

WASTE MANAGEMENT AND RECYCLING PLAN

Errant and Hostile Vehicle Mitigation Treatments for the Southwest Metro Project

SMC-22-0722

MR-EHVMT-EE-04

AMENDMENTS

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Terms and Definitions

Terms	Definitions
AARD	Archaeological Assessment and Research Design report
AS	Australian Standard
ASS	Acid Sulphate Soils
BC Act	Biodiversity Conservation Act 2016 (NSW)
CCS	Community Communication Strategy
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CNVIS	Construction Noise and Vibration Impact Statement
CoA	Conditions of Approval
CSSI	Critical State Significant Infrastructure
CTR	Compliance Tracking Review
Cwth	Commonwealth
DECC	NSW Department of Environment and Climate Change
DPI	NSW Department of Primary Industries
DPIE	Department of Planning, Industry and Environment
EAP	Environmental Audit Program
ECM	Environmental Control Map
EESG	NSW Environment, Energy and Science Group (formerly OEH)
EIS	Environmental Impact Statement
EMS	Environmental Management System
EP&A Act	Environment Planning and Assessment Act 1979 (NSW)
EPA	NSW Environment Protection Authority
EPBC Act	Environment Protection and Conservation Act 1999 (Cwth)
EPL	Environment Protection Licence under the POEO Act
EPO	Environmental Performance Outcome
ER	Environmental Representative
ERP	Emergency Response Plan
EWMS	Environmental Works Method Statement

E&SMS	Environment and Sustainability Management System
IMS	Sydney Metro Integrated Management System
ISO	International Standardization Organisation
IWC	Inner West Council
KPI	Key Performance Indicator
LV	Low Voltage
Minister, the	The Minister of New South Wales (NSW) Planning
MMS	Martinus Management System
NSW	New South Wales
OCCS	Overarching Community Communication Strategy
OEH	NSW Office of Environment and Heritage (formerly DECC)
PASS	Potential Acid Sulphate Soils
POEO Act	Protection of the Environment Operations Act 1997 (NSW)
Proponent	The person or organisation identified as the proponent in Schedule 1 of the planning approval. In this case Sydney Metro Authority
REMM	Revised Environmental Mitigation Measure
RMS	NSW Roads and Maritime Services
ROL	Road Occupancy Licence
SCO	Sydney Coordination Office
Planning Secretary	The Secretary of the Department of Planning, Industry and Environment
SM	Sydney Metro
SMP	Sustainability Management Plan
SSI	State Significant Infrastructure
SWM	Southwest Metro
TfNSW	Transport for New South Wales
UCM	Utilities Coordination Manager

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1 INTRODUCTION

1.1 Purpose

This Waste Management and Recycling Plan (WMRP) (herein referred to as 'Plan') forms part of the Construction Environmental Management Plan for Southwest Metro – Errant and Hostile Vehicle Mitigation Treatments for the Southwest Metro (the Project).

This WMRP has been prepared to address the requirements of the Conditions of Approval (CoA), the Revised Environmental Mitigation Measures (REMM) and the Sydney Metro Construction Environmental Management Framework (CEMF).

This WMRP describes how Martinus proposes to manage the waste and recycling sustainability requirements during the construction of the Project. It has been prepared to support and should be read in conjunction with the Sydney Metro CEMF as well as a number of Sydney Metro and Martinus' prepared sustainability related plans and procedures.

1.2 Project Requirements

This Plan specifically addresses the requirements detailed in the Construction Environmental Management Framework (CEMF) Clauses 3.2, 17.1, 17.2 and 17.3, the Scope of Works and Technical Criteria (SWTC), Planning & Environment conditions of approvals (CoA) and Revised Environmental Mitigation Measures (REMMs) as seen in Table 1 below.

This WMRP is one of several environmental management plans (EMPs) required for the Project which are collectively covered by Sydney Metro's CEMF. The CEMF details management requirements for construction to be included in the WMRP.

The CoA and REMM relevant to this WMRP are listed in Table 1 below. In accordance with CoA C4, this plan has been prepared in accordance with the CEMF. The relevant requirements of the CEMF have also been included in the table. Table 1 also provides a cross reference to demonstrate where the CoA or REMM is addressed in this WMRP or other management documents.

Table 1: WMRP Compliance Matrix

No.	Requirement	Reference	How addressed?			
Conditions of Approval						
C3	The CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan and be consistent with the CEMF and CEMP referred to in Condition C1: <table><tr><td>(c)</td><td>Waste and spoil</td><td>Relevant council(s)</td></tr></table>	(c)	Waste and spoil	Relevant council(s)	This Plan Section 1.3	This Plan has been prepared in accordance with this condition and describes how Sydney Metro’s Principal Contractor proposes to manage waste and recycling during construction of the Project. This Plan has been provided to Inner West Council and Canterbury Bankstown Council for consultation.
(c)	Waste and spoil	Relevant council(s)				
C4	The CEMP Sub-plans must be prepared in accordance with the CEMF	This Table	This Table Error! Reference source not found.demonstrates how this Plan has been prepared in accordance with the relevant requirements of the CEMF.			

No.	Requirement	Reference	How addressed?
C5	Details of all information requested by an agency to be included in a CEMP Sub-plan as a result of consultation, including copies of all correspondence from those agencies, must be provided with the relevant CEMP Sub-Plan.	Section 1.3	This Plan has been provided to Inner West Council and Canterbury Bankstown Council for consultation.
C6	Any of the CEMP Sub-plans may be submitted along with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before Construction.	Refer to section 1.2 of the CEMP	This Plan will be submitted for approval to DPIE along with or subsequent to the final submission of the CEMP for DPIE approval, and no later than one month prior to construction.
C7	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Planning Secretary. The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of Construction. Where Construction of the CSSI is staged, Construction of a stage must not commence until the CEMP and CEMP Sub-plans for that stage have been approved by the Planning Secretary.	Refer to section 1.2 of the CEMP	Construction will not commence until the CEMP and all CEMP Sub-plans have been approved by DPIE. The CEMP and Sub-plans will be implemented for the duration of construction.
E73	Any items or infrastructure that are salvageable must be identified in the relevant CEMP Subplan (Condition C3). Note: reuse of items may include signal boxes, indicators, ballast or other rail infrastructure. These items should be offered to Sydney Trains or reuse.	Section 6	Section 6 identifies items / infrastructure that are salvageable (Table 7 to be completed).
E74	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the Protection of the Environment Operations Act 1997, under the Protection of the Environment Operations (Waste) Regulation 2014, and orders or exemptions made under the regulation.	Section 4.2 Section 4.4 Section 6.2	Waste shall be managed in accordance with relevant legislative framework detailed in Section 4.2. Planning action for the management of waste is detailed in Section 4.2 and will be monitored in accordance with Section 6.2.

No.	Requirement	Reference	How addressed?
E75	Waste must only be exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any other place that can lawfully accept such waste.	Section 4.4.2 APPENDIX E – Waste Receiving Sites (TO BE COMPLETED ON CONTRACT AWARD)	Written confirmation must be received from each place of disposal confirming that they can lawfully receive the types of waste proposed as per Section 4.4.2. These sites are listed in APPENDIX E – Waste Receiving Sites (TO BE COMPLETED ON CONTRACT AWARD)
E76	All waste must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	Section 4.4.1	The classification of waste is undertaken in accordance with the EPA's Waste Classification Guidelines Part 1: Classifying Waste (NSW EPA, 2014) as per Section 4.4.1.
Construction Environmental Management Framework			
17.2(a)	Principal Contractors will develop and implement a Waste Management and Recycling Plan which will include as a minimum:	-	This Plan
i.	The waste management and recycling mitigation measures as detailed in the environmental approval documentation	Section 4.2 Section 4.4.2	Waste management will be undertaken in accordance with relevant compliance obligations as detailed in Section 4.2 and Section 4.4.2.
ii.	The responsibilities of key project personnel with respect to the implementation of the plan	Section 3.2	Section 3.2 outlines project roles, responsibilities, and authorities.
iii.	Waste management and recycling monitoring requirements	Section 6.1	Monitoring shall be undertaken in accordance with requirements detailed in Section 6.1.
iv.	A procedure for the assessment, classification, management and disposal of waste in accordance with the Waste Classification Guidelines (DECC, 2008)	Section 4.4	The disposal of waste shall be undertaken in accordance with the Waste Classification Guidelines (DECC, 2008) as per procedure outlined in Section 4.4.
v.	Compliance record generation and management.	Section 4.2	Compliance record generation and management in relation to this Plan will be undertaken in accordance with Section 4.2.
17.2(b)	Principal Contractors will undertake the following waste monitoring as a minimum:	-	This Plan
i.	Weekly inspections will include checking on the waste storage facilities on site	Section 6.1	Monitoring shall be undertaken in accordance with Section 6.1.
ii.	All waste removed from the site will be appropriately tracked from 'cradle to grave' using waste tracking dockets.	Section 6.2	Reporting shall be undertaken in accordance with Section 6.2.

No.	Requirement	Reference	How addressed?
17.2(c)	Principal Contractors will report all necessary waste and purchasing information to TfNSW as required for TfNSW to fulfil their WRAPP reporting requirements.	Section 4.2	Martinus will fulfil all compliance obligations as per Section 4.2.
17.2(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.	Section 6.2	Reporting shall be undertaken in accordance with Section 6.2.
17.3(a)	Examples of waste management and recycling mitigation measures include:	-	This Plan
i.	All waste materials removed from the sites will be directed to an appropriately licensed waste management facility-	Section 4.4 Section 6.2 Section 6.3 APPENDIX E – Waste Receiving Sites (TO BE COMPLETED ON CONTRACT AWARD)	Appropriate waste management facilities have been identified in accordance with Section 4.4. A list of these approved facilities is included in APPENDIX E – Waste Receiving Sites (TO BE COMPLETED ON CONTRACT AWARD). Records of waste management will be maintained as per Section 6.2 with audits being undertaken to ensure compliance in accordance with Section 6.3.
ii.	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	Section 4.4.3	The Project will apply the Deconstruction Good Practice waste hierarchy as applicable, in accordance with Section 4.4.3.
iii.	Recyclable wastes, including paper at site offices, will be stored separately from other wastes.	Section 4.4.2	Management of recyclable wastes will be undertaken in accordance with Section 4.4.2.
Revised Environmental Management Measures (REMMs)			
WM1	Detailed design would include measures to minimise excess spoil generation. This would include a focus on optimising the design to minimise spoil volumes, and the reuse of material on-site.	Section 2.4	Waste and recycling objectives targets adapted from Revised Environmental Mitigation Measures (REMMs) are detailed in Section 2.4.
WM2	A recycling target of at least 90 per cent would be adopted	Section 2.4 Section 4.3	Waste and recycling objectives targets adapted from Revised Environmental Mitigation Measures (REMMs) are detailed in Section 2.4 and Section 4.3.
WM3	Spoil would be managed in accordance with the spoil management hierarchy	Section 4.4.2	Management of waste will be undertaken in accordance with Section 4.4.2.
WM4	Target 100 per cent reuse of reusable spoil	Section 2.4 Section 4.3	Waste and recycling objectives targets adapted from Revised Environmental Mitigation Measures (REMMs) are detailed in Section 2.4 and Section 4.3.

No.	Requirement	Reference	How addressed?
WM5	Construction waste would be minimised by accurately calculating materials brought to the site and limiting materials packaging.	Section 6	Construction waste estimates have been calculated and are provided in Section 6.
WM6	All waste would be assessed, classified, managed and disposed of in accordance with the Waste Classification Guidelines (EPA, 2014).	Section 6 Section 4.4.1 Section 4.4.2	Classification and management of waste will be undertaken in accordance with Section 4.4.1 and Section 4.4.2.
WM7	Waste segregation bins would be located at various locations within the project area, if space permits, to facilitate segregation and prevent cross contamination.	Section 4.4.2	Management of waste will be undertaken in accordance with Section 4.4.2.

1.3 Consultation

CoA C3(c) requires that consultation is undertaken for the preparation of this WRMP. The WRMP will be updated further following receipt of comments, as required. Records of consultation will be contained in a separate document to this plan for the information of the Department of Planning, Housing and Infrastructure (DPHI) as required.

A summary of the consultation is provided in Table 2 below.

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Table 2: Consultation carried out in the development of this Plan

Agency Consultation	Requirements and date submitted	Key issues raised	Response	WMP Section Reference
Inner West Council	Requirement: Review and comment on this WMP Date submitted: 12/07/2024	Consideration is to be given to the waste management sections within each Development Control Plan (DCP) being Part 2.21 of the 2011 Marrickville DCP, Chapter C of the 2016 Comprehensive Inner West DCP, and Parts D, and E of the 2013 Leichhardt DCP.	Martinus will look to incorporate elements of the aforementioned DCPs into our WMP where possible and feasible considering the nature and scope of works associated with the project.	N/A
		Maximising waste avoidance, reusing and recycling of materials is suggested, with targets in line with NSW best practice construction and demolition recovery and the NSW Waste and Sustainable Materials Strategy 2041. For example, the Paving the Way Program which aims to create end markets for materials that can be repurposed.	Martinus is aiming to maximise waste avoidance through the reusing and recycling of materials. Martinus is adhering to applicable Transport for New South Wales (TfNSW) Sustainable Design Guidelines (SDG) during the current design phase of the project.	Section 2.2.1 Section 2.4 Section 4.1 Section 4.3
		Managing waste and materials to avoid cross contamination is suggested, for example mulch contaminated with asbestos.	Martinus has a rigid and robust approach to hazardous materials management. This is found in our Construction Environmental Management Plan (CEMP) Appendix E – Unexpected Finds Procedure.	Section 4.4.2

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Agency Consultation	Requirements and date submitted	Key issues raised	Response	WMRP Section Reference
			Martinus will ensure clear delineation of any contaminated material encountered onsite, ensuring its appropriate storage and compliant disposal.	
Canterbury Bankstown Council	Requirement: Review and comment on this WMRP Date submitted: 12/07/2024	Council SME came back with no comments in association to this Plan.	N/A	N/A

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1.4 Approval

This Sub-plan will be reviewed and endorsed by the Independent Environmental Representative (ER) in accordance with CoA-A26. Sydney Metro will also review the Plan in accordance with condition 3.3e) of the Construction Environmental Management Framework (CEMF).

In accordance with CoA-C6 the Sub-plan must be submitted to the Secretary one month prior to the commencement of Construction. Construction must not commence until the Secretary has approved the Sub-plan in accordance with CoA-C7.

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2 CONTEXT

2.1 Project Background

Sydney Metro is Australia's biggest public transport project. Services started in May 2019 in the city's North West (Stage 1) with a train every four minutes in the peak. Sydney Metro City & Southwest will extend the Sydney Metro system beyond Chatswood to Bankstown, delivering about 30 kilometres of additional metro rail, a new crossing beneath Sydney Harbour, new railway stations in the lower North Shore and Sydney central business district (CBD), and the upgrade of existing stations from Sydenham to Bankstown. Sydney Metro City & Southwest comprises two core components:

- Chatswood to Sydenham
- Sydenham to Bankstown upgrade (the subject of this sub-plan).

This WMRP addresses the construction of errant and hostile vehicle mitigation treatments at station bridges, non-station bridges and critical locations along the Southwest Metro corridor. Please refer to Section 1 of the CEMP for detailed Project Description.

2.2 Project Context

The Project has determined external and internal issues that are relevant to its purpose and that affect its ability to achieve its intended sustainability outcomes. According to Sydney Metro's Sustainability Strategy for Stage 2, their sustainability objectives relating to Waste and Recycling include:

- Minimise waste through the Project lifecycle.
- Reduce materials consumption.
- Consider embodied impacts in materials selection.
- Maximise beneficial reuse of spoil.

An overview of the key high-level issues that are relevant is provided below.

2.2.1 Structure and Interface with Other Management Plans

The Sydney Metro Sustainability Framework describes how the project-wide Sustainability objectives, targets and initiatives were developed and how they interface with the Project's specific targets and initiatives, contract requirements and the Sustainability Management Plan and the sub-plan. Extracted from Sydney Metro's Sustainability Strategy for Stage 2, the project-wide sustainability objectives can be seen in Figure 1 below, the objectives relevant to this sub plan are highlighted.

Figure 1: Sydney Metro Sustainability objectives (source: Sydney Metro City & Southwest Sustainability Strategy 2017 - 2024, 2019 update)



Extracted from Sydney Metro's Sustainability Strategy for Stage 2, the project-wide sustainability targets and initiatives can be seen in Figure 2 below, the targets relevant to this sub plans are highlighted.

Figure 2: Sydney Metro Sustainability objectives and targets (source: Sydney Metro City & Southwest Sustainability Strategy 2017 - 2024, 2019 update)

SUSTAINABILITY THEMES & TARGETS	 Governance	› A high level of attainment (minimum ISCA IS Rating of 65 'Excellent') for relevant infrastructure. › 5 Star Green Star ratings for relevant buildings. › Align with a high rating using the TfNSW Sustainable Design Guidelines.
	 Carbon & energy management	› Achieve at least a 20 per cent reduction in carbon emissions associated with construction, when compared to business as usual.* › Offset 25 per cent of the electricity needs for the construction phase of the project. › Achieve at least a 20 per cent reduction in carbon emissions associated with operations, when compared to business as usual.* › Maximise the capture and reuse of energy generated from braking trains. › Design buildings (stations and stabling buildings) to achieve at least a 15 per cent improvement over performance requirements set out in Section J of the National Construction Code. › Source 5-20 per cent of the low voltage electricity required at above ground stations from onsite renewable energy sources where feasible. › Offset 100 per cent of the electricity needs for the operational phase of the project.
	 Environmental performance	› Zero major pollution incidents. › New emission standards will be identified and applied to diesel equipment and vehicles during construction.
	 Climate change resilience	› Mitigate all extreme and high level risks. › Mitigate a minimum of 25 per cent of medium level risks (examples include increased flooding, increased temperatures, sea level rise, and increased storm events).
	 Resources - water efficiency	› Reduce water use by at least 10 per cent compared to business as usual.* › Source at least 33 per cent of the water used in construction from non-potable sources. › Source at least 33 per cent of the water used in operations from non-potable sources. › Implement rainwater harvesting and reuse systems at construction sites and feasible above ground stations.

SUSTAINABILITY THEMES & TARGETS	 Resources – waste & materials	› Reduce the environmental footprint of materials used on the project by at least 15 per cent compared to business as usual.* › Use concrete which has an average Portland cement replacement level of more than 25 per cent. › 100 per cent beneficial reuse of usable spoil. › Recycle or reuse 90 per cent of recyclable construction and demolition waste. › Recycle or reuse 60 per cent of office waste during the construction phase. › Recycle or reuse 80 per cent of the waste generated during operations. › Recycle or reuse 65 per cent of office waste during operations. › 60 per cent of reinforcing steel is produced using energy-reducing processes in its manufacture. › Source 100 per cent reused, recycled timber or responsibly sourced timber.
	 Biodiversity conservation	› Minimise vegetation clearing. › Native landscaping targets to be established.
	 Heritage conservation	› Prepare a Heritage Strategy, including stakeholder engagement with relevant stakeholders. › Implement the Heritage Strategy during design and delivery, to conserve and activate. › Maximise opportunities for archaeological research and future interpretation of archaeological finds. › Opportunities for heritage interpretation identified and implemented at appropriate station precincts.
	 Liveability	› Station interchanges designed in accordance with the Interchange Access Plans and modal hierarchy. › Stations and precincts designed in accordance with the Sydney Metro Design Guidelines. › Promote access by cycling, through provision of bicycle parking, and safeguard for future expansion of bicycle facilities.
	 Community benefit	› Implement initiatives which will provide tangible benefits to local community groups during the construction period. › Implement initiatives which will provide tangible benefits to the broader local community beyond the construction period. › Identify key drivers for affordable housing and work with other lead agencies to identify opportunities and develop an appropriate response.
	 Supply chain	› All principal contractors develop and implement sustainable procurement strategies.
	 Workforce development	› Refer to the Sydney Metro City & Southwest Workforce Development and Industry Participation Strategy, which is a separate document to be read in conjunction with this strategy and outlines priorities, objectives and targets to address workforce development.

* Note: 'Business as usual' (BAU) is defined as that which is used in the applicable rating scheme for the respective target (e.g. ISCA Rating Tool, Green Star and TfNSW CERT).

2.3 Needs and Expectations of Interested Parties

The Project has determined the interested parties that are relevant to the Project; the relevant needs and expectations of these interested parties, and which of these needs and expectations become its compliance obligations with regards to sustainability.

Substantial ongoing effort will be made to manage the Project's understanding of the needs and expectations of Interested Parties, further detail can be found in the Interface Management Plan (DOC NUMBER PENDING) and the Community and Stakeholder Engagement Plan (DOC NUMBER PENDING). A high-level overview of the most relevant parties is provided in Table 3 below.

Table 3: Relevant parties and their needs and expectations

Interested Party	Needs and Expectations
Transport for NSW	Environment and Sustainability Policy Environment and Sustainability Framework
Sydney Metro	Environment and Sustainability Policy Sustainability Strategy Contract documents
Parents Companies	Policies Systems Procedures

2.4 Project Scope and Targets

The Project is as described in the Scope of Works and Technical Criteria (SWTC). For further detail regarding the overall scope of works see the CEMP (MR-CIRA-EE-001). A brief overview of the targets for relevant content in relation to waste and recycling is provided below (adapted from Sydenham to Bankstown Planning Conditions of Approval (CoA), Revised Environmental Mitigation Measures (REMMs), and SWTC (Scope of Works and Technical Criteria).

Table 4: Overview of project scope and waste and recycling targets

Waste and Recycling Requirements
Recycle or reuse at least 96% of inert and non-hazardous construction and demolition waste, and 60% of office waste is recycled or alternatively beneficially reused
Implement opportunities for recycling and reuse of non-putrescible general solid wastes (other than construction and demolition waste and office waste)
Use compostable or reusable temporary erosion control devices where practicable
Provide construction recycling facilities within the Site where practicable
Reuse appropriate site-won materials onsite
Minimise the generation of waste

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3 LEADERSHIP

3.1 Sustainability Policy

Martinus' Sustainability Policy (MMS #MR-SS-001) and Sydney Metro Environment and Sustainability Statement of Commitment are included in Appendix A. They provide a framework for the objectives that have been set in this WMRP and include a commitment to going beyond the mitigation of negative impacts to restorative actions (i.e. net positive benefits for society and the environment) and also to sustainable procurement.

3.2 Project Roles, Responsibilities and Authorities

Project management ensures that the responsibilities and authorities for relevant roles are assigned and communicated within the Project. Sustainable infrastructure cannot be delivered by one person or one discipline, it requires a multidisciplinary approach underpinned by collaboration. The key roles and responsibilities relevant to implementation of this WMRP are shown in Table 5.

Table 5: Project Roles and Responsibilities

Role	Responsibility
Project Manager	Overall responsibility and authority for; - ensuring that the management of waste and recycling conforms to the requirements of this WMRP - reporting on the performance of the Project with regards to energy and carbon, to top management and interested parties
Environment and Sustainability Manager	Day to day responsibility and authority for; - ensuring that the management of sustainability conforms to the requirements of this WMRP - reporting on the performance of the Project with regards to material, to project management As per the applicable compliance obligations, the Environment and Sustainability Manager must; - be available as the Principal's Representative's primary contact with the SWMC Contractor - be engaged throughout the Construction of the Project SWMC Contractor's Activities and be on or around the Site during the construction phase of the Project Works and Temporary Works.
Environment and Sustainability Coordinator	Dedicated to carrying out day-to-day collation of data throughout the project phases and relaying the results to upper management.
Construction Manager	As per the Sustainability Manager, but with a focus on construction matters, such as spoil movement and site-based recycling

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4 PLANNING

4.1 Risks and Opportunities

Effectively managing opportunities, including in relation to waste and recycling, is essential to achieving sustainable outcomes. It is typically the management of opportunities, rather than risks, that allow compliance benchmarks to be surpassed and best practice to be achieved.

The Project Team have determined the sustainability risks and opportunities, including in relation to waste and recycling, associated with its activities, products and services that it can control and those that it can influence, and their associated impacts, considering a lifecycle perspective.

Lifecycle assessments will also be used ahead of detailed design to determine issues that have or can have a significant impact, with a view to identifying and prioritising opportunities.

4.2 Compliance Obligations

The Project has determined the compliance obligations related to sustainability (including waste and recycling), how these obligations apply, and taken these compliance obligations into account when establishing this WRMP.

The key project sustainability compliance obligations are derived from the following contract documents:

- Scope of Works and Technical Requirements (SWTC)
- Construction Environmental Management Framework (CEMF)
- Revised Environmental Management Measures (REMMs)
- Planning Approval – Conditions of Approval (CoA)
- Environmental Protection License (EPL) (if applicable)

These key obligations also address applicable requirements arising from a complex legislative framework and numerous state guidelines including:

- Environmental Planning and Assessment Act 1979
- Protection of the Environment Operations Act 1997
- Protection of the Environment Operations (Waste) Regulation 2014
- Waste Avoidance and Resource Recovery Act 2001
- Waste Classification Guidelines, Part 1: Classifying Waste (NSW EPA, November 2014)
- Waste Classification Guidelines, Part 4: Acid Sulfate Soils (NSW EPA, November 2014)
- NSW Government's Waste Reduction and Purchasing Policy
- Environmental Best Practice Guidelines for Concreting Contractors (Department of Environment and Conservation, 2004)
- Local government guidelines for waste/recycling as appropriate
- Australian Dangerous Goods Code Edition 7.6 (ADG7) (National Transport Commission, October 2018)
- TfNSW Standard Requirements TSR E1 – Environmental Management

- General resource recovery exemptions under Part 6, Clause 51 and 51A of the Protection of the Environment Operations (Waste) Regulation 2005
- Waste Reduction and Purchasing Policy (WRAPP) NSW Government Resource Efficiency Policy

4.3 Objectives

The Project has established sustainability objectives, taking into account risks and opportunities and compliance obligations. These objectives have been determined in direct response to the commitments articulated in the sustainability policies. The primary sustainability objectives are:

- Demonstrate adherence to the applicable TfNSW Sustainable Design Guidelines

These objectives conform to Sydney Metro's objectives as described in the CEMF.

Supporting the Project's Design and SDG rating objectives are a number of more specific targets. Details on all of these targets will be available in the SMP which is currently being developed and should be completed by the next revision of this Plan. In summary, the Project has determined that the SDGs listed in Table 6 are applicable to EHVM.

Table 6: Project Applicable SDGs

Rating	Target
TfNSW SDGs	SDG CR 1 - Concrete requirements
	SDG CR 3 - Climate change resilience
	SDG CR 9 - Materials requirements
	SDG CR 11 - Minimise vegetation clearance, offset removed trees

The project will aspire to significantly exceed the minimum stipulated scores outlined in Table 6 above, or any equivalent level of performance using a demonstrated equivalent rating tool, as per Condition E42 of SSI 8256. The objectives and targets have been designed to encompass and exceed similar sustainability obligations detailed elsewhere within the contract documents.

4.4 Planning Action

The Project has planned to take actions to address waste management and recycling risks and opportunities, its compliance obligations, and its objectives. The Project has determined what will be done, what resources will be required, who will be responsible, when it will be completed and how the results will be evaluated. Supporting this is the Project Sustainability Management Plan.

When planning action, the project has and shall apply the waste hierarchy detailed below, focusing on the waste streams with the most significant lifecycle impacts first, by prioritising (in order of preference):

1. Waste elimination
2. Waste reduction
3. Waste reuse onsite
4. Waste reuse offsite

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5. Waste recycling
6. Waste to energy generation
7. Waste to landfill

Prior to reuse on site or disposal off site, materials will be classified in accordance with the Waste Classification Guidelines, Part 1: Classifying Waste (NSW EPA, November 2014), further details on this process are provided below in Section 4.4.1. No waste shall be permitted to be received on site, unless permitted by the EPL.

Actions to mitigate risks and opportunities have been planned in accordance with the Risk Management Plan (MR-CIRA-RR-001). Actions to attend to sustainability opportunities have also been documented and planned within a Sustainability Opportunity Register (see Appendix C (which is yet to be completed)).

All registers / trackers detailed within this section will be live documents and will be regularly reviewed and adapted as new information comes to hand. Where possible registers/trackers consolidate information from multiple management plans, removing duplication and providing improved flexibility. Increasing efficiency, performance, and outcomes.

4.4.1 Classification of Waste Streams

Where waste cannot be avoided, reused, or recycled it will be classified and appropriate disposal will then occur. The classification of waste is undertaken in accordance with the EPA's Waste Classification Guidelines Part 1: Classifying Waste (NSW EPA, 2014). This document identifies six classes of waste as defined in clause 49 of Schedule 1 of the Protection of the Environment Operations Act 1997 (POEO Act):

- special waste
- liquid waste
- hazardous waste
- restricted solid waste
- general solid waste (putrescible)
- general solid waste (non-putrescible)

The steps below will be implemented to determine which of the above classifications applies to the Project's waste. Once a classification has been established under a particular step, the waste will be taken to have that classification and will be managed accordingly.

Step 1: Is it 'special waste'?

Establish if the waste should be classified as special waste. Special wastes are: clinical and related, asbestos, waste tyres. Definitions are provided in the guidelines.

Note: Asbestos and clinical wastes must be managed in accordance with the requirements of Clauses 42 and 43 of the Protection of the Environment Operations (Waste) Regulation 2005.

Step 2: If not special, is it 'liquid waste'?

If it is established that the waste is not special waste it must be decided whether it is 'liquid waste'. Liquid waste means any waste that: has an angle of repose of less than 5° above horizontal becomes free flowing at or below 60° Celsius or when it is transported is generally not capable of being picked up by a spade or shovel. Liquid wastes are sub-classified into:

- Sewer and stormwater effluent.

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- Trackable liquid waste according to Protection of the Environment Operations (Waste) Regulation 2005 Schedule 1 Waste to which waste tracking requirements apply.
- Non-trackable liquid waste

Step 3: Has the waste already been pre-classified by the NSW EPA?

The EPA has pre-classified several commonly generated wastes in the categories of hazardous, general solid waste (putrescibles) and general solid waste (non-putrescibles). If a waste is listed as 'pre-classified', no further assessment is required. Details are provided in the guidelines.

Step 4: If not pre-classified, is the waste hazardous?

If the waste is not special waste, liquid waste, or pre-classified, establish if it has certain hazardous characteristics and can therefore be classified as hazardous under the classes or divisions of the Transport of Dangerous Goods Code which include explosives, flammable solids, substances liable to spontaneous combustion, oxidizing agents, toxic substances and corrosive substances.

Step 5: Chemical assessment to determine classification?

If the waste does not possess hazardous characteristics, it needs to be chemically assessed to determine whether it is hazardous, restricted solid or general solid waste (putrescible and non-putrescible). If the waste is not chemically assessed, it must be classified and treated as hazardous. Waste is assessed by comparing Specific Contaminant Concentrations (SCC) of each chemical contaminant, and where required the leachable concentration using the Toxicity Characteristics Leaching Procedure (TCLP), against Contaminant Thresholds (CT).

Step 6: Is the general solid waste putrescible or non-putrescible?

If the waste is chemically assessed as general solid waste, a further assessment is available to determine whether the waste is putrescible or non-putrescible. The assessment determines whether the waste is capable of significant biological transformation. If this assessment is not undertaken, the waste must be managed as general solid waste (putrescible).

4.4.2 Waste Disposal, Recycling and Reuse Locations

Prior to the disposal of waste and potential offsite recycling, specific locations will be identified by the Project, and written confirmation has been received from each place of disposal confirming that they can lawfully receive the types of waste proposed (i.e. the waste facility sites are licensed by the EPA for storage, treatment, processing, reprocessing or disposal of the subject waste). Recyclable waste, including paper at site offices, and other wastes, will be stored separately. Waste segregation bins will be located at various locations within the project area, if space permits, to facilitate segregation and prevent cross contamination. There will be clear delineation of any contaminated material encountered onsite.

Refer to Appendix E - Unexpected Finds Procedure in the Construction Environmental Management Plan (MR-EHVMT-EE-01) for further details on hazardous materials management.

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5 IMPLEMENTATION

5.1 Resources

The Project has determined and made provision for the resources needed for the establishment, implementation, maintenance and continual improvement of the waste and recycling management system on the Project. Key human resources have been allocated as per Section 3.2.

5.2 Competence and Awareness

The Project shall:

- Use Training Needs Analysis to determine the necessary competence of persons doing work under its control that affects its materials performance and its ability to fulfil its compliance obligations;
- Obtain records of suitable education, training, experience and verification of competency to ensure that these persons are competent on the basis of appropriate education, training or experience;
- Determine any further training needs associated with waste;
- Where applicable, take actions to acquire the necessary competence, and evaluate the effectiveness of the actions taken.

The Project shall ensure, via the Project Induction, Toolbox Talks and Pre-Start Meetings (or similar) that persons doing work under the Projects control are aware of the:

- sustainability policy;
- the significant waste issues and related actual or potential impacts associated with their work, including in relation to waste;
- their contribution to the effectiveness of waste management, including the benefits of enhanced waste performance;
- the implications of not conforming with the waste management requirements, including not fulfilling the organisation's compliance obligations

5.3 Knowledge Sharing

Effective and ongoing waste and recycling knowledge sharing has occurred within the Project team and with the client, supply chain and parent organisations during the tender and target costing phases. Knowledge sharing will continue post-award with these and other key stakeholders and wider industry. Knowledge sharing will take many forms: informal and formal, spoken and written. It will be encouraged at all times, and will involve facilitated workshops and regular meetings in order to foster mutually beneficial relationships with key stakeholders and subject matter experts. Knowledge sharing will be undertaken in a timely and targeted manner to enable enhanced outcomes to be achieved. While the knowledge sharing process is ongoing, critical junctures are identified below;

- Stakeholder engagement
- Design management
- Procurement
- Construction planning

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5.4 Decision Making

Martinus ensures that decision making in relation to significant issues is characterised by:

- A consideration of options including business-as-usual and other proven approaches taken in comparable situations.
- An evaluation of options that considers environmental, social, and economic aspects through multi-criteria analysis or other scored means.
- An evaluation of options based on the useful forecast life of the infrastructure asset (i.e. 100- year design life).

Generally, when determining what opportunities (derived from knowledge sharing activities) to include, the following question applies:

- Will undertaking the opportunity reduce capital expenditure and comply with applicable requirements?

Where the answer is 'yes', the opportunity will typically be included automatically. Other opportunities that may require additional expenditure, or modification/relaxation of applicable requirements are considered for inclusion based on the following questions:

- Will undertaking the opportunity reduce whole-of-life cost or impacts?
- Will undertaking the opportunity attend to a material risk or opportunity for the Project, the client or other stakeholders?

Accordingly, once decision making in relation to opportunities has occurred, the opportunities' status will be updated in the Opportunity Register (Appendix C) as either 'Included' or 'Abandoned'. If the answers to the relevant questions are unclear, the opportunity status will remain 'Under consideration' and further information will be sought.

6 PERFORMANCE EVALUATION

6.1 Monitoring Measurement and Analysis

The Project team shall monitor, measure, analyse and evaluate its waste, reuse, and recycling performance. The Project shall undertake weekly sustainability (including waste) inspections during construction.

Monitoring in relation to waste, reuse and recycling will also be undertaken in accordance with the applicable compliance requirements.

Monitoring shall include details pertaining to;

- Types and quantity of waste generated
- Types and quantity of waste reused or recycled
- Types and quantity of waste disposed to landfill
- Percentage of waste reused or recycled
- Quantity of spoil generated

Each waste type represents an opportunity to apply the waste hierarchy (eliminate, reduce, reuse, recycle, waste to energy, landfill).

Monitoring will be conducted on a routine basis in line with project approvals. Additional monitoring will occur as required in response to a complaint or incident.

Table 7: Waste Estimates for Construction (To be updated once Design is finalised)

Waste Type	Estimate of Quantities (tonnes or other weight noted)	Dispose or Recycle
General Mixed Construction Waste		
Concrete		
Spoil		
Hazardous Waste		
Asphalt		
Plastic		
Co-mingled recyclables		
Vegetation		

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6.2 Reporting

The Project shall evaluate its sustainability performance, including in relation to waste, reuse and recycling. The Project shall communicate relevant waste and recycling performance information both internally and externally, as identified in its communication processes and as required by its compliance obligations. The Project shall evaluate and document compliance within Project reports and take action if needed, reports include;

- Monthly Project Reports

Compliance records will be retained centrally and will include:

- Records of inspections in relation to waste and reuse management and recycling activities
- Records detailing the beneficial re-use or recycling of material either within the project or at off-site locations
- Waste tracking forms and dockets for any material disposed of to landfill sites
- Waste register detailing the date, types and quantities of waste disposed and the receiving Facility.

6.3 Audit

Refer to environmental waste audit requirements in the Construction Environmental Management Plan (CEMP) for 6-monthly EMS and CEMP internal audit processes.

6.4 Management Review

Project Management shall review the implementation of the WMRP at Project level, at planned intervals, to ensure its continuing suitability, adequacy and effectiveness, including in relation to waste and recycling.

The management review shall include consideration of:

- the status of actions from previous management reviews;
- changes in:
 - external and internal issues that are relevant to waste and recycling;
 - the needs and expectations of interested parties, including compliance obligations;
 - risks and opportunities;
- the extent to which sustainability objectives have been achieved;
- information on the Project's waste, reuse and recycling performance, including trends in:
 - nonconformities and corrective actions;
 - monitoring and measurement results;
 - fulfilment of its compliance obligations;
 - audit results;
- relevant communication(s) from interested parties, including the community; and,
- opportunities for continual improvement

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The outputs of the management review shall include:

- conclusions on the continuing suitability, adequacy and effectiveness of the WMRP;
- decisions related to continual improvement opportunities;
- decisions related to any need for changes to the WMRP, including resources;
- actions, if needed, when waste and recycling objectives have not been achieved;
- opportunities to improve integration of the WMRP with other Project processes, if needed; and
- any implications for the strategic direction of the Project.

The Project shall retain documented information as evidence of the results of management reviews.

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7 IMPROVEMENT

When a nonconformity occurs, including in relation to waste and recycling, the Project shall:

- react to the nonconformity and, as applicable:
 - take action to control and correct it;
 - deal with the consequences, including mitigating adverse sustainability impacts;
- evaluate the need for action to eliminate the causes of the nonconformity, in order that it does:
 - not recur or occur elsewhere, by:
 - reviewing the nonconformity;
 - determining the causes of the nonconformity;
- determining if similar nonconformities exist, or could potentially occur;
- implement any action needed;
- review the effectiveness of any corrective action taken; and,
- make changes to the WRMP, if necessary.

Corrective actions shall be appropriate to the significance of the effects of the nonconformities encountered, including the sustainability outcomes(s).

The Project shall retain documented information as evidence of:

- the nature of the nonconformities and any subsequent actions taken; and
- the results of any corrective action

Continuous improvement of this Plan will be achieved by the ongoing evaluation of environmental management performance against environmental policies objectives and targets. Sydney Metro's Principal Contractor will be responsible for carrying out these routine and ongoing evaluations.

The continuous improvement process will be designed to:

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

This WMRP will be reviewed on a six-monthly basis and earlier if required taking into account the following:

- The status and progress of the Project's activities;
- Changes in the design, delivery and operations processes and conditions;
- Lessons learnt during delivery and operations;
- Changes in other related Project Plans;

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- Requirements and matters not covered by the existing Project Plans;
- Changes to Project Plans as directed by Sydney Metro’s Representative under the Deed;
- Where deemed appropriate in relation to items raised within inspections or audits;
- Lessons learnt from incident, events or near misses;
- Feedback from Compliance Tracking Reports; and
- Feedback on Construction Monitoring Program results.

APPENDIX A – Policies

Policy	
Environmental Policy	
Doc No.: MR-ES-001	Version: 1.1

Environmental Policy

Martinus Rail is a world leader in the provision of project and construction management services including design, supply, installation, commissioning, maintenance and decommissioning of railway and associated infrastructures including roads and bridges.

This Environmental Policy is established by senior management to provide the framework to develop and improve the Environmental Management System, planned and executed in conjunction with other management functions, such that quality awareness is an integral part of the business strategy. This Environmental Policy aims highlights our commitment to establishing and promoting sound environmental practice in our operations.

Management will set the required criteria and regularly monitor and support progress to ensure the achievement of the goals of the organisation and environmental objectives. Management further acknowledges that without the total support of every team member these goals and objectives cannot be achieved.

To minimise environmental impacts concerning our activities, products, and services, we shall:

- Implement and maintain an environmental management system, establishing progressive objectives to develop and promote a cycle of sustainable continuous improvement.
- Comply with applicable legal requirements and other requirements to which the Company subscribes which relate to its environmental aspects.
- Prevent pollution through environmental preservation techniques.
- Reduce waste and promote the proper waste separation.
- Minimise the consumption of resources.
- Promote sustainability, and avoid where possible the depletion of natural resources in order to maintain an ecological balance.
- Promote environmental education and training.
- Motivate employees to carry out tasks in an environmentally responsible manner.
- Encourage environmental protection among suppliers and subcontractors.

The Company is committed to continual improvement of environmental performance. This Policy will be communicated to all staff, contractors and suppliers, and be available for the public.

Authorised by:



Treaven Martinus
Managing Director

Dated: 27/01/2022

Policy

Sustainability Policy

Doc No.: MR-SS-001

Version: 1.1



Sustainability Policy

Martinus has grown to become one of the leading rail infrastructure construction companies in Australia and New Zealand.

Our approach to sustainability encompasses our organisational commitment to deliver on management of governance, environmental, social, and economic objectives.

The sustainability policy is our guiding document when integrating a philosophy of sustainable development into organisational activities and operations and to ensure sustainability is embedded in every part of our business.

The four pillars which compose the strategy are interrelated, representing an integral nature of driving sustainable outcomes for our business. We will engage with our key stakeholders to ensure objectives of the policy are aligned with our companies' strategic vision, business needs and stakeholder priorities.

Our sustainability vision is to achieve excellent environmental, social, and economic outcomes concerning our activities, products and services that connects the community in an environmentally sustainable manner.

To achieve this sustainability vision, we shall:

- Embed environmental, economic, and social outcomes by establishing robust sustainability objectives and targets that encourage restorative actions and are aligned with Martinus Culture, the United Nations Sustainability Development Goals, and the Australian Sustainable Development Goals.
- Demonstrate corporate social responsibility excellence by operating in a fair, ethical, and philanthropic manner.
- Manage resources efficiently through incorporating energy, water and material saving initiatives into our activities and products.
- Support and enhance social, cultural and community wellbeing by sourcing people, equipment, and products from local suppliers where practicable, and engaging with local indigenous and community groups.
- Report on sustainability performance and be accountable for meeting environmental and social responsibilities.
- Implement sustainable procurement process and work with suppliers who promote sound sustainability practices.
- Encourage the pioneering of innovation in sustainable design, process or advocacy that seeks continuous improvement to promote new ideas and thinking.
- Engage with clients to understand their expectations and to deliver projects in a sustainable manner.

The Company is committed to continual improvement of sustainability performance. This Policy will be communicated to all staff, contractors, and suppliers, and be available for the public.

Authorised by:


Treaven Martinus
 Managing Director

Dated: 1/12/2022

Revision V1.1

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Transport Environment and Sustainability Policy

Transport is a key enabler of economic and social activity. We are committed to delivering transport which contributes to economic prosperity and social inclusion in an environmentally responsible and sustainable manner, consistent with the Future Transport Strategy 2056.

Transport for NSW's activities cover the whole State and its infrastructure will last for generations to come. We have a duty to undertake our activities in the interest of the greater good, moving beyond compliance, and being a genuine leader in environment and sustainability performance.

We will work towards achieving this for NSW by:

- Leadership – contributing to and influencing the strategic environment and sustainability agenda of the NSW Government
- Environmental protection – being accountable for addressing and minimising the environmental impacts of our activities to satisfy the expectations and legislative requirements of the NSW Government and community
- Energy and carbon – improving energy efficiency and working towards net zero carbon emissions
- Resilience – embedding climate risk and resilience considerations in our activities
- Sustainable procurement – procuring and delivering sustainable, efficient and cost effective transport options, including responsible supply chains
- Whole of life – considering whole of life benefits and impacts from our activities across all life cycle stages - demand/need, plan, acquire, operate/maintain and disposal
- Social – recognising the social impacts and benefits of our activities, and working for healthy liveable communities
- Awareness – raising the awareness and capacity of our workforce to be accountable for implementing the Policy through their activities to achieve enhanced environmental outcomes and a culture of environmental responsibility
- Communication – communicating openly, responsively and empathetically with our customers, partners and stakeholders on environmental matters and report on our performance

This Policy applies to the agencies listed below:

- Transport for NSW
- Department of Transport
- Sydney Trains
- NSW Trains
- RailCorp
- State Transit Authority
- Sydney Metro

This Policy applies to permanent, temporary and casual staff of the above agencies, staff seconded from another organisation and contingent workers including labour hire, professional services contractors and consultants.



Rodd Staples
Secretary
13 January 2020

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APPENDIX B – Opportunity Register (TO BE COMPLETED ON CONTRACT AWARD)

APPENDIX C – Obligations Register (TO BE COMPLETED ON CONTRACT AWARD)

APPENDIX D – SDG Rating Tracker (TO BE COMPLETED ON CONTRACT AWARD)

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APPENDIX E – Waste Receiving Sites (TO BE COMPLETED ON CONTRACT AWARD)

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APPENDIX F – Consultation Evidence

RE: Sydney Metro southwest EHVM - CEMP Subplan consultation



Imran Khan <Imran.Khan@cbc.city.nsw.gov.au>

To  Phillip Matevski;  Metro

Cc  Sam Fard

 This sender Imran.Khan@cbc.city.nsw.gov.au is from outside your organization.

 You replied to this message on 30/07/2024 12:24 PM.

Hi Phil,

Council SME came back with no comments in association to the **Waste and Recycling Management Sub-plan**.

Regards,



Imran Khan - Project Engineer

T 02 9707 9081

E Imran.Khan@cbc.city.nsw.gov.au

www.cbc.city.nsw.gov.au



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RE: EXTERNAL/2024/0015 - RE: Sydney Metro Southwest - Inner West Council Comments



Martin Amy <Martin.Amy@innerwest.nsw.gov.au>

To Phillip Matevski

Cc Tom Stanistreet; Conor Wilson; Minna Kilpelainen

This sender Martin.Amy@innerwest.nsw.gov.au is from outside your organization.

Follow up. Start by Friday, 23 August 2024. Due by Friday, 23 August 2024.

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Hi Philip,

Thank you for the responses. We acknowledge those responses and any further information that will be shared/submitted to us in the future.

Regarding the Traffic and Transport Management Plan we are currently reviewing it and will provide any comments as necessary. If any comments are needed, we will provide them by the end of next week.

Thanks and have a good weekend,

Martin Amy

Development Assessment Manager (North)

p +61 2 9392 5066 e Martin.Amy@innerwest.nsw.gov.au

Right-click or tap and hold here to download pictures. To help protect your privacy, Outlook prevented automatic download of this picture from the Internet....

Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.

Right-click or tap and hold here to download pictures. To help protect your privacy, Outlook prevented automatic download of this picture from the Internet....

From: Phillip Matevski <phillip.matevski@martinus.com.au>

Sent: Friday, 16 August 2024 9:13 PM

To: Martin Amy <Martin.Amy@innerwest.nsw.gov.au>

Cc: Tom Stanistreet <tom.stanistreet@innerwest.nsw.gov.au>; Conor Wilson <conor.wilson@innerwest.nsw.gov.au>; Minna Kilpelainen <minna.kilpelainen@innerwest.nsw.gov.au>

Subject: EXTERNAL/2024/0015 - RE: Sydney Metro Southwest - Inner West Council Comments

Dear Martin,

Please find our following responses to comments made to our several Sub-plans:

Noise and Vibration Management Plan

- While the developments are likely to have amenity impacts, the measures presented in Section 8 of the report will minimise the impacts to sensitive receivers.
Noted.
- In addition to the provided six-monthly Construction Monitoring Reports, we also request that a report outlining the complaints being received and the actions taken as a result be provided.
Martinus will provide a report summarising the complaints received and the actions taken as a result.

Waste and Recycling Management Plan

- Consideration is to be given to the waste management sections within each Development Control Plan (DCP) being Part 2.21 of the 2011 Marrickville DCP, Chapter C of the 2016 Comprehensive Inner West DCP, and Parts D, and E of the 2013 Leichhardt DCP.
Martinus will look to incorporate elements of the aforementioned DCPs into our WRMP where possible and feasible considering the nature and scope of works associated with the project.
- Maximising waste avoidance, reusing and recycling of materials is suggested, with targets in line with NSW best practice construction and demolition recovery and the NSW Waste and Sustainable Materials Strategy 2041. For example, the Paving the Way Program which aims to create end markets for materials that can be repurposed.
Martinus is aiming to maximise waste avoidance through the reusing and recycling of materials. Martinus is adhering to applicable Transport for New South Wales (TfNSW) Sustainable Design Guidelines (SDG) during the current design phase of the project.
- Managing waste and materials to avoid cross contamination is suggested, for example mulch contaminated with asbestos.
Martinus has a rigid and robust approach to hazardous materials management. This is found in our Construction Environmental Management Plan (CEMP) Appendix E – Unexpected Finds Procedure. Martinus will ensure clear delineation of any contaminated material encountered onsite, ensuring its appropriate storage and compliant disposal.

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

29 August 2024

REF: 170108 (y) WMRP_RB

Dear Carolyn

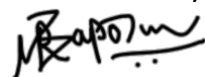
**RE: Endorsement of Waste Management and Recycling Plan, Sydney Metro
Southwest – Construction of Errant and Hostile Vehicle Mitigation
Treatments for the Southwest Metro Project**

Thank you for providing the following document for Environmental Representative (ER) review and endorsement as required by the Condition of Approval A26 (d) of the Sydney Metro Sydenham to Bankstown Infrastructure Approval (CSSI 8256 Mod-1, 22 October 2020):

- Waste Management and Recycling Plan – Southwest Metro – Construction of Errant and Hostile Vehicle Mitigation Treatments for the Southwest Metro Project, Rev B dated 23 August 2024 (Ref: MR-EHVM-EE-04) (the WMRP) as required by Condition C1 of the Infrastructure Approval.

As an approved ER for the project, I have reviewed and provided comment on the WMRP for consistency with the requirements in or under the Infrastructure Approval and now consider it appropriate for submission to the Planning Secretary for approval as required by Condition C7.

Yours sincerely



Maulik Bapodara
Environmental Representative – Sydney Metro – City and South West