 Off-Airport Construction Environmental Management Sub-Plans

- a. Subject to Section 3.4(b) the Principal Contractors will prepare issue-specific environmental sub plans to the CEMP which address each of the relevant environmental impacts at a particular site or stage of the project. Issue specific sub plans will include as a minimum:

- i. Spoil management;
- ii. Groundwater management;
- iii. Traffic and transport management;
- iv. Noise and vibration management;
- v. Heritage management;
- vi. Flora and fauna management;
- vii. Visual amenity management;
- viii. Soil and water management;
- ix. Air quality management; and
- x. Waste management.

Some of these sub plans may also be informed by other environmental management documents included in the planning approval, for example the Construction Traffic Management Framework or Construction Noise and Vibration Standard.

- b. Additional detail on the minimum requirements for these sub plans is provided in Sections 6 to 14 of this CEMP.

3.6 Environmental Procedures and Control Maps

- a. The Principal Contractor will prepare and implement activity specific environmental procedures. These procedures should supplement environmental management sub plans, but may substitute for sub plans in agreement with Sydney Metro if a reasonable risk based justification can be made and the sub plan is not a requirement of any approval.
- b. The procedures will include:
 - i. A breakdown of the work tasks relevant to the specific activity and indicate responsibility for each task;
 - ii. Potential impacts associated with each task;
 - iii. A risk rating for each of the identified potential impacts;
 - iv. Mitigation measures relevant to each of the work tasks; and
 - v. Responsibility to ensure the implementation of the mitigation measures.

- c. The Principal Contractor will prepare and implement site based, progressive Environmental Control Maps (ECMs) which as a minimum:
 - i. Depicting the current representation of the site;
 - ii. Indicate which environmental procedures, environmental approvals, or licences are applicable;
 - iii. Illustrate the site, showing significant structures, work areas and boundaries;
 - iv. Illustrate the environmental control measures and environmentally sensitive receivers;
 - v. Is endorsed by the Principal Contractors Environmental Manager or delegate;
 - vi. Include all the training and competency requirements for relevant workers; and.
 - vii. Be communicated to relevant workers, including sign off the appropriate procedures prior to commencing works on the specific site and / or activity.

3.7 Additional Environmental Assessments

- a. Where the requirement for an additional environmental assessment is identified, this will be undertaken prior to undertaking any construction activities. The environmental assessment will include:
 - i. A description of the existing surrounding environment;
 - ii. Details of the ancillary works and construction activities required to be carried out including the hours of works;
 - iii. An assessment of the environmental impacts of the works, including, but not necessarily limited to, traffic, noise and vibration, air quality, soil and water, ecology and heritage;
 - iv. Details of mitigation measures and monitoring specific to the works that would be implemented to minimise environmental impacts; and
 - v. Identification of the timing for completion of the construction works, and how the sites would be reinstated (including any necessary rehabilitation).

3.8 Cumulative Impacts

- a. A cumulative construction impacts management plan would be developed. The plan would detail co-ordination and consultation requirements with the following stakeholders (as relevant) would occur where required to manage the interface of projects under construction at the same time:
 - i. Western Sydney Airport
 - ii. Transport for NSW
 - iii. Department of Planning, Industry and Environment
 - iv. Western Parkland City Authority (and their contractors)
 - v. Emergency service providers
 - vi. Utility providers
- b. Co-ordination and consultation requirements with these stakeholders would be detailed in the plan to include:
 - i. provision of regular updates to the detailed construction program, construction sites and haul routes
 - ii. identification of key interfaces with other construction projects
 - iii. Development of mitigation strategies to manage cumulative impacts associated with these interfaces.

3.9 Condition Surveys

- a. Prior to the commencement of construction the Principal Contractors are to offer Pre-construction Building Condition Surveys, in writing, to the owners of buildings where there is a potential for construction activities to cause any damage (regardless of severity). If accepted, the Principal Contractor will produce a comprehensive written and photographic condition report produced by an appropriate professional prior to relevant works commencing.
- b. Prior to the commencement of construction the Principal Contractor will prepare a Road Dilapidation Report for all local public roads proposed to be used by heavy vehicles. Dilapidation reports are to include other road infrastructure such as signs, curbs, applicable driveways and pedestrian paths.

3.10 Register of Hold Points

- a. Principal Contractors will identify hold points, beyond which approval is required to proceed with a certain activity. Example activities include vegetation removal and water discharge. Hold points will be documented in relevant CEMPs.
- b. Table 1.4 provides the structure for the register of hold points as well as a preliminary list of hold points which will be implemented.

Table 1.4 Preliminary Register of Hold Points

Hold Point	Release of Hold Point	By Who
Prior to Vegetation Clearing / Ground Disturbance	Pre-clearing inspection Erosion and sediment control plan	Qualified Ecologist Contractor's Environmental Manager or delegate
Discharge of water	Water tested to verify compliance and approval to discharge	Contractor's Environment Manager or delegate
Out of hours works	Noise Assessment	Contractor's Environment Manager
Use of local roads by heavy vehicles	Road Dilapidation Report	Appropriate Professional nominated by Principal Contractor
Construction identified as affecting buildings	Building Condition Survey	Appropriate Professional nominated by Principal Contractor

3.11 Training, Awareness and Competence

- a. Principal Contractors are responsible for determining the training needs of their personnel. As a minimum this will include site induction, regular toolbox talks and topic specific environmental training as follows:
 - i. The site induction will be provided to all site personnel and will include, as a minimum:
 - ♦ Training purpose, objectives and key issues;
 - ♦ Contractor's environmental and sustainability policy(s) and key performance indicators;
 - ♦ Due diligence, duty of care and responsibilities;
 - ♦ Relevant conditions of any environmental licence and/or the relevant conditions of approval;
 - ♦ Site specific issues and controls including those described in the environmental procedures;
 - ♦ Reporting procedure(s) for environmental hazards and incidents; and
 - ♦ Communication protocols for interactions with community and stakeholders.

- ii. Toolbox talks will be held on a regular basis in order to provide a project or site wide update, including any key or recurring environmental issues; and
 - iii. Topic specific environmental training should be based upon, but is not limited to, issue specific sub-plans required under Section 3.5 (a).
- b. Principal Contractors will conduct a Training Needs Analysis which:
- i. Identifies that all staff are to receive an environmental training;
 - ii. Identifies the competency requirements of staff that hold environmental roles and responsibilities documented within the Construction Environmental Management Plan and sub-plans;
 - iii. Identifies appropriate training courses/events and the frequency of training to achieve and/or maintain these competency requirements; and
 - iv. Implements and documents as part of the CEMP a training schedule that plans attendance at environmental training events, provides mechanisms to notify staff of their training requirements, and identifies staff who do not attend scheduled training events or who have overdue training requirements.

3.12 Emergency and Incident Response

- a. Principal Contractors undertaking off-airport work in accordance with an EPL must develop and implement a Pollution Incident Response Management Plan, in accordance with the requirements of the POEO Act. Contractor's emergency and incident response procedures will also be consistent with any relevant Sydney Metro procedures and, for on-airport works, consistent with the environmental incident and emergency management requirements identified in the Western Sydney Airport Site Environmental Management Framework, and will include:
- i. Categories for environmental emergencies and incidents;
 - ii. Notification protocols for each category of environmental emergency or incident, including notification to Sydney Metro, WSA (where required for on-airport works) and notification to owners / occupiers in the vicinity of the incident. This is to include relevant contact details;
 - iii. Identification of personnel who have the authority to take immediate action to shut down any activity, or to affect any environmental control measure (including as directed by an authorised officer of any regulator or government department);
 - iv. A process for undertaking appropriate levels of investigation for all incidents and the identification, implementation and assessment of corrective and preventative actions; and
 - v. Notification protocols of incidents to relevant regulators and stakeholders including (but not limited to) the EPA, DPIE, the AEO, WSA and DITRDC for incidents that are made by the Contractor or Sydney Metro.
- b. The Contractor will make all personnel aware of the plan and their responsibilities.

3.13 Independent Environmental Representatives

- a. Sydney Metro will engage Independent Environmental Representatives (ERs) as required under the SSI approval for off-airport works to undertake the following, along with any additional roles as required:
- i. Review, provide comment on and endorse (where required) any relevant environmental documentation to verify it is prepared in accordance with relevant environmental legislation, planning approval conditions, Environment Protection Licences, relevant standards and this CEMF;
 - ii. Monitor and report on the implementation and performance of the above mentioned documentation and other relevant documentation;
 - iii. Provide independent guidance and advice to Sydney Metro and the Contractors in relation to environmental compliance issues and the interpretation of planning approval conditions;
 - iv. Be the principal point of advice for the DPIE in relation to all questions and complaints concerning the environmental performance of the project;
 - v. Ensure that environmental auditing is undertaken in accordance with all relevant project requirements; and
 - vi. Recommend reasonable steps, including 'stop works', to be taken to avoid or minimise adverse environmental impacts.

3.14 Airport Environment Officer

An Airport Environment Officer (AEO) is responsible for the day to day regulatory oversight of compliance with the Airports (Environment Protection) Regulations 1997 (AEPRs) at Western Sydney International and will have a role in relation to the on-airport works for SWMG.

The responsibilities of the AEO in relation to on-airport works of SMWSA include:

- i. Monitoring compliance with the AEPRs
- ii. Facilitate an understanding of the obligations of the AEPRs
- iii. Ensure the best possible outcomes are achieved
- iv. Complete site inspections to review monitoring requirements and completion of works
- v. Review and comment on incidents and remedial activities
- vi. Issue an environment protection order in accordance with Part 7 of the AEPR
- vii. Issue an infringement notice in response to an offence against the AEPR.

3.15 Roles and Responsibilities

- a. In relation to Roles and Responsibilities the Principal Contractor CEMP will:
- i. Describe the relationship between the Principal Contractor, Sydney Metro, key regulatory stakeholders, the independent environmental representative and the independent certifier;
 - ii. For each role that has environmental accountabilities or responsibilities, including key personnel, provide a tabulated description of the authority and roles of key personnel, lines of responsibility and communication, minimum skill level requirements and their interface with the overall project organisation structure;
 - iii. Provide details of each specialist environment, sustainability or planning consultant who is employed by the Principal Contractor including the scope of their work; and

- iv. Provide an overview of the role and responsibilities of the Independent Environmental Representative, the Independent Certifier and other regulatory stakeholders.
- b. All sub-contractors engaged by the Principal Contractor will be required to operate within the EMS documentation of that Principal Contractor.

3.16 Environmental Monitoring, Inspections and Auditing

- a. Issue specific environmental monitoring will be undertaken as required or as additionally required by any approval, permit or licence conditions.
- b. The results of any monitoring undertaken as a requirement of a license or permit that is required to be published will be published on the Principal Contractor's, or a project specific, website within 14 days of obtaining the results.
- c. Environmental inspections will include:
 - i. Surveillance of environmental mitigation measures by the Site Foreman; and
 - ii. Periodic inspections by the Principal Contractor's Environmental Manager (or delegate) to verify the adequacy of all environmental mitigation measures. This will be documented in a formal inspection record.
- d. Regular site inspections by Sydney Metro, the ER for off-airport works and the AEO for on-airport works will be undertaken at a frequency to be agreed with the Principal Contractor, based on the risk of activity but as a minimum monthly.
- e. Principal Contractors must undertake internal environmental audits. The scope will include:
 - i. Compliance with any approval, permit or licence conditions;
 - ii. Compliance with the E&SMS, CEMP, SMP, sub-plans and procedures;
 - iii. Community consultation and complaint response;
 - iv. Environmental training records; and
 - v. Environmental monitoring and inspection results.
- f. Sydney Metro will also undertake periodic audits of the Principal Contractor's E&SMS and compliance with the environmental aspects of contract documentation, including this CEMF. These audits would cover both on- and off-airport works.
- g. Off-airport works approved under the SSI approval will be subjected to audits undertaken by the independent environmental auditor. Independent environmental audits will focus on compliance with the planning approval and the conditions of approval. The independent auditor is approved by DPIE and an audit schedule will be developed in consultation with the Principal Contractor and Sydney Metro.
- h. On-airport works approved under the Airport Plan, as varied, will be subject to environmental audits and compliance audits, noting unscheduled audits may also be undertaken. The environmental audits would audit the environmental systems and on-site performance of the on-airport works of SMWSA and be undertaken on a 6 monthly basis.

3.17 Environmental Non-compliances

- a. Principal Contractors will document and detail any non-compliances arising out of the above monitoring, inspections and audits. Sydney Metro will be made aware of all non-compliances in a timely manner.

- b. Principal Contractors will develop and implement corrective actions to rectify the non-compliances and preventative actions in order to prevent a re-occurrence of the non-compliance. Contractors will also maintain a register of non-compliances, corrective actions and preventative actions.
- c. Sydney Metro may raise non-compliances against environmental requirements. The Environmental Representative and Airport Environmental Officer also have the authority to raise a non-compliance for their respective areas of work.

3.18 Environmental Records and Compliance Reporting

- a. Principal Contractors will maintain appropriate records of the following:
 - i. Site inspections, audits, monitoring, reviews or remedial actions;
 - ii. Documentation as required by performance conditions, approvals, licences and legislation;
 - iii. Modifications to site environmental documentation (e.g. CEMP, sub-plans and procedures); and
 - iv. Other records as required by this Construction Environmental Management Framework.
- b. Records must be accessible onsite for the duration of works.
- c. Records will be retained by the Principal Contractor for a period of no less than 7 years. Records will be made available in a timely manner to Sydney Metro (or their representative) upon request.
- d. Compliance reports detailing the outcome of any environmental surveillance activity including internal and external audits (refer to Section 3.14) will be produced by the Principal Contractors Environmental Manager or delegate. These reports will be submitted to Sydney Metro at an agreed frequency.

3.19 Review and Improvement of the Environment & Sustainability Management Systems

- a. Principal Contractors will ensure the continual review and improvement of the management systems. This will generally occur in response to:
 - i. Issues raised during environmental surveillance and monitoring;
 - ii. Expanded scope of works;
 - iii. Environmental incidents; and
 - iv. Environmental non-conformances.
- b. A formal review of the management systems by the Principal Contractor's Senior Management Team will also occur on an annual basis, as a minimum. This review shall generate actions for the continual improvement of the systems and supporting management plans.

4. Stakeholder and Community Involvement

4.1 Overview

- a. Throughout construction, Sydney Metro and the Principal Contractors will work closely with stakeholders and the community to ensure they are well informed regarding the construction works.
- b. Stakeholders and the community will be informed of significant events or changes that affect or may affect individual properties, residences and businesses. These will include:
 - i. Significant milestones;
 - ii. Design changes;
 - iii. Changes to traffic conditions and access arrangements for road users and the affected public; and
 - iv. Construction operations which will have a direct impact on stakeholders and the community including noisy works, interruptions to utility services or construction work outside of normal work hours.

4.2 Community Communication Strategy

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

- xiii. Community, business and stakeholder satisfaction surveys and feedback forms;
- xiv. Translator and interpreter services; and
- xv. The Principal Contractor's Community Relations Team will liaise with the Sydney Metro Project Communications team as the point of contact for the community.

4.3 Complaint Handling

- a. Community liaison and complaints handling will be undertaken in accordance with the Construction Complaints Management System and will include:
 - i. Principal Contractors will deal with complaints in a responsive manner so that stakeholders' concerns are managed effectively and promptly; and
 - ii. A verbal response will be provided to the complainant as soon as possible and within a maximum of two hours from the time of the complaint (unless the complainant requests otherwise). A detailed written response will then be provided, if required, to the complainant within one week.
 - iii. Community liaison and complaints handling for construction of on-airport works will be undertaken in accordance with the Integrated Complaint Handling Procedure. This Procedure will include a single integrated complaint handling telephone line and email address for all works on the airport site which will be managed so that any contact made by a stakeholder will be directed to the relevant party responsible for those works so that stakeholder's concerns are managed effectively and promptly.

4.4 Urban Design of Temporary Works

- a. Principal Contractors will ensure as a minimum:
 - i. Temporary construction works consider urban design and visual impacts, including:
 - ♦ Artwork, graphics and images to enhance the visual appearance of temporary works in high visibility locations;
 - ♦ Project information to raise awareness on benefits, explain the proposed works at each site and provide updates on construction progress;
 - ♦ Community information, including contact numbers for enquiries / complaints;
 - ♦ Signage and information to mitigate impacts on local businesses which may be obscured by the construction site;
 - ♦ Sydney Metro advertising / public awareness campaigns; and
 - ♦ Logos / branding, including Sydney Metro, NSW and Commonwealth Government, and Contractor branding.
 - ii. The design of all temporary works will require Sydney Metro approval in relation to urban design and visual impacts and Sydney Metro will stipulate the design of hording artwork, including:
 - ♦ Sydney Metro advertising / public awareness campaigns; and
 - ♦ Logos / branding, including Sydney Metro, NSW and Commonwealth Government, and Contractor branding.
- b. Construction hoardings, scaffolding and acoustic sheds will be regularly inspected and kept clean and free of dust build up. Graffiti on construction hoardings, scaffolding or acoustic sheds will be removed or painted over promptly.

- c. The principles of Crime Prevention through Environmental Design (CPTED) will be applied to all works, including temporary works that have a public interface.

4.5 Business and Property Impacts

- a. Principal Contractors will proactively work with potentially affected stakeholders to identify the likely impacts and put in place measures to minimise impacts.
- b. Construction works will be undertaken to meet the following objectives:
 - i. Minimise the potential impact of the project to businesses affected by construction works;
 - ii. Ensure businesses are kept informed of the project and consulted in advance of major works or factors that are likely to have a direct impact;
 - iii. Consult with all business directly affected by changes to access arrangements regarding specific requirements at least two weeks prior to those changes coming into effect; and
 - iv. Ensure that business stakeholder enquiries and complaints regarding the project are managed and resolved effectively.
- c. The Community Communication Strategy (Section 4.2) will document key issues relating to business impacts by locality with a particular focus on proactive consultation with affected businesses. Including:
 - i. Identification of specific businesses which are sensitive to construction activity disturbances;
 - ii. Summary of the commercial character of the locality, its general trading profile (daily and annually) and information gained from the business profiling such as:
 - ♦ Operating hours;
 - ♦ Main delivery times;
 - ♦ Reliance on foot traffic;
 - ♦ Any signage or advertising that may be impacted;
 - ♦ Customer origin; and
 - ♦ Other information specific to the business that will need to be considered in construction planning.
 - iii. Define the roles and responsibilities in relation to the control and monitoring of business disturbances;
 - iv. Identification of locality specific standard business mitigation measures which would be implemented;
 - v. Maps and diagrams to illustrate the information for easy identification of measures which would be implemented;
 - vi. Description of the monitoring, auditing and reporting procedures;
 - vii. Procedure for reviewing performance and implementing corrective actions;
 - viii. Description of the complaints handling process; and
 - ix. Procedure for community consultation and liaison.

5. General Site Works



Figure 3 - Aerial View of the Sydney Metro Norwest Station Site

5.1 Working Hours

- a. Standard working hours are between 7am – 6pm on weekdays and 8am – 1pm on Saturdays.
- b. Works which can be undertaken outside of standard construction hours without any further approval include:
 - i. Those which have been described and assessed in the environmental assessments. For example, tunnelling and underground excavations and supporting activities or works within Western Sydney International
 - ii. Works which are determined to comply with the relevant Noise Management Level at sensitive receivers;
 - iii. The delivery of materials outside of approved hours as required by the Police or other authorities (including Transport for NSW) for safety reasons;
 - iv. Where it is required to avoid the loss of lives, property and / or to prevent environmental harm in an emergency; and
 - v. Where written agreement is reached with all affected receivers.
- c. Where off-airport works are being undertaken under an Environmental Protection Licence, Principal Contractors may apply for EPA approval to undertake works outside of normal working hours.

5.2 Construction Traffic Management

- a. The management of traffic impacts due to construction is addressed in the Construction Traffic Management Framework (CTMF) which sets out system requirements for management plans and other associated documentation. This document applies to Principal Contractors and forms part of the contract documentation.
- b. The Construction Traffic Management Framework (CTMF) sets out the approach to managing traffic impacts during the construction of the Sydney Metro projects. The CTMF also outlines contractor requirements, with reference to third party agreements. Principal Contractors are required to produce these documents in accordance with the CTMF.
- c. For on-airport works, the Sydney Metro Western Sydney Airport Traffic and Access CEMP will detail all the management objectives and will be consistent with the WSA Traffic and Access CEMP , including all appendices to the CEMP

5.3 Site Layout

- a. Principal Contractors will consider the following in the layout of construction sites:
 - i. The location of noise intensive works and 24 hour activities in relation to noise sensitive receivers;
 - ii. The location of site access and egress points in relation to noise and light sensitive receivers, especially for sites proposed to be utilised 24 hours per day;
 - iii. The use of site buildings to shield noisy activities from receivers;
 - iv. The use of noise barriers and / or acoustic sheds where feasible and reasonable for sites proposed to be regularly used outside of daytime hours; and
 - v. Aim to minimise the requirement for reversing, especially of heavy vehicles.

5.4 Reinstatement

- a. Where measures for reinstatement are not stipulated in the contracts, mitigation measures for reinstatement of construction and ancillary lands will be produced in consultation with Sydney Metro, the landowner and stakeholders.
- b. Mitigation measures required for reinstatement will be incorporated into the CEMP and will include as a minimum:
 - i. Principal Contractors will clear and clean all working areas and accesses at project completion;
 - ii. At the completion of construction all plant, temporary buildings or vehicles not required for the subsequent stage of construction will be removed from the site;
 - iii. All land, including roadways, footpaths, loading facilities or other land having been occupied temporarily will be returned to their pre-existing condition or better; and
 - iv. Reinstatement of community spaces, infrastructure and services will occur as soon as possible after completion of construction.

6. Spoil Management



Figure 4 - Spoil and Excavation Works at the Showground Station Site

6.1 Spoil Management Objectives

- a. The following spoil management objectives will apply to the construction of the project:
 - i. Minimise spoil generation where possible;
 - ii. The project will mandate 100% reuse or recycling (on or off-site) of usable spoil;
 - iii. Spoil will be managed with consideration to minimising adverse traffic and transport related issues;
 - iv. Spoil will be managed to avoid contamination of land or water;
 - v. Spoil will be managed with consideration of the impacts on residents and other sensitive receivers; and
 - vi. Site contamination will be effectively managed to limit the potential risk to human health and the environment.

6.2 Spoil Management Implementation

- a. Principal Contractors will develop and implement a Spoil Management Plan for their scope of works. The Spoil Management Plan will include as a minimum:
 - i. The spoil mitigation measures as detailed in the planning approval documentation;
 - ii. The responsibilities of key project personnel with respect to the implementation of the plan;

- iii. Procedures and methodologies for the haulage and disposal locations, storage and stockpiling arrangements, including those for virgin excavated natural material, contaminated and unsuitable material;
 - iv. Procedures for the testing, excavation, classification, handling and reuse of spoil;
 - v. Measures that will be implemented to both reduce spoil quantities and maximise the beneficial reuse of spoil which will be generated during the performance of the Contractor's Activities, including how spoil generation is minimised through the design development process;
 - vi. Details, links or references to where traffic movements in relation to spoil are described, and measures that will be implemented to minimise traffic and noise impacts associated with haulage and disposal of spoil;
 - vii. quantities for reuse of spoil within the Construction Site or Western Sydney International, for beneficial reuse of spoil off site and for spoil disposal;
 - viii. Processes and procedures for the management of the environmental and social impacts of spoil transfer and reuse;
 - ix. A register of spoil receipt sites that includes the site or project name, location, capacity, site owner and which tier the site is classified as under the spoil reuse hierarchy;
 - x. Spoil management monitoring requirements; and
 - xi. Compliance record generation and management.
- b. Spoil management measures will be included in regular inspections undertaken by the Contractor, and compliance records will be retained. These will include:
- i. Records detailing the beneficial re-use of spoil either within the project or at off-site locations; and
 - ii. Waste dockets for any spoil disposed of to landfill sites.

6.3 Spoil Mitigation

- a. Examples of spoil mitigation measures include:
- i. Implementing the spoil re-use hierarchy;
 - ii. Handling spoil to minimise potential for air or water pollution; and
 - iii. Minimise traffic impacts associated with spoil removal.

7. Groundwater Management

7.1 Groundwater Management Objectives

- a. The following groundwater management objectives will apply to construction:
 - i. Reduce the potential for drawdown of surrounding groundwater resources;
 - ii. Prevent the pollution of groundwater through appropriate controls; and
 - iii. Reduce the potential impacts of groundwater dependent ecosystems.
 - iv. For on-airport works, the Sydney Metro Western Sydney Airport Soil and Water CEMP will detail all the groundwater management objectives and will be consistent with the WSA Soil and Water CEMP, including all appendices to the CEMP.

7.2 Groundwater Management Implementation

- a. For off-airport works, the following content may be provided within other sub plans such as the Soil and Water Management Plan and Flora and Fauna Management Plan. Groundwater management of on-airport works will be implemented through the groundwater management plan approved as part of the SMWSA Soil and Water CEMP. In particular the groundwater quality criteria will be in accordance to the WSA Soil and Groundwater CEMP Appendix G.
- b. Principal Contractors will develop and implement a Groundwater Management Plan for off-airport works. The Groundwater Management Plan will include as a minimum:
 - i. The groundwater mitigation measures as detailed in the planning approval documentation;
 - ii. The requirements of any applicable licence conditions;
 - iii. Details of proposed extraction, use and disposal of groundwater, and measures to mitigate potential impacts to groundwater sources, incorporating monitoring, impact trigger definition and response actions for all groundwater sources potentially impacted by SMWSA;
 - iv. Evidence of consultation with the relevant government agencies, such as DPIE for off-airport works or land;
 - v. The responsibilities of key project personnel with respect to the implementation of the plan;
 - vi. Procedures for the treatment, testing and discharge of groundwater from the site;
 - vii. Compliance record generation and management; and
 - viii. Details of groundwater monitoring if required.

7.3 Groundwater Mitigation

- a. The on-airport Soil and Water CEMP (with the groundwater management plan) and the off-airport Groundwater Management Plan will include the following groundwater mitigation measures as well as relevant Conditions:
 - i. Implementing all feasible and reasonable measures to limit groundwater inflows to stations and crossovers; and
 - ii. Undertaking groundwater monitoring during construction (levels and quality) in areas identified as 'likely' and 'potential' groundwater dependent ecosystems.

8. Construction Noise and Vibration Management



Figure 6 - Hebel Wall Noise Barrier at the Cheltenham Services Facility Site

8.1 Construction Noise and Vibration Management Objectives

- a. The following noise and vibration management objectives will apply to construction:
 - i. Minimise unreasonable noise and vibration impacts on residents and businesses;
 - ii. Avoid structural damage to buildings or heritage items as a result of construction vibration;
 - iii. Undertake active community consultation;
 - iv. Maintain positive, cooperative relationships with schools, childcare centres, local residents and building owners; and
 - v. For on-airport works, the Sydney Metro Western Sydney Airport Noise and Vibration CEMP will detail all the noise and vibration management objectives and will be consistent with the WSA Noise and Vibration CEMP, including all appendices to the CEMP.

8.2 Construction Noise and Vibration Management Implementation

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

8.3 Construction Noise and Vibration Mitigation

- a. All feasible and reasonable mitigation measures would be implemented in accordance with the CNVS. The on-airport Noise and Vibration CEMP and the off-airport Noise and Vibration Management Plan will include the following noise and vibration mitigation measures as well as relevant Conditions:
 - i. Construction hours will be in accordance with the working hours specified in Section 5.1;
 - ii. Hoarding and enclosures will be implemented where required to minimise airborne noise impacts; and
 - iii. The layout of construction sites will aim to minimise airborne noise impacts to surrounding receivers
 - iv. Provision of respite periods.

9. Heritage Management



Figure 7 –White Hart Inn Excavation Site

9.1 Heritage Management Objectives

- a. The following heritage management objectives will apply to construction:
 - i. Embed significant heritage values through any architectural design, education or physical interpretation;
 - ii. Minimise impacts on items or places of heritage value;
 - iii. Avoid accidental impacts on heritage items;
 - iv. Maximise worker's awareness of indigenous and non-indigenous heritage; and
 - v. For on-airport works, the Sydney Metro Western Sydney Airport Aboriginal Cultural Heritage CEMP and the European and Other Heritage CEMP will detail all the heritage management objectives and will be consistent with the WSA Aboriginal Cultural Heritage CEMP and European and Other Heritage CEMP, including all appendices to these CEMP documents.

9.2 Heritage Management Implementation

- a. On-airport management of Aboriginal cultural heritage and European heritage will be achieved through the implementation of the SMWSA Aboriginal Cultural Heritage and the European and Other Heritage CEMPs. Principal Contractors will develop and implement a Heritage Management Plan for all off-airport works. Plans will include as a minimum:
 - i. Evidence of consultation with Registered Aboriginal Parties and the NSW Heritage Council;
 - ii. Identify initiatives that will be implemented for the enhancement of heritage values and minimisation of heritage impacts, including procedures and processes that will be used to implement and document heritage management initiatives;
 - iii. The heritage mitigation measures as detailed in the planning approval documentation;
 - iv. The responsibilities of key project personnel with respect to the implementation of the plan;
 - v. Procedures for interpretation of heritage values uncovered through salvage or excavation during detailed design;
 - vi. Procedures for undertaking salvage or excavation of heritage relics or sites (where relevant), consistent with and any recordings of heritage relics prior to works commencing that would affect them;
 - vii. Details for the short and / or long term management of artefacts or movable heritage;
 - viii. Details of management measures to be implemented to prevent and minimise impacts on heritage items (including further heritage investigations, archival recordings and/or measures to protect unaffected sites during construction works in the vicinity);
 - ix. Procedures for unexpected heritage finds, including procedures for dealing with human remains;
 - x. Heritage monitoring requirements; and
 - xi. Compliance record generation and management.
- b. The Contractor's regular inspections will include checking of Aboriginal and non-Aboriginal heritage mitigation measures.
- c. Compliance records will be retained by the Contractor. These will include:
 - i. Inspections undertaken in relation to heritage management measures;
 - ii. Archival recordings undertaken of any heritage item;
 - iii. Unexpected finds and stop work orders; and
 - iv. Records of any impacts avoided or minimised through design or construction methods.

9.3 Heritage Mitigation

- a. The on-airport Aboriginal Cultural Heritage and European and Other Heritage CEMPs and the off-airport Heritage Management Plan will include the following mitigation measures as well as relevant Conditions:
 - i. Induction courses for site workers will include training in the identification of Aboriginal artefacts and management of Aboriginal heritage values.
 - ii. Any heritage item not affected by the works will be retained and protected throughout construction;
 - iii. During construction undertake professional archaeological investigation, excavation, and reporting of any historical Indigenous heritage sites of state significance which will be affected. Reporting may be completed as construction progresses;

- iv. Undertake archival recordings of all non-Indigenous heritage items affected by the works prior to commencement of works; and
- v. Implement unexpected heritage find procedures for Indigenous and non-Indigenous heritage items.

10. Flora and Fauna Management



Figure 8 - Demarcation of Retained Flora

10.1 Flora and Fauna Management Objectives

a. The following flora and fauna management objectives will apply to construction:

- i. Minimise impacts on flora and fauna;
- ii. Design waterway modifications and crossings to incorporate best practice principles;
- iii. Retain and enhance existing flora and fauna habitat wherever possible;
- iv. Appropriately manage the spread of weeds and plant pathogens; and

- v. For on-airport works, the Sydney Metro Western Sydney Airport Biodiversity CEMP will detail all fauna and flora management objectives and will be consistent with the WSA Biodiversity CEMP, including all appendices to the Biodiversity CEMP.

10.2 Flora and Fauna Management Implementation

- a. On-airport management of flora and fauna will be achieved through the implementation of the SMWSA Biodiversity CEMP and Principal Contractors will develop and implement a Flora and Fauna Management Plan for all off-airport works. Both plans will include as a minimum:
 - i. The biodiversity mitigation measures as detailed in the planning approval documentation;
 - ii. The responsibilities of key project personnel with respect to the implementation of the plan;
 - iii. Procedures for the clearing of vegetation and the relocation of flora and fauna;
 - iv. Details on the locations, monitoring program and use of nest boxes by fauna;
 - v. Procedures for the demarcation and protection of retained vegetation, including all vegetation outside and adjacent to the construction footprint, and the protection of retained vegetation within the environmental conservation zone on the airport site;
 - vi. Plans for impacted and adjoining areas showing vegetation communities; important flora and fauna habitat areas; locations where threatened species, populations or ecological communities have been recorded;
 - vii. Vegetation management plan(s) for sites where native vegetation is proposed to be retained;
 - viii. Identification of measures to reduce disturbance to sensitive fauna;
 - ix. Rehabilitation details, including identification of flora species and sources, and measures for the management and maintenance of rehabilitated areas (including duration of the implementation of such measures);
 - x. Weed and disease management measures focusing on early identification of invasive weeds and diseases. Protocols to address the effective management of these risks;
 - xi. A procedure for dealing with unexpected threatened species identified during construction, including cessation of work and notification to the relevant government department for both on- and off-airport works. The procedure shall define how appropriate mitigation measures (including relevant relocation measures) and updating of ecological monitoring or off-set requirements;
 - xii. Details on the methodology for vegetation mapping and survey;
 - xiii. Ecological monitoring requirements; and
 - xiv. Compliance record generation and management.
- b. Principal Contractors would undertake the following ecological monitoring as a minimum:
 - i. A pre-clearing inspection will be undertaken prior to any native vegetation clearing by a suitable qualified ecologist and the Contractor's Environmental Manager (or delegate). The pre-clearing inspection will include, as a minimum:
 - ♦ Identification of hollow bearing trees or other habitat features;
 - ♦ Identification of any threatened flora and fauna;
 - ♦ A check on the physical demarcation of the limit of clearing;
 - ♦ An approved erosion and sediment control plan for the worksite; and

- ♦ The completion of any other pre-clearing requirements required by any project approvals, permits or licences.
 - ii. The completion of the pre-clearing inspection will form a HOLD POINT requiring sign-off from the Contractor's Environmental Manager (or delegate) and a qualified ecologist; and
 - iii. A post clearance report, including any relevant Geographical Information System files, will be produced that validates the type and area of vegetation cleared including confirmation of the number of hollows impacted and the corresponding nest box requirements to offset these impacts.
- c. The Principal Contractor's regular inspections will include a check on the ecological mitigation measures and project boundary fencing.
- d. The following compliance records would be kept by the Principal Contractor:
- i. Records of pre-clearing inspections undertaken;
 - ii. Records of the release of the pre-clearing hold point; and
 - iii. Records of ecological inspections undertaken.

10.3 Flora and Fauna Mitigation

- a. The on-airport Biodiversity CEMP and the off-airport Flora and Fauna Management Plan will include the following flora and fauna mitigation measures as well as any relevant Conditions:
- i. Areas to be retained and adjacent habitat areas will be fenced off prior to works to prevent damage or accidental over clearing;
 - ii. Clearing will follow a two-stage process as follows:
 - ♦ Non-habitat trees will be cleared first after sign-off of the pre-clearing inspection; and
 - ♦ Habitat trees will be cleared no sooner than 48 hours after non-habitat trees have been cleared. A suitably qualified ecologist will be present on site during the clearing of habitat trees. Felled habitat trees will be left on the ground for 24 hours or inspected by the ecologist prior to further processing.
 - iii. Weed management is to be undertaken in areas affected by construction prior to any clearing works. Off-airport weed management will be undertaken in accordance with the NSW *Noxious Weeds Act 1993*. On-airport weed management will also be undertaken in accordance with the NSW *Noxious Weeds Act 1993* and the NSW *Biosecurity Act 2015*, which is consistent with the approach adopted in the Western Sydney Airport Weed and Disease Management Plan (Appendix C of the Western Sydney Airport Biodiversity CEMP).

11. Visual Amenity Management

11.1 Visual Amenity Management Objectives

- a. The following visual and landscape management objectives will apply to the construction of the project:
- i. Minimise impacts on existing landscape features as far as feasible and reasonable;
 - ii. Ensure the successful implementation of the Landscape Design;
 - iii. Reduce visual impact of construction to surrounding community; and
 - iv. For on-airport works, the Sydney Metro Western Sydney Airport Visual and Landscape CEMP will detail all the visual amenity and landscaping management objectives and will be consistent with the WSA Visual and Landscape CEMP, including all the appendices to the CEMP.

11.2 Visual Amenity Management Implementation

- a. On-airport management of visual and landscaping will be achieved through the implementation of the SMWSA Visual and Landscape CEMP and Principal Contractors will develop and implement a Visual Amenity Management Plan for all the off-airport temporary works which will include as a minimum:
- i. The visual mitigation measures as detailed in the planning approval documentation for construction;
 - ii. Input from an experienced Landscape or Urban Designer;
 - iii. The maintenance of outward facing elements of site hoarding or noise barriers, including the removal of graffiti and weeds;
 - iv. Apply the principles of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting and relevant safety design requirements and detail mitigation measures to minimise lighting impacts on sensitive receivers for all permanent, temporary and mobile light sources;
 - v. Identify the processes and procedures that will be used for the incorporation of the principles of Crime Prevention Through Environmental Design (CPTED) in the design and construction of any temporary site facilities; and
 - vi. Compliance record generation and management.
- b. Visual and landscape measures will be incorporated into the Principal Contractor's regular inspections including checking the health of retained vegetation around site boundaries, checking the condition of any site hoarding and acoustic sheds, and checking the position and direction of any sight lighting.
- c. The Contractor will retain compliance records of any inspections undertaken in relation to visual and landscape measures.

11.3 Visual Amenity Mitigation

- a. The on-airport Visual and Landscape CEMP and the off-airport Visual Management Plan will include the following visual amenity mitigation measures as well as relevant Conditions:
- i. Wherever feasible and reasonable, vegetation around the perimeter of the construction sites will be maintained;
 - ii. Existing vegetation not affected by the construction works will be retained;
 - iii. Temporary construction works will be designed with consideration of urban design and visual amenity as per Section 4.4; and

- iv. Temporary site lighting, for security purposes or night works will be installed and operated in accordance with AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting.

12. Soil and Water Management



Figure 10 - Erosion and Sediment Controls at the Cudgegong Rd Site

12.1 Soil and Water Management Objectives

- a. The following soil and water management objectives will apply to construction:
 - i. Minimise pollution of surface water through appropriate erosion and sediment control;
 - ii. Minimise leaks and spills from construction activities;
 - iii. Maintain existing water quality of surrounding surface watercourses;
 - iv. Source construction water from non-potable sources, where feasible and reasonable; and
 - v. For on-airport works, the Sydney Metro Western Sydney Airport Soil and Water CEMP will detail all the soil and water management objectives and will be consistent with the WSA Soil and Water CEMP, including all appendices to the CEMP.

12.2 Soil and Water Implementation

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

- c. ESCPs will detail all required erosion and sediment control measures for the particular site at the particular point in time and be progressively updated to reflect the current site conditions. Any amendments to the ESCP will be approved by the Contractor's Environmental Manager (or delegate).
- d. Principal Contractors will develop and implement Stormwater and Flooding Management Plans for the relevant construction sites. These plans will identify the appropriate design standard for flood mitigation based on the duration of construction, proposed activities and flood risks. The plan will develop procedures to ensure that threats to human safety and damage to infrastructure are not exacerbated during the construction period.
- e. Principal Contractors will undertake the following soil and water monitoring as a minimum:
 - i. Weekly inspections of the erosion and sediment control measures. Issues identified would be rectified as soon as practicable;
 - ii. Additional inspections will be undertaken following significant rainfall events (greater than 20 mm in 24 hours); and
 - iii. All water will be tested (and treated if required) prior to discharge from the site in order to determine compliance with the appropriate approvals and licencing. No water will be discharged from the site without written approval of the Contractor's Environmental Manager (or delegate). This is to form a HOLD POINT.
- f. The following compliance records will be kept by the Principal Contractors:
 - i. Copies of current ESCPs for all active construction sites;
 - ii. Records of soil and water inspections undertaken;
 - iii. Records of testing of any water prior to discharge; and
 - iv. Records of the release of the hold point to discharge water from the construction site to the receiving environment.
- g. The following water resources management objectives will apply to the construction of the project:
 - i. Minimise demand for, and use of potable water;
 - ii. Maximise opportunities for water re-use from captured stormwater, wastewater and groundwater;
 - iii. Examples of measures to minimise potable water consumption include:
 - ♦ Water efficient controls, fixtures and fittings in temporary facilities;
 - ♦ Collecting, treating and reusing water generated in tunnelling operations, concrete batching and casting facility processes;
 - ♦ Using recycled water or treated water from onsite sources in the formulation of concrete;
 - ♦ Harvesting and reusing rainwater from roofs of temporary facilities;
 - ♦ Using water from recycled water networks;
 - ♦ Collecting, treating and reusing groundwater and stormwater;
 - ♦ Using water efficient construction methods and equipment; and
 - ♦ Providing designated sealed areas for equipment wash down.

12.3 Soil and Water Mitigation

- a. The on-airport Soil and Water CEMP and the off-airport Soil and Water Management Plan will include the following surface water and flooding mitigation measures as well as any relevant Conditions:
- i. Clean water will be diverted around disturbed site areas, stockpiles and contaminated areas;
 - ii. Control measures will be installed downstream of works, stockpiles and other disturbed areas;
 - iii. Exposed surfaces will be minimised, and stabilised / revegetated as soon feasible and reasonable upon completion of construction;
 - iv. Dangerous good and hazardous materials storage will be within bunded areas with a capacity of 110 per cent of the maximum single stored volume;
 - v. Chemicals will be stored and handled in accordance with relevant Australian standards such as:
 - o AS 1940-2004 The storage and handling of flammable and combustible liquids
 - o AS/NZS 4452:1997 The storage and handling of toxic substances
 - o AS/NZS 5026:2012 The storage and handling of Class 4 dangerous goods
 - o AS/NZS 1547:2012 On-site domestic wastewater management
 - vi. Spill kits will be provided at the batch plants, storage areas and main work sites;
 - vii. A protocol will be developed and implemented to respond to and remedy leaks or spills.
 - viii. A remedial action plan and unexpected finds protocol would be established to facilitate the quarantining, isolation and remediation of contamination identified throughout the construction programme. Any asbestos identified on site would be managed in accordance with applicable regulatory requirements.

13. Air Quality



Figure 11 - Dust Mitigation at Norwest Station Site

13.1 Air Quality Management Objectives

- a. The following air quality management objectives will apply to construction:
 - i. Minimise gaseous and particulate pollutant emissions from construction activities as far as feasible and reasonable;
 - ii. Identify and control potential dust and air pollutant sources; and
 - iii. For on-airport works, the Sydney Metro Western Sydney Airport Air Quality CEMP will detail all the air quality management objectives and will be consistent with the WSA Air Quality CEMP including all appendices to the CEMP.

13.2 Air Quality Management Implementation

- a. On-airport management of soil and water will be achieved through the implementation of the SMWSA Soil and Water CEMP and Principal Contractors will develop and implement an Air Quality Management Plan for all off-airport works. Both plans will include, as a minimum:
 - i. The air quality mitigation measures as detailed in the planning approval documentation;
 - ii. The requirements of any approval and applicable licence conditions;
 - iii. Site plans or maps indicating locations of sensitive receivers and key air quality / dust controls;
 - iv. The responsibilities of key project personnel with respect to the implementation of the plan;
 - v. Air quality and dust monitoring requirements; and

- vi. Compliance record generation and management.
- b. Air quality and dust monitoring will involve the following as a minimum:
 - i. Meteorological conditions will be monitored and appropriate responses will be organised and undertaken periodically by the Principal Contractor;
 - ii. Regular visual monitoring of dust generation from work zones; and
 - iii. Monitoring emissions from plant and construction vehicles to ensure they have appropriate emission controls and are being maintained correctly.
- c. The following compliance records will be kept by the Principal Contractor:
 - i. Records of any meteorological condition monitoring;
 - ii. Records of any management measures implemented as a result of adverse, windy weather conditions; and
 - iii. Records of air quality and dust inspections undertaken.

13.3 Air Quality Mitigation

- a. The on-airport Air Quality CEMP and the off-airport Air Quality Management Plan will include the following air quality mitigation measures as well as any relevant Conditions:
 - i. Plant and equipment will be serviced and maintained in good working order to reduce unnecessary emissions from exhaust fumes;
 - ii. Plant and equipment to be switched off engines when not in use;
 - iii. The avoidance the use of diesel or petrol powered generators and instead using mains electricity or battery powered equipment, where practicable;
 - iv. Appropriate vehicle speeds on sealed and unsealed roads;
 - v. Development and implementation of a construction logistics plan to manage the sustainable delivery of goods and materials;
 - vi. Implementing measures to support and encourage sustainable travel for construction workers to and from the construction sites;
 - vii. Water suppression will be used for active earthwork areas, stockpiles, unsurfaced haul roads and loads of soil being transported to reduce wind-blown dust emissions;
 - viii. Wheel-wash facilities or rumble grids will be provided and used near the site exit points, as appropriate; and
 - ix. Dust extraction and filtration systems will be installed for tunnel excavation works and deep excavation with limited surface exposure.

14. Waste Management

14.1 Waste Objectives

- a. The following waste objectives will apply to construction:
 - i. Minimise waste throughout the project life-cycle;
 - ii. Waste management strategies for off-airport works will be implemented in accordance with the *Waste Avoidance and Resource Recovery Act 2001* management hierarchy as follows:
 - ♦ Avoidance of unnecessary resource consumption;
 - ♦ Resource recovery (including reuse, reprocessing, recycling and energy recovery); and
 - ♦ Disposal.
 - iii. Consistent with the Western Sydney Airport Waste and Resource Construction Environmental Management Plan, waste management strategies for on-airport works will also be aligned with the NSW Waste Avoidance and Resource Recovery Strategy under the NSW *Waste Avoidance and Resource Recovery Act 2001*; and
 - iv. For on-airport works, the Sydney Metro Western Sydney Airport Waste and Resources CEMP will detail all the waste management objectives and will be consistent with the WSA Waste and Resources CEMP including all appendices to the CEMP.
- b. Targets for the recovery, recycling or reuse of construction waste, and beneficial reuse of spoil will be provided by the Principal Contractor.

14.2 Waste Implementation

- a. On-airport management of waste and resources will be achieved through the implementation of the SMWSA Waste and Resources CEMP and Principal Contractors will develop and implement a Waste Management Plan for all off-airport works. Both plans will include as a minimum:
 - i. The waste management mitigation measures as detailed in the planning approval documentation;
 - ii. The responsibilities of key project personnel with respect to the implementation of the plan;
 - iii. Waste management monitoring requirements;
 - iv. A procedure for the assessment, classification, management and disposal of waste in accordance with Waste Classification Guidelines; and
 - v. Compliance record generation and management.
- b. Principal Contractors will undertake the following waste monitoring as a minimum:
 - i. Weekly inspections will include checking on the waste storage facilities on site; and
 - ii. All waste removed from the site will be appropriately tracked from 'cradle to grave' using waste tracking dockets.
- c. Principal Contractors will report all necessary waste and purchasing information to Sydney Metro as required for Sydney Metro to fulfil their WRAPP reporting requirements.
- d. Compliance records will be retained by the Principal Contractors in relation to waste management including records of inspections and waste dockets for all waste removed from the site.

14.3 Waste Mitigation

- a. The on-airport Waste and Resources CEMP and the off-airport Waste Management Plan will include the following waste management mitigation measures as well as relevant Conditions:
- i. A central waste area (or areas) would be established, at which waste (including recyclables) would be stored or stockpiled. Stockpiles and bins would be appropriately labelled, managed and monitored till being removed from site;
 - ii. All waste materials removed from the sites will be directed to an appropriately licensed waste management facility;
 - iii. The use of raw materials (noise hoarding, site fencing, etc...) will be reused or shared, between sites and between construction contractors where feasible and reasonable; and
 - iv. Recyclable wastes, including paper at site offices, will be stored separately from other wastes.

15. Acronyms

Acronym	
CEMP	Construction Environmental Management Plan
CNVS	Construction Noise and Vibration Standard
CPTED	Crime Prevention through Environmental Design
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EMF	Environmental Management Framework
EMS	Environmental Management System
EPA	Environment Protection Authority
EP&A Act	Environmental Planning and Assessment Act 1979
EPL	Environment Protection Licence (issued by EPA under the NSW POEO Act)
ER	Environmental Representative
ESCP	Erosion and Sediment Control Plan
NOHSC	National Occupational Health and Safety Commission
POEO Act	Protection of the Environment Operation Act 1997
TBM	Tunnel Boring Machine
TfNSW	Transport for NSW

Appendix A – Environment and Sustainability Statement of Commitment



Environment & Sustainability Statement of Commitment

Sydney Metro will deliver great services, places and transport infrastructure for our customers while protecting the environment, contributing to economic prosperity and delivering social benefits for the communities we serve. We have a duty to undertake our activities in the interest of the greater good, to move beyond compliance and be a genuine leader in both environmental management and sustainability.

Sydney Metro is committed to:

- Minimising our impacts and leaving a positive environmental and social legacy;
- Delivering a resilient asset and service for our customers;
- Collaborating with stakeholders to innovate and drive sustainable outcomes; and
- Embedding sustainability into our activities;

To deliver on these commitments Sydney Metro will:

Leave an environmental and social legacy

- Protect the environment, prevent pollution and comply with legal and other requirements.
- Manage resources and waste efficiently, exploring opportunities to minimise waste, use recycled and low impact materials and reduce our environmental footprint.
- Promote a diverse and inclusive workforce and supply chain, build capability and capacity within industry, and increase Aboriginal participation.
- Responsibly minimise environmental and social risks in our supply chain.
- Create liveable places that are well integrated and promote active and sustainable transport.
- Conserve and enhance the natural environment and our built and cultural heritage.
- Work collaboratively with delivery partners to provide social benefits to the communities in which we work.

Drive resilience

- Tackle climate change and contribute to the NSW Government target of net zero emissions.
- Deliver Sydney Metro assets and operations that are resilient to a changing climate, and work with stakeholders to proactively respond to emerging challenges and opportunities.
- Promote the greening of our cities to help combat the 'urban heat island' effect.

Collaborate to deliver sustainable outcomes

- Align with and respond to Transport for NSW policy and other NSW Government priorities.
- Establish and maintain positive relationships with communities and stakeholders to harness local knowledge and maximise opportunities to add value across the project lifecycle.
- Collaborate and consult with Aboriginal stakeholders to understand how we can best respect and celebrate Aboriginal cultural values including Designing with Country.
- Provide industry leadership by setting benchmarks, encouraging innovation and driving continual improvement with our delivery partners.
- Increase environmental awareness amongst staff and customers to drive more sustainable behaviours.

Embed sustainability

- Establish robust objectives and targets that are measureable and take into account whole-of-life considerations.
- Maintain an environmental management system that is integrated into our projects and continually improved to enhance environmental performance.
- Apply effective assurance processes to monitor environment and sustainability performance including ensuring accountability, incentivising beyond compliance behaviours and implementing corrective actions as required.
- Embed sustainability considerations into key project decisions across the project lifecycle.
- Provide appropriate training and resources to meet our obligations and commitments.
- Publicly report on sustainability performance.



Jon Lamonte
Chief Executive, Sydney Metro

This Statement of Commitment supersedes previous versions of the Sydney Metro Environment & Sustainability Policy and aligns with the cluster wide TfNSW Environment and Sustainability Policy which has been adopted by Sydney Metro. It applies to all people working for Sydney Metro.

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