



Redfern Station Upgrade – New Southern Concourse

Independent Environmental Audit No. 6

Assessment of Novo Rail Alliance Environmental System Compliance against the SSI-10041 Conditions of Approval

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Lead Environmental Auditor

Date: 24/01/2024

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1. Executive Summary

The Redfern Station Upgrade – New Southern Concourse Project (The Project) involves the construction of a pedestrian concourse to the south of the existing station concourse on Lawson Street, providing additional access to Platforms 1 to 10. The new concourse will provide lift and stair access to platforms 1 to 10 and a new connection between Marian Street, Redfern and Little Eveleigh Street, Eveleigh.

Novo Rail is the appointed contractor for the Project under an Alliance Contract. The contractual framework involves partnership between the Alliance Parties of John Holland, Laing O'Rourke, Aurecon and Transport for NSW (TfNSW).

This Audit Report presents the outcomes of the assessment of environmental controls established by Novo Rail against the requirements of State Significant Infrastructure conditions SSI-10041 for the project. The audit was conducted by APP HSEQ Systems Audits (APP) on 13 December 2023 and covered the conditions of Schedule 2 Parts A, B, C and D of SSI-10041 for the period from March to December 2023. Focus was given during this audit to compliance with operational conditions.

Since the previous audit carried out in March 2023 the project has been completed and the new southern concourse is open to the public since 8 October 2023. The main project milestone has been achieved, with the concourse now allowing station access from Marian Street and Little Eveleigh Street, and stair and lift access to platforms 1 to 10. Other aspects of the project are also completed, including the Station Services Equipment Room and amenities, pedestrian and cyclist access through Little Eveleigh Street, resident access to Little Eveleigh Street car park, internal finishes in the Platform 1 Building and landscaping. The Gibbons Street Reserve has been fully reinstated and handed over to the City of Sydney Council.

At the time of the audit some remaining construction works were in progress, including night roadworks on Lawson Street at the corner with Little Eveleigh Street (LES).

The audit found the project to be generally in compliance with the conditions of approval, with the Proponent maintaining good controls to address environmental impacts, which were maintained at a level consistent with those outlined in the Project Environmental Impact Statement.

The audit noted the following key strengths on the project:

- ▶ Ongoing active engagement with the community, including the residents and businesses most impacted by the development. Initiatives such as the creation of a loading zone next to LES entrance for residents on LES have been implemented.
- ▶ Effective combination of community communication initiatives including website updates, letterbox drops, monthly notifications, quarterly newsletters, signage and direct contact with sensitive receivers;
- ▶ Active and collaborative working relationship between the main project parties, i.e. Novo Rail, TfNSW and the Environmental Representative (ER);
- ▶ Successful completion and transfer of the new asset (footbridge, station entrances and station services) to Sydney Trains, with nearly all defects rectified – 18 remaining to be completed;
- ▶ Successful handover of the Gibbons Street Reserve to City of Sydney Council;
- ▶ Extensive consultation and consistency assessments to achieve the best possible outcomes for street works on Lawson Street, LES, Wilson Street and Ivy Street;
- ▶ Ongoing environmental monitoring of the site through periodic ER site inspections (fortnightly during construction and now as required) and real time monitoring of operational noise;
- ▶ Regular updates of the Environmental Management Plan and subplans for the project and excellent keeping of project records, including reports, meeting minutes, letters, email correspondence and other;
- ▶ Suitable signage and temporary fencing around construction areas, e.g. during night roadworks;

- ▶ Good care taken of trees and vegetation within the development area, including Platforms 1 and 10, Little Eveleigh Street and LES car park;
- ▶ Control measures in place for traffic of vehicles, cyclists and pedestrians to minimise potential traffic impacts.

There were no non-compliances identified during this audit, with a total of 128 Conditions of Approval assessed, comprising review of documents and records, interviews with key personnel and a site inspection. Two minor actions were raised by the ER during the site inspection regarding removal of a redundant project sign on Gibbons Street Reserve and removal of materials from the green area in the Little Eveleigh Street car park. These were addressed shortly after the audit.

The audit noted conditions that had actions in progress on the date, mainly the preparation of final reports, including the Archival Recording and Salvage Report, the Operational Noise Monitoring Report, the Post-Construction Survey Reports and the report on access to the Little Eveleigh Street car park via Wilson Street. Submission of As-Built information for Infrastructure Sustainability Council Rating Application was also in progress. It was recommended for these actions to be completed within the required timeframes and submissions made to Department of Planning, Housing and Infrastructure (DPHI) and/or other parties, as necessary.

2. Introduction

2.1. Background

The Novo Rail Alliance has been engaged by Transport for NSW (TfNSW) to deliver the Redfern Station Upgrade – New Southern Concourse project, which comprises the following:

- ▶ construction of a six-metre-wide concourse between Little Eveleigh Street and Marian Street including new lift and stair access from the concourse to Platforms 1 – 10;
- ▶ construction of a new station entrance on Little Eveleigh Street and upgrade entrance to Marian Street including station services and customer amenities;
- ▶ upgrades and improvement works to Little Eveleigh Street and Marian, Cornwallis and Rosehill Streets including works to improve pedestrian, cyclists and vehicle access and safety;
- ▶ redevelopment of the car park off Little Eveleigh Street and Ivy Lane.

TfNSW has engaged APP HSEQ Systems and Audits (APP) to undertake the sixth independent environmental audit of the project on 13 December 2023. The audit was conducted in compliance with Condition A33 of the Planning Approval SSI-10041, which states that:

Condition A33

The Proponent must undertake auditing and audit reporting in accordance with the document Independent Audit Post Approval Requirements (DPIE, 2020).

It is noted that from 1 January 2024 the Department of Planning and Environment (DPE) has changed to Department of Planning, Housing and Infrastructure (DPHI). As such, all references made in this report to the DPE or the Department are meant as references to the DPHI.

2.2. Project Details

Item	Description
Project Name	Redfern Station Upgrade
Project Application Number	SSI-10041
Project Address	Redfern Station, Eveleigh NSW 2015
Project Phase	Operation
Project Activity Summary	<p>At the time of the audit the new concourse was open and fully operational, including:</p> <ul style="list-style-type: none"> ▶ station access from Marian Street and Little Eveleigh Street; ▶ stair and lift access to platforms 1 to 10; ▶ Station Services Equipment Room; ▶ pedestrian and cyclist access through Little Eveleigh Street; ▶ access to Little Eveleigh Street car park; ▶ Gibbons Street Reserve reinstated; ▶ Internal finishes in Platform 1 Building completed. <p>Construction activities in progress included night roadworks on Lawson Street at the corner with Little Eveleigh Street and minor heritage work on platform buildings.</p>

2.3. Audit Team

Details of the APP environmental auditors for this audit are as follows:

Name	Company	Position	Certification
Luis Garzon	APP	Lead Environmental Auditor	SAI Global Lead Auditor; Exemplar Global Certification as Environmental, Safety and Quality Auditor No. 121326
Barbara Pater	APP	Alternate Lead Auditor	Exemplar Global Certification as Environmental Auditor No. C424613

The Lead Auditor Independent Audit declaration form is attached as **Appendix C**.

2.4. Audit Objectives

The objective of this audit was to undertake the sixth independent environmental review of the project in compliance with the development Approval SSI-10041 Condition A33, in accordance with the requirements for an independent audit methodology and independent audit report in the Independent Audit Post Approval Requirements (DPIE, 2020) and the Independent Environmental Audit Project Services Plan submitted by AQUAS (now APP) to TfNSW on 18 February 2021.

2.5. Scope of Audit

The scope of this audit comprised a review of the Project compliance with SSI-10041 conditions Parts A, B, C and D, including the following:

- ▶ Review of environmental records to verify implementation of management plans, including:
 - Redfern Station Upgrade Construction Environmental Management Plan (CEMP) V.10
 - Redfern Station Upgrade Soil, Contamination and Water Management Plan Rev. 05
 - Redfern Station Upgrade Construction Noise and Vibration Management Plan Ver. 09
 - Redfern Station Upgrade ACHMP Ver. 12
 - Redfern Station Upgrade CHMP Ver. 07
 - Redfern Station Upgrade Construction Traffic Management Plan (CTMP) Rev. 08
 - TAP04-PLN-CC-0001 Community Liaison Plan Rev. 07
 - Historical Archaeological Research Design Excavation Methodology (HARDEM) Report Rev. E
 - Redfern Station Upgrade Urban Design Public Domain Plan Rev. I
 - Other Plans and documents – refer to Section 4 Document Review
- ▶ Focus on conditions relating to the operation of the development, per condition A35
- ▶ Site inspection conducted on 13 December 2023
- ▶ Review of the environmental performance of the project
- ▶ Interviews with site personnel
- ▶ Consultation with stakeholders

2.6. Audit Period

This was the sixth independent environmental audit on the project, covering the review of environmental documentation and records for the construction works and operations from 30 March to 13 December 2023. An extension request for this audit was approved by DPE, per letter with Reference SSI-10041-PA-241 of 06 September 2023 – refer to **Appendix A2**.

It is noted that this report is based on the result of sampling and supplied documentation/records, as well as site activities sighted on the day of audit.

3. Audit Methodology

3.1. Approval of Auditors

The letter from the Planning Secretary agreeing to the environmental auditors is attached as **Appendix A1**.

3.2. Audit Scope Development

APP developed the audit scope and a checklist based on the Project Requirements set out in the Planning Approval SSI-10041 – refer to **Appendix D** of this report. Consultation with project stakeholders was also undertaken as part of the scope development – refer to Section **3.6**.

3.3. Audit Process

3.3.1. Opening Meeting

An opening meeting was held on 13 December 2023 at 8:15am with TfNSW and Novo Rail project personnel, the project ER and the APP auditor as per the Audit Attendance Sheet. Refer to **Appendix B**.

Key items were discussed, including:

- ▶ Confirmation of the purpose and scope of the audit
- ▶ Overview of the Project and current status
- ▶ Occurrence of Environmental incidents
- ▶ Overview of the audit process in accordance with the proposed Audit Program

3.3.2. Conduct of Audit

Audit activities included the following:

- ▶ Review of the project documentation (CEMP and its Subplans) to verify compliance with the SSI-10041 conditions,
- ▶ Conduct of a site walk led by the ER and Novo Rail to review implementation of mitigation measures and environmental controls,
- ▶ Conduct of the audit based on the checklist with the Conditions of Approval, interviews with personnel and review of records provided as evidence of compliance, and
- ▶ Discussion of any identified findings and any actions noted during site inspection.

3.3.3. Closing Meeting

The closing meeting was held on 13 December 2023 at 4:50pm with representatives of TfNSW and Novo Rail, the ER, and APP. General feedback and the audit findings were discussed during the closing meeting.

The APP auditor acknowledged the cooperation and openness of the audited staff during the conduct of this audit.

3.4. Interviewed Persons

The table below lists the name and position of persons interviewed:

Name	Organisation	Position
	Novo Rail	Project Manager
	Novo Rail	Communication and Stakeholder Relations Manager
	Novo Rail	Environment and Sustainability Advisor
	TfNSW	Environment and Sustainability Manager
	Laing O'Rourke	Environmental Lead
	MCW Environmental	Environmental Representative

3.5. Details of Site Inspection

A site inspection was conducted at 8:30am on 13 December 2023 with the ER, representatives of TfNSW and Novo Rail, and the APP auditor. Any issues identified during the site inspection were brought to the attention of Novo Rail. Refer to details of the inspection in section 5.5 of this report and site photos in **Appendix E**.

3.6. Consultation

Communications were sent in advance of the audit to relevant personnel at the Department of Planning and Environment (DPE) as well as TfNSW and the ER to request feedback about the project and highlight any areas for review by APP during the audit.

Refer to **Appendix F** for consultation records.

Department of Planning and Environment

The Department did not send feedback for the audit scope in this instance.

Transport for NSW

Transport for NSW requested for the audit to place focus on the compliance requirements for completion of construction and transition to operation, and also to appraise the role of the ER in reviewing and approving project plans on behalf of the DPE for the duration of the project.

APP response:

The project had the last phase of construction and became operational in the audit period. The contractor noted there was a peak of work to complete the required activities for a successful handover of the new concourse to Sydney Trains on 5 October 2023.

The audit noted that the SSI-10041 conditions relevant to construction for the period were found to be compliant and conditions relating to operation were either compliant or in progress at the time of the audit.

There were ER inspections of construction carried out until 23 October 2023 with no significant issues raised. ER inspections are now conducted on an as-required basis.

During the audit it was also noted that this project is one of the first State Significant projects where the ER was allowed to approve project related plans. The ER noted that this was a challenge at the start with tight timeframes and carrying great responsibility. However, as the project progressed the process became part of routine ER activities and it has been beneficial to the project, with TfNSW endorsing the documents prior to ER approving them. The main advantage has been a much faster approval of documents than going through an approval process through the DPE. This approach is now being followed for other State Significant projects.

Environmental Representative

The Environmental Representative highlighted no areas of concern/review on the project for this audit and noted the new concourse has been operating successfully since early October 2023.

The ER also noted that Management Plans were recently updated and approved for additional scope works commencing on 12 December.

The ER provided positive feedback on improvement of environmental management through the course of this year with the current Environmental Manager at Novo Rail.

3.7. Audit Compliance Status Descriptors

The following audit criteria were used for the rating of audit findings.

Status	Description
Compliant	The auditor has collected sufficient verifiable evidence to demonstrate that all elements of the requirement have been complied with within the scope of the audit.
Non-Compliant	The auditor has determined that one or more specific elements of the conditions or requirements have not been complied with within the scope of the audit.
Not Triggered	A requirement has an activation or timing trigger that has not been met at the time when the audit is undertaken, therefore an assessment of compliance is not relevant.

In addition to the above descriptors, there is an option to raise Opportunities of Improvement (OFI) during this audit.

4. Document Review

The following documents were reviewed and/or sighted as part of this audit:

Document	Revision	Date
Construction Environmental Management Plan (CEMP)	10	09/12/2023
Soil, Contamination and Water Management Sub-Plan (SCWSP)	05	21/11/2022
Construction Noise & Vibration Management Plan (CNVMP)	09	07/12/2023
Aboriginal Cultural Heritage Management Plan (ACHMP)	12	30/11/2023
Construction Heritage Management Plan (CHMP)	07	07/12/2023
Construction Traffic Management Sub Plan	08	26/08/2022
Community Liaison Management Plan	07	04/05/2023
Construction Environmental Management Framework	09	28/10/2020
Consistency Assessment No. 09	-	07/12/2023
Consistency Assessment No. 10	-	Nov. 2023
DPE letter of extension for independent audit Ref. SSI-10041-PA-241	-	06/09/2023
Letter with ER approval of Management Plans for the CEMP	-	10/12/2023
Letter Re: "RSU – New Southern Concourse Condition A31 – Commencement of Operation" Ref. SSI-10041-PA-251.	-	28/09/2023
DPE letter to TfNSW Re: "Redfern Station Upgrade agreement to independent auditor", ref. SSI-10041-PA-263 with approval of APP auditors.	-	08/12/2023
Complaints Register	-	Live
Teambinder email from the ER with approval of CEMP, ECMs, CNVMP, CHMP and ACHMP.	-	11/12/2023
Construction Noise and Vibration Management Report Apr-Jun 2023	1.4	July 2023
Archival Recording Report by Hyperion Design	-	Aug. 2023
INX Report for unexpected find of tunnel on Platform 1	-	10/06/2023
Letter to DPE SSI-10041-PA-214 for respite periods between out of hours works	-	Apr-Jun 2023
Letter to DPE SSI-10041-PA-235 for respite periods between out of hours works	-	July-Aug 2023
Out of Hours Works Protocol	09	23/02/2023
SER (Severe Environmental Risk) Noise and Vibration Form - for the removal of stairs Platform 10	-	14/10/2023
Letter by AECOM Re: operational noise monitoring, which includes daytime measurements and evening/night measurements	-	23/11/2023
Email correspondence to City of Sydney Council for handover of the Gibbons Street Reserve	-	27/06/2023
Waste Management Register	-	Live

5. Audit Findings

5.1. Assessment of Compliance

This audit was completed to assess the implementation of environmental controls established by Novo Rail for the Project against the Conditions of Approval of SSI-10041. The following table summarises the audit findings by rating category:

Findings Rating	Findings
Compliant	105
Non-Compliant	0
Not Triggered	23
Total Requirements	128

The composition of audit requirements against the compliance ratings is as follows:

SSI Requirements (as applicable)	Compliance Ratings			Total Requirements
	C	NC	NT	
Part A – Administrative Controls	26	0	12	38
Part B – Community Information and Reporting	10	0	0	10
Part C – Construction Environmental Management	12	0	0	12
Part D – Key Issue Conditions	57	0	11	68

5.2. Notices, Incidents Non-Compliances and Complaints

Notices and Incidents

Novo Rail noted that no agency notices, orders, penalty notices or prosecutions were issued, and no reportable environmental incidents were recorded during the audit period.

Non-Compliances

Novo Rail reported no non-compliances issued to the project during the audit period.

Complaints

A Complaints Register is in place where details of complaints are recorded, including resolution reached. All complaints received are logged, including those not related to the project. At the time of the audit a total of 159 complaints had been recorded, 22 during the audit period. The last 9 complaints received have come from the Water Tower residential building and relate to operational noise. It has been acknowledged that there have been changes in the area with more pedestrian traffic accessing the new concourse at Marian Street, and while operational noise monitoring is being undertaken some actions have been implemented,

e.g. some station announcements are reduced in volume after 7pm, and some announcements, such as 'no smoking' announcements, are running at a reduced frequency. Once the operational noise monitoring is completed the assessment of results and potential actions will be documented in the Operational Noise Compliance Report (ONCR), in compliance with condition D31.

The process for complaints management showed the ongoing commitment of the Communication and Stakeholder Relations team to offer a personalised response and address the issues in the best way possible.

For transparency in the complaints handling process, the Complaints Register was submitted to DPE and TfNSW on a weekly basis during construction until 16 October 2023, a week after commencement of operation. During a progress meeting with DPE on 17 October 2023 it was agreed to provide complaints that relate to operation of the new infrastructure as they happen rather than weekly.

5.3. Review of Previous Audit Findings

There were no findings identified during the previous audit, as all applicable conditions of consent were found to be compliant.

5.4. Audit Site Inspection

A site review was conducted throughout the project areas with the ER, representatives of TfNSW, Novo Rail and the APP auditor to review the project status and effectiveness of environmental mitigation measures.

Areas inspected during the site walk included Marian Street entrance, Gibbons Street Reserve, Station Platforms 1, 6/7, 8/9 and 10, Bridge Deck/Concourse, Sydney Trains Carpark Compound Area, Little Eveleigh Street entrance, Little Eveleigh Street, Wilson and Ivy Streets intersection. Observations of the site walk included the following:

- Signage in place at the corner of Little Eveleigh and Wilson Streets, with details of the project and contact numbers;
- Platform 1 Building internal works completed – timber floors, window frame finishes, paint, etc.;
- Garden beds with new plants maintained on Platforms 1 and 10;
- Details of finishes on the new concourse at LES entrance, e.g. use of existing timber for the ceiling, projections on the wall, etc.;
- Heritage works to be completed on platform 6/7, e.g. door frame of south-facing door on brick building;
- Artwork installed on Marian Street entrance;
- Noise logger in place outside the Water Tower building on Marian Street for operational noise monitoring;
- Gibbons St. Reserve works completed and handed over to Council. Noted additional works carried out by Council;
- Project signage found on station access door on Gibbons St Reserve – requested to be removed;
- Roadworks on corner of Lawson St and LES in progress – footpath ramp completed the night before as part of new pedestrian crossing and kiss and ride area;
- Jersey barriers temporarily placed on LES to mitigate/discourage vehicle through access;

- Discarded materials found on green area next to heritage wall on LES car park – requested to be removed;
- A range of salvaged heritage items found in storage near the Novo Rail site compound, some to be returned to Sydney Trains/ TfNSW.
- Various Environmental Control Maps posted on the Novo Rail site compound, including mitigation measures, LES and Ivy Street works, Platform 10 Stair Demolition, etc.

The ER raised 2 minor actions to be recorded in the site inspection report, namely the removal of redundant signage from the Gibbons Street station access door and removal of discarded materials from the LES car park green area. These were completed shortly after the date of the audit.

Photos of the site inspection are included in **Appendix E**.

5.5. Suitability of Plans

Novo Rail has adopted Laing O'Rourke Environmental Management System (EMS), which has ISO14001: 2015 certification, and is supported by key elements from TfNSW's EMS. The EMS is currently certified with SciQual (Certificate No. 4749). For the management of the project Laing O'Rourke's/TfNSW's EMS is referred to as the Project EMS. The EMS continues to be strong on management of communication processes, documentation and record keeping, training and competence, environmental controls and non-conformance/corrective action processes. The CEMP is the main document that reflects the policies, procedures and controls to be implemented for the project.

The Construction Environmental Management Framework (CEMF) prepared for the project and approved by DPE under the project determination, sets out the environmental, stakeholder and community management requirements that apply during construction. It provides a roadmap and linkage between the planning approval documentation and the construction environmental management documentation. Any remaining construction works continue to be carried out in accordance with the CEMF.

The CEMP and associated Subplans have been reviewed by the contractor during this audit period and updated as necessary. For example, a recent update to the CEMP was made to reflect an additional scope of works as detailed in Consistency Assessment No. 09. The updated plans have been endorsed and approved by the ER.

Per the review of project compliance against the conditions of SSI-10041 the implementation of the CEMP and Subplans including the Community Liaison Plan, Traffic Management Plan, Construction Noise and Vibration Management Plan, Soil, Contamination and Water Management Plan and Aboriginal Cultural Heritage Management Plan appears to be adequate. It is noted that the new concourse is now operational and the plans remain relevant for any remaining construction activities until the project is deemed fully complete and closed out.

5.6. Development Past Performance

The outcome of this sixth independent environmental audit of the development indicated a positive environmental performance, as noted from the following aspects:

- ▶ The Environmental Management Plan and associated Subplans were in place, regularly updated and suitably implemented;

- ▶ There have been no environmental incidents, disputes or legal notices recorded against the project, and no non-compliances raised during the audit period.
- ▶ The Environmental Representative has raised no significant environmental issues during ER inspections carried out until completion of construction works. The ER has highlighted improvement of the environmental performance during the current year with the current Novo Rail Environmental Manager.
- ▶ The project has received 22 complaints during the audit period, however consideration is given to the fact that the project is located in a densely populated area with many residents living in close proximity to the project works. Complaints have been suitably addressed by the Communications and Stakeholder Relations Team. Details of complaints are found in section 5.2 of this report.

5.7. Actual and Predicted Impacts

Impacts noted during the audit, including the site inspection, are generally as predicted in the Environmental Impact Statement for the project, including:

- ▶ Urban design
 - efforts to retain more trees than anticipated have brought a positive impact. There is a schedule that includes 210 trees, 30 planted within the project area, the rest planted within a buffer zone from the station, per agreement with the City of Sydney Council;
 - the purpose to transform LES into a pedestrian focussed public domain has been achieved with the street now open to pedestrians and cyclists;
 - currently there are jersey barriers on Little Eveleigh Street in the area around the station entrance, installed to mitigate vehicle through traffic; however, these will eventually be removed;
- ▶ Visual and Traffic
 - with the new concourse now in operation the positive visual impacts are tangible, with station entrances integrated into the surrounding areas and with features that are sympathetic to the character of the area, including
 - bollards painted with aboriginal artwork;
 - historic photos and footage projection in LES station entrance;
 - landscaped areas in shared zones on both station entrances;
 - a large artwork installed next to the stairs on the Marian Street entrance;
 - an important traffic impact arises from changes in transport options, such as the relocation of kiss and ride areas, community bus stops and the replacement of street parking on LES with a new resident car park;
 - there will be some traffic disruption during night roadworks still in progress affecting Lawson, Little Eveleigh, Wilson and Ivy streets;
- ▶ Social, noise and vibration
 - there are no longer noise and vibration impacts from construction works (other than temporary impacts during remaining night roadworks). The main impact for residents in the vicinity of the concourse during operation is the noise generated by the additional volume of commuters using the station. TfNSW is currently carrying out operational noise monitoring and a report will be prepared with outcomes and options to mitigate impacts;
 - the implementation of non-ticketed gates for community users to connect between Marian Street and Little Eveleigh Street is a positive impact for the community;
 - the project has also brought a substantial positive impacts to the South Eveleigh precinct, shortening travel time and access for commuters using Redfern station;
- ▶ Land use
 - reduced impacts on land use as follows:

- passive recreational space on Gibbons Street Reserve has been recovered to a large extent;
- pedestrian and cyclists access through Little Eveleigh Street has been reinstated;
- ▶ Heritage
 - throughout construction, heritage items have been covered and protected to prevent potential impacts from damage. Photo evidence was presented of protection installed on the heritage wall during the demolition of Platform 10 stairs;
 - changes in design and/or construction methodologies have been undertaken to preserve unexpected heritage items found during construction, e.g. exposed heritage wall in off-street car park adjacent to Little Eveleigh Street and retaining wall buttresses exposed during the roadworks on Little Eveleigh Street;
 - works on LES Building have maintained the warehouse character of the structure, including features of the brickwork, conservation of windows and window frames, thus causing the lowest possible impact;

The summary of observations above note that there were no significant changes or additional impacts noted on the actual design, construction works and operation of the project compared to the predicted impacts as stated in the Environmental Impact Assessment.

Changes to project scope or methodologies that are consistent with the approval continued to be assessed under the process of Consistency Assessment and/or Environmental Review, and were subject to TfNSW approval prior to commencement of relevant works and in accordance with the CEMF.

Should there be changes to project scope or methodology that are not consistent with the approval, TfNSW would consult with DPE about a modification and a detailed Environmental Impact Assessment will be prepared and submitted to DPE for approval prior to commencement of these works. The condition of approval may then be varied under DPE approval.

5.8. Key Strengths

Overall, a good environmental performance was observed for the project in compliance with the conditions of Approval SSI-10041, with the following key strengths noted:

- ▶ Ongoing active engagement with the community, including the residents and businesses most impacted by the development. Initiatives such as the creation of a loading zone next to LES entrance for residents on LES have been implemented.
- ▶ Effective combination of communication initiatives including website updates, letterbox drops, monthly notifications, quarterly newsletters, signage and direct contact with sensitive receivers;
- ▶ Active and collaborative working relationship between the main project parties, i.e. Novo Rail, TfNSW and the ER;
- ▶ Successful completion and transfer of the new asset (footbridge, station entrances and station services) to Sydney Trains, with nearly all defects rectified – 18 remaining to be completed;
- ▶ Successful handover of the Gibbons Street Reserve to City of Sydney Council;
- ▶ Extensive consultation and consistency assessments to achieve the best possible outcomes for street works on Lawson Street, LES, Wilson Street and Ivy Street;
- ▶ Ongoing environmental monitoring of the site through periodic ER site inspections (fortnightly during construction and now as required) and real time monitoring of operational noise;
- ▶ Regular updates of the Environmental Management Plan and subplans for the project and excellent keeping of project records, including reports, letters, email correspondence and other;
- ▶ Suitable signage and temporary fencing around construction areas, e.g. during night roadworks;

- ▶ Good care taken of trees and vegetation within the development area, including Platforms 1 and 10, Little Eveleigh Street and LES car park;
- ▶ Control measures in place for traffic of vehicles, cyclists and pedestrians to minimise potential traffic impacts.

5.9. Audit Findings and Recommendations

The audit confirmed that Novo Rail has demonstrated implementation of the Construction Environmental Management Plan and Subplans in compliance with Conditions of Approval SSI-10041. There were no non-compliances identified during this audit. Two minor actions were raised by the ER during the site inspection regarding removal of a redundant project sign on Gibbons Street Reserve and removal of materials from the green area in the Little Eveleigh Street car park; outcomes have been captured in the relevant ER Inspection Report.

The audit noted that the following conditions had actions in progress:

Condition	Action/Outcome
D2, D3	Archival Recording and Salvage Report
D30, D31	Noise monitoring, Operational Noise Monitoring Report
D45	Post Construction Surveys, Survey Reports
D55	Submission of As-Built information for Infrastructure Sustainability Council Rating Application
D63	Final report on access to the Little Eveleigh Street car park via Wilson Street

It was recommended that actions are suitably completed within established timeframes, and submissions are made to DPHI and/or other stakeholders, as necessary.

Refer to the attached **Appendix D** for full details of the completed audit checklist.

Appendix A – DPE Approvals



Appendix B- Audit Attendance Sheet



Appendix C – Declaration Forms



Independent Audit Declaration Form

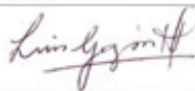
Project Name:	Redfern Station Upgrade – New Southern Concourse
Consent Number:	SSI-10041
Description of Project:	Construction of a new six-metre-wide concourse connecting Little Eveleigh and Marian Streets to the above ground platforms at Redfern Station. The new concourse is to provide both lift and stair access to Platforms 1-10. Works to Marian, Cornwallis & Rosehill Streets and Little Eveleigh Street to facilitate safe access to and from the concourse, relocated on-street residential car spaces within existing road reserve or TfNSW owned land at the end of Little Eveleigh Street and associated upgrades and/or adjustments to services, signalling, overhead wiring and utility upgrades.
Project Address:	Redfern Station, Eveleigh NSW 2015
Proponent:	Transport for NSW
Title of Audit:	Independent Environmental Audit
Date:	21 December 2023

I declare that I have undertaken the Independent Audit and prepared the contents of the attached Independent Audit Report and to the best of my knowledge:

- the audit has been undertaken in accordance with relevant condition(s) of consent and the Independent Audit Post Approval Requirements (Department 2020);
- the findings of the audit are reported truthfully, accurately and completely;
- I have exercised due diligence and professional judgement in conducting the audit;
- I have acted professionally, objectively and in an unbiased manner;
- I am not related to any proponent, owner or operator of the project neither as an employer, business partner, employee, or by sharing a common employer, having a contractual arrangement outside the Independent Audit, or by relationship as spouse, partner, sibling, parent, or child;
- I do not have any pecuniary interest in the project, including where there is a reasonable likelihood or expectation of financial gain or loss to me or spouse, partner, sibling, parent, or child;
- neither I nor my employer have provided consultancy services for the audited project that were subject to this audit except as otherwise declared to the Department prior to the audit; and
- I have not accepted, nor intend to accept any inducement, commission, gift or any other benefit (apart from payment for auditing services) from any proponent, owner or operator of the project, their employees or any interested party. I have not knowingly allowed, nor intend to allow my colleagues to do so.

Notes:

- Under section 10.6 of the *Environmental Planning and Assessment Act 1979* a person must not include false or misleading information (or provide information for inclusion in) in a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is false or misleading in a material respect. The proponent of an approved project must not fail to include information in (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is materially relevant to the monitoring or audit. The maximum penalty is, in the case of a corporation, \$1 million and for an individual, \$250,000; and
- The *Crimes Act 1900* contains other offences relating to false and misleading information: section 307B (giving false or misleading information – maximum penalty 2 years imprisonment or 200 penalty units, or both)

Name of the Auditor:	Luis Garzon
Signature:	
Qualification:	Environmental Auditor
Company:	APP Corporation Pty Ltd
Company Address:	Level 14, 10 Spring Street, Sydney NSW 2000

Appendix D – Audit Checklist and Audit Findings



ID No.	SSI Part	Req. No.	Requirement SSI-10041, 10 December 2020	Audit Evidence	Audit Findings/ Recommendations	Compliance Rating
Part	A	ADMINISTRATIVE CONDITIONS				
1.	A	A1	GENERAL The Proponent must carry out the SSI in accordance with the conditions of this approval and generally in accordance with the description of the SSI in: <ul style="list-style-type: none"> a) Redfern Station Upgrade – <i>New Southern Concourse Environmental Impact Statement</i> (Transport for NSW, May 2020); b) Redfern Station Upgrade – <i>New Southern Concourse Response to Submissions</i> (Transport for NSW, September 2020); and c) Redfern Station Upgrade – <i>New Southern Concourse Construction Environmental Management Framework</i> (Transport for NSW, October 2020). 	Based on the review of evidence presented and observations during the audit, compliance of the project was generally noted against the applicable conditions of approval including the requirements of EIS, CEMF and response to submissions. Periodic inspections of construction are conducted by the project team and by the ER to review ongoing compliance with the project requirements.		Compliant
2.	A	A2	The SSI must be carried out generally in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	Based on the results of this audit and evidence presented, the proponent and its construction contractor have generally demonstrated implementation of project activities in compliance with the applicable conditions of approval as captured in Management Plans, documented procedures, inspection reports, assessments, etc.		Compliant
3.	A	A3	In the event of an inconsistency between: <ul style="list-style-type: none"> a) the conditions of this approval and any document listed in Condition A1 inclusive, the conditions of this approval will prevail to the extent of the inconsistency; and b) any document listed in Condition A1 inclusive, the most recent document will prevail to the extent of the inconsistency. <i>Note: For the purpose of this condition, there will be an inconsistency between a term of this approval and any document if it is not possible to comply with both term and the document.</i>	A Consistency Assessment process has been defined in the CEMF. Had Consistency Assessments as follows: <ul style="list-style-type: none"> – No. 9 December 2023 Design Development # 3, for the new Lawson Street, LES and Wilson St. street works. Bus stop moved from Lawson to Gibbons Street. Formalised removal of kiss & ride from Gibbons Street & Loading Zone on Cornwallis Street. Signed off on 07/12/2023. 		Compliant

ID No.	SSI Part	Req. No.	Requirement SSI-10041, 10 December 2020	Audit Evidence	Audit Findings/ Recommendations	Compliance Rating
				<ul style="list-style-type: none"> No. 10, November 2023 for the LES Car Park. Assessed the vegetation in the car park; removed some trees. Also did a heritage assessment, completed by Heritage 21, with options to carry power to the car park for lighting. Archaeologist provided their opinion on the options. Adopted Option No. 2. Also includes communication to residents. 		
4.	A	A4	<p>The Proponent must comply with all written requirements or directions of the Planning Secretary, including in relation to:</p> <ul style="list-style-type: none"> a) the environmental performance of the SSI; b) any document or correspondence in relation to the SSI (including the provision of such documentation or correspondence); c) any independent appointment or withdrawal of an appointment made in relation to the SSI; d) any notification given to the Planning Secretary under the terms of this approval; e) any audit of the construction or operation of the SSI; f) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval); g) the carrying out of any additional monitoring or mitigation measures; and h) in respect of ongoing monitoring and management obligations, and following consultation with the Proponent, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval. 	<p>No formal letters from DPE were received during the audit period.</p> <p>Two email communications were received from DPE regarding complaints, e.g.</p> <ul style="list-style-type: none"> RFI Complaint weekend 50 (June 2023) – from EPA to DPE, dated 11/07/2023 regarding noise. Sighted response to DPE dated 13/07/2023, where it is explained what the project was doing on that weekend and, noting the complaint address provided, it seemed to be originating from Carriage Works but the contents of the complaint were from residents. Provided the relevant noise monitoring results on 08/08/2023. RFI from DPE dated 05/09/2023 requesting outcome of investigation and response to another complaint that came to the project from noise on Lawson Street works (also weekend 50). The Project provided more detail about the complaint than had been given in the Complaints Register. <p>No written requirements or directions were provided in relation to the operation of the SSI for the audit period.</p>		Compliant
5.	A	A5	Where a document / plan / program must be submitted to the Planning Secretary or ER and the terms of this approval require it to be prepared or a review to be undertaken in consultation with	Consultation Records are maintained. Summary maintained in the form of Consultation Matrices. Each matrix includes a table with the dates of each		Compliant

ID No.	SSI Part	Req. No.	Requirement SSI-10041, 10 December 2020	Audit Evidence	Audit Findings/ Recommendations	Compliance Rating
			<p>identified parties, evidence of the consultation undertaken must be submitted with the document / plan/ program. The evidence must include:</p> <ul style="list-style-type: none"> a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval; b) a log of the dates of engagement or attempted engagement with the identified party and a summary of the issues raised by them; c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; d) outline of the issues raised by the identified party and how they have been addressed; and e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed. 	<p>communication (incoming and outgoing), method of contact and the details of the contact. Consultation Matrices for development of the environmental subplans have been presented in previous audits.</p> <p>► No new information for this audit period.</p>		
6.	A	A6	This approval lapses five (5) years after the date on which it is granted, unless work has physically commenced on or before that date.	Works onsite have commenced before lapsing of the approval.		Not Triggered
7.	A	A7	References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this approval.	Guidelines, protocols, standards and policies applicable for the project are as defined in the CEMP, CEMP and subplans.		Compliant
8.	A	A8	Any document that must be submitted within a timeframe specified in or under the conditions of this approval may be submitted within a later timeframe agreed with the Planning Secretary. This condition does not apply to the immediate written notification required in respect of an incident under Condition A37 .	A letter of extension was issued by DPE on 06/09/2023 with Ref. SSI-10041-PA-241 – for approval to conduct the sixth environmental audit within 40 weeks from the date of the last independent audit (rather than the required 26 weeks) and to undertake the operational audit within 26 weeks of commencement of operation (rather than at 26 weeks). This includes submission of		Compliant

ID No.	SSI Part	Req. No.	Requirement SSI-10041, 10 December 2020	Audit Evidence	Audit Findings/ Recommendations	Compliance Rating
				the relevant Audit Report within 40 weeks from the date of the previous independent audit.		
9.	A	A9	STAGING The SSI may be constructed and operated in stages. Where staged construction or operation is proposed, a Staging Report (for either or both construction and operation as the case may be) must be prepared and submitted to the Planning Secretary and City of Sydney Council for information. The Staging Report must be submitted to the Planning Secretary and City of Sydney Council for information at least five (5) business days before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, before the commencement of operation of the first of the proposed stages of operation). The report must be approved by the Environmental Representative (ER) before it is submitted to the Planning Secretary and City of Sydney Council.	No staging is planned for this development		Not Triggered
10.	A	A10	The Staging Report must: <ul style="list-style-type: none"> a) if staged construction is proposed, set out how the construction of the whole of the SSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish; b) if staged operation is proposed, set out how the operation of the whole of the SSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant); c) specify how compliance with conditions will be achieved across and between each of the stages of the SSI; and d) set out mechanisms for managing any cumulative impacts arising from the proposed staging. 	No staging is planned for this development		Not Triggered
11.	A	A11	The SSI must be staged in accordance with the Staging Report , as submitted to the Planning Secretary and City of Sydney	No staging is planned for this development		Not Triggered

ID No.	SSI Part	Req. No.	Requirement SSI-10041, 10 December 2020	Audit Evidence	Audit Findings/ Recommendations	Compliance Rating
			Council.			
12.	A	A12	Where staging is proposed, the terms of this approval that apply or are relevant to the work or activities to be carried out in a specific stage must be complied with at the relevant time for that stage.	No staging is planned for this development		Not Triggered
13.	A	A13	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared and submitted to the Planning Secretary and City of Sydney Council for information prior to the proposed change in the staging. The revised Report must be approved by the ER before submitting it to the Planning Secretary and City of Sydney Council.	No staging is planned for this development		Not Triggered
14.	A	A14	<p>SITE ESTABLISHMENT AND ENABLING WORKS Site Establishment and Enabling Works Management Plan</p> <p>Before establishment of any construction ancillary facility (excluding minor construction ancillary facilities established under Condition A18) or commencement of enabling works, the Proponent must prepare a Site Establishment and Enabling Works Management Plan which outlines the environmental management practices and procedures to be implemented for the establishment of the construction ancillary facilities and for the duration of enabling works. The Site Establishment and Enabling Works Management Plan must be prepared in consultation with the City of Sydney Council and relevant government authorities. The Plan must be submitted to the ER for approval before the establishment of any major construction ancillary facility(ies) and commencement of enabling works. The approved plan must be made publicly available before the establishment of any construction ancillary facilities or commencement of enabling works. The Site Establishment and Enabling Works Management Plan must detail the management of the construction ancillary facilities and enabling works and include:</p> <p>i) a description of activities to be undertaken during</p>	<p>Sighted Letter "ER Approval: Site Establishment and Enabling Works Management Plan: Redfern Station Upgrade (SSI10041)", approved on 18/12/2020.</p> <p>Presented Consultation Matrix showing consultation with City of Sydney for the Site Establishment and Enabling Works Management Plan – online meeting 10 November 2020, email correspondences 11/11/20, 12/11/20, 24/11/20 and 09/12/20.</p> <p>Relevant commencement dates:</p> <ul style="list-style-type: none"> • Low impact work commenced on 18/12/20 • Enabling works commenced on 26/12/20 • Construction works commenced on 04/01/21 <p>Has Site Establishment and Enabling Works Management Plan – TAP04-PLN-EN-0003, Version 5 of 10/05/2021.</p> <p>The Plan was endorsed by the ER per Letter dated 12/05/2021 ER Approval Site Establishment and Enabling Works Plan which reflected changes in the</p>		Compliant

ID No.	SSI Part	Req. No.	Requirement SSI-10041, 10 December 2020	Audit Evidence	Audit Findings/ Recommendations	Compliance Rating
			<p>establishment of the construction ancillary facility (including scheduling and duration of work to be undertaken at the site);</p> <p>ii) a description of the activities to be undertaken during enabling works;</p> <p>iii) figures illustrating the proposed site layout and work areas;</p> <p>iv) a program for ongoing analysis of the key environmental risks arising from the activities described in subsections (a) and (b) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment or enabling works;</p> <p>v) details of how the activities described in subsections (a) and (b) of this condition will be carried out to:</p> <p>i. meet the performance outcomes stated in the documents listed in Condition A1, and</p> <p>ii. manage the risks identified in the risk analysis undertaken in subsection (d) of this condition;</p> <p>vi) a program for notifying the community at least five (5) business days prior to the establishment of any construction ancillary facilities or commencement of enabling works, of the activities to be undertaken, including scheduling of activities; and</p> <p>vii) a program for monitoring the performance outcomes, including a program for noise monitoring during site establishment and enabling works, consistent with the requirements of Condition C8.</p> <p>Nothing in this condition prevents the Proponent from preparing individual Site Establishment and Enabling Works Management Plans for each construction ancillary facility or the enabling works.</p>	<p>Plan (e.g. some trees were retained) and with signature.</p> <p>► No new information for this audit period.</p>		
15.	A	A15	<p>CONSTRUCTION ANCILLARY FACILITIES</p> <p>Use of Major Construction Ancillary Facilities</p> <p>The use of a major construction ancillary facility for construction must not commence until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C6 and the Construction Noise and Vibration Monitoring Programs required by</p>	<p>The CEMP was approved by the ER on 24/12/20 with the relevant sub-plans approved on 17/12/20 and CNVMP 18/12/20. The applicable management plans were approved by ER before commencement of enabling works on 26/12/20.</p>		Compliant

ID No.	SSI Part	Req. No.	Requirement SSI-10041, 10 December 2020	Audit Evidence	Audit Findings/ Recommendations	Compliance Rating
			Condition C8 have been approved by the ER and made publicly available.	CEMP and subplans are publicly available on the TfNSW project website. ► No new information for this audit period.		
16.	A	A16	The use of a major construction facility for enabling works must not commence until the Site Establishment and Enabling Works Management Plan required by Condition A14 has been approved by the ER and made publicly available. Where a major construction ancillary facility is initially used for enabling works and then for construction, the requirements of Condition A15 must be complied with once the enabling works are completed and the facility is used to support construction activities.	SEEWMP was submitted to ER for review and approved on 18/12/2020 by Michael Woolley endorsement letter ER Approval for SEEWMP Redfern Station Upgrade SSI-10041. ► No new information for this audit period.		Compliant
17.	A	A17	Construction ancillary facilities that are not identified by description and location in the documents listed in Condition A1 , and are not minor construction ancillary facilities as defined in Condition A18 , can only be established and used in each case if: a) they are located within or immediately adjacent to the construction boundary; and b) they are not located next to a sensitive receiver (including where an access road is between the facility and the receiver), unless the sensitive receiver (both the landowner and occupier) have given written acceptance to the carrying out of the relevant facility in the proposed location; and c) they have no impacts on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and d) the establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts.	It was noted that there are no new ancillary facilities as referred to under this condition.		Not Triggered

ID No.	SSI Part	Req. No.	Requirement SSI-10041, 10 December 2020	Audit Evidence	Audit Findings/ Recommendations	Compliance Rating
18.	A	A18	Minor Construction Ancillary Facilities Lunch sheds, office sheds, portable toilet facilities, temporary minor spoil and materials storage and the like that are not identified by description and location in the documents listed in Condition A1 , can be established and used where they satisfy the following criteria: <ul style="list-style-type: none"> a) are located within the construction boundary or within the rail corridor; and b) have been assessed by the ER to have - <ul style="list-style-type: none"> i. minor amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the <i>Interim Construction Noise Guideline</i> (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and ii. minor environmental impact with respect to waste management, soil and water and flooding, and iii. no impacts on trees, threatened species, and heritage items beyond those already approved under other terms of this approval. 	Presented MCW Environmental Consulting Letter of Approval dated 15/02/21 sent to TfNSW subject "ER Approval: Condition A18 – Newtown Ancillary Facility: Redfern Station Upgrade (SSI 10041)" A similar letter from MCW Environmental Consulting to TfNSW dated 22/01/21 was presented for approval of the Central Laydown Area. ER006: 12/5/21 Extension of Ancillary Facility No 02. Need to provide temporary car park – minor works e.g. ATA fencing, screening, signage. Letter of approval by ER on 13/05/2021. ER007: Utilisation of Carriage Works Car Park on an ongoing basis for storage - There was approval from ER 15/05/2021 Per the consistency assessment lodged for extension of the project, presented letter dated 23/08/2022 issued by ER to TfNSW Re "ER Approval: extension of construction duration, extension to existing Condition A18 for ER04; ER05; ER06; ER08 and ER09 RSU (SSI-10041). With approval of timeframe extension. ► No new information for this audit period		Compliant
19.	A	A19	Boundary screening Boundary screening must be erected around all ancillary facilities that are adjacent to sensitive receivers for the duration of construction of the SSI unless otherwise agreed with the City of Sydney Council, and affected residents, business operators and landowners.	Boundary screening has changed since the last audit and most of it has been removed as the station is now open. Temporary screening is erected as necessary for street works and removed after completion.		Compliant
20.	A	A20	Boundary screening required under Condition A19 of this approval must minimise as far as practicable visual, noise and air quality impacts on adjacent sensitive receivers.	As above. The station is now operational.		Compliant

ID No.	SSI Part	Req. No.	Requirement SSI-10041, 10 December 2020	Audit Evidence	Audit Findings/ Recommendations	Compliance Rating
21.	A	A21	Project Identification Signage on fencing or hoardings surrounding construction ancillary facilities must include the SSI name and application number.	Project signage was posted on Wilson Street. Reference to SSI-10041 noted in signage – see photo in Appendix E . Some temporary signs posted on LES (e.g. no through road).		Compliant
22.	A	A22	INDEPENDENT APPOINTMENTS All requests for Independent Appointments must have regard to the Department's guideline <i>Seeking approval from the Department for the appointment of independent experts</i> (DPIE, 2020).	Independent Appointments done for the ER and the Independent Environmental Auditors in accordance with the guideline. Independent Appointment letter for ER approved by DPE on 17/12/2020 – Appointed ERs : – Mr. Michael Woolley – Mr. George Kollias – Ms. Jenny McMahon An Independent Acoustic Advisor – Acoustic Studio was also engaged by TfNSW, though not required under any Condition. Josephine Heltborg appointed as alternate ER, per letter by TfNSW to DPE dated 20/07/2022. The letter also included extension date of appointments to the extended end of project completion. It includes CV and independence declaration. Approved by DPE on 04/08/2022. Submission ref email 20/07/22 SSI-10041-PA-166. ► No new information for this audit period		Compliant
23.	A	A23	All Independent Appointments required by this approval must hold current membership of a relevant professional body, unless otherwise approved by the Planning Secretary.	Sighted ER Appointment Letter – DPE to TfNSW dated 17/12/20 with approval of the Environmental Representative Condition A25. M Woolley as principal, G. Kollias and J. McMahon as alternate. M. Woolley is Exemplar Global accredited auditor.		Compliant

ID No.	SSI Part	Req. No.	Requirement SSI-10041, 10 December 2020	Audit Evidence	Audit Findings/ Recommendations	Compliance Rating
				<p>Letter for Independent Environmental Auditors appointment – DPE to TfNSW dated 19/02/2021, subject "Redfern Station SSI-10041 Upgrade Independent Auditor Nomination".</p> <p>For the appointment of Josephine Heltborg – memberships noted in CV</p> <p>► No new information for this audit period</p>		
24.	A	A24	<p>The Planning Secretary may at any time commission an audit of how an Independent Appointment has exercised their functions. The Proponent must:</p> <ul style="list-style-type: none"> a) facilitate and assist the Planning Secretary in any such audit; and b) make it a term of their engagement of an Independent Appointment that the Independent Appointment facilitate and assist the Planning Secretary in any such audit. <p>The Planning Secretary may withdraw their approval of an Independent Appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval.</p>	No audits of Independent Appointments have been commissioned during this audit period.		Not Triggered
25.	A	A25	<p>ENVIRONMENTAL REPRESENTATIVE</p> <p>Work must not commence until an Environmental Representative (ER) has been engaged by the Proponent and approved by the Planning Secretary.</p>	<p>DPE approval of the appointment of Environmental Representative was granted on 17/12/2020 and works commenced 18/12/2020.</p> <p>ER was engaged by TfNSW in September 2020 before the determination and no works had commenced without ER nomination and approval.</p>		Compliant
26.	A	A26	<p>The Planning Secretary's approval of an ER must be sought no later than five (5) business days before the commencement of Work.</p>	Application for ER approval was informally submitted to DPE on 20/11/2020, formally on 17/12/2020 and was approved by DPE on 17/12/2020; work commenced on 18/12/2020.		Compliant

ID No.	SSI Part	Req. No.	Requirement SSI-10041, 10 December 2020	Audit Evidence	Audit Findings/ Recommendations	Compliance Rating
27.	A	A27	<p>The proposed ER must be a suitably qualified and experienced person who was not involved in the preparation of the documents listed in Condition A1, and is independent from the design and construction personnel for the SSI and those involved in the delivery of it. Skills, qualifications, experience, availability and capacity of the ER must meet the requirements set out in <i>Environmental Representative Protocol</i> (Department of Planning and Environment, 2018), including:</p> <ul style="list-style-type: none"> – Role of the ER (oversight, advice, docs, compliance) – Skills and qualifications – Experience – Availability – Departmental communication – Site inspections – ER monthly reports – Non-compliances and incident reporting – ER endorsement, engagement, Alternate ER, Performance 	<p>Sighted ER Appointment Letter – DPE to TfNSW dated 17/12/20 with approval of the Environmental Representative Condition A25. M Woolley as principal, G. Kollias and J. McMahon as alternate. M. Woolley is Exemplar Global accredited auditor.</p> <p>Josephine Heltborg also appointed as alternate ER, as noted above.</p> <p>► No new information for this audit period</p>		Compliant
28.	A	A28	<p>The Proponent may engage more than one ER for the SSI, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Planning Secretary for the purposes of the SSI.</p>	<p>As per ER Appointment Letter – DPE to TfNSW dated 17/12/20. M Woolley is engaged as principal; G. Kollias, J. McMahon and Josephine Heltborg (recently appointed, as noted above) as alternates.</p> <p>► No new information for this audit period.</p>		Compliant
29.	A	A29	<p>For the duration of the Work until the commencement of operation, or as agreed with the Planning Secretary, the approved ER must:</p> <ol style="list-style-type: none"> receive and respond to communication from the Planning Secretary in relation to the environmental performance of the SSI; consider and inform the Planning Secretary on matters specified in the terms of this approval; consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community; approve documents identified in Conditions A9, A14, C1, 	<p>There were routine inspections until 07/10/2023, the day before the opening of the station.</p> <p>The ER has been carrying out works since then on an “as required” basis, e.g. for approval of OOHW requests and approval of Management Plans (e.g. for consistency assessments 9 and 10), but no inspection of construction works until 12/12/2023 where the night street works commenced.</p> <p>Presented letter to DPE 25/10/2023 noting that some works were still taking place after station opening, and the ER role was paused.</p>		Compliant

ID No.	SSI Part	Req. No.	Requirement SSI-10041, 10 December 2020	Audit Evidence	Audit Findings/ Recommendations	Compliance Rating
			<p>C6, and C8 after verifying all relevant matters set out in this approval pertaining to those documents have been met and make a written statement to the Planning Secretary to this effect;</p> <p>e) regularly monitor the implementation of the documents listed in Conditions A14, C1, C6 and C8 to ensure implementation is being carried out in accordance with the document and the terms of this approval;</p> <p>f) as may be requested by the Planning Secretary, help plan, attend or undertake audits of the SSI commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A33 of this approval;</p> <p>g) as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints;</p> <p>h) assess the impacts of minor construction ancillary facilities as required by Condition A18 of this approval;</p> <p>i) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports." The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the SSI.</p>	<p>ER Reports were still issued in October and November 2023.</p> <p>Presented letter to DPE dated 04/12/2023 noting that the ER services are back online for required works.</p> <p>Presented letter with ER approval of Management Plans dated 10/12/2023, for CEMP. Similar approvals for other plans.</p>		
30.	A	A30	<p>The Proponent must provide the ER with all documentation requested by the ER in order for the ER to perform their functions specified in Condition A29 (including preparation of the ER monthly report), as well as:</p> <p>a) the complaints register for any complaints received (on any day they are received); and NSW Government 17 Department of Planning, Industry and Environment Conditions of Approval for the Redfern Station Upgrade – New Southern Concourse Project SSI 10041</p>	<p>The ER noted that documentation has been generally provided. E.g. complaints are sent weekly to DPE and ER is copied. Consistency assessments have also been provided.</p>		Compliant

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			b) a copy of any assessment carried out by the Proponent of whether proposed Work is consistent with the approval (which must be provided to the ER before the commencement of the subject Work).			
31.	A	A31	NOTIFICATION OF COMMENCEMENT The Department and City of Sydney Council must be notified in writing of the dates of commencement of construction and operation at least five (5) business days before those dates.	<p>Sighted email 22/12/20 TfNSW to City of Sydney with notification of commencement on 4/01/21.</p> <p>Sighted Letter dated 21/12/20 from TfNSW to DPE Ref. 6547438, Re: SSI 10041 RSU New concourse, condition of approval A31, noting construction commencement on 04/01/21.</p> <p>Note from the DPE Portal 24/12/20 that the notification was received.</p> <p>► New evidence:</p> <p>For commencement of operation presented letter dated 28/09/2023 Re: "RSU – New Southern Concourse Condition A31 – Commencement of Operation". The date provided for commencement of operation was 08/10/2023. Other activities included demolition of Platform 10 stairs, installation of heritage elements, Lawson St & Wilson St works, and defects.</p> <p>DPE lodgement letter SSI-10041-PA-251</p> <p>Similar letter was sent to City of Sydney. Email with acknowledgement from CoS received on 29/09/2023.</p>		Compliant
32.	A	A32	If the construction or operation of the SSI is to be staged, the Department and City of Sydney Council must be notified in writing at least five (5) business days before the commencement of each stage, of the date of commencement of that stage.	No staged operation is planned for this development		Not Triggered
33.	A	A33	AUDITING The Proponent must undertake auditing and audit reporting in accordance with the document <i>Independent Audit, Post Approval Requirements</i> (DPIE, 2020).	<p>The initial independent environmental audit of the development was conducted on 11/03/2021.</p> <p>The second independent environmental audit was conducted on 14-16/10/2021.</p>		Compliant

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				<p>The third independent environmental audit was conducted on 30/03/2022 (with an extension of time granted by DPE per letter of 26/03/2022 – request SSI-10041-PA-130, as the 26 week deadline could not be met).</p> <p>For the fourth independent environmental audit presented TfNSW letter dated 8/11/22 for condition A33, with submission of audit report and response to findings. Confirmation was available of Planning Portal dated 09/11/2022 – submission receipt SSI-10041-PA-190 with the response to findings.</p> <p>► New evidence:</p> <p>The fifth independent environmental audit was conducted on 29/03/2023 – report dated 24/04/2023 is available on the Project website.</p> <p>Receipt from Planning Portal for submission of the audit report with response – SSI-10041-PA-226.</p> <p>Presented letter by DPE dated 21/09/2023 with acknowledgement of receipt of the report, noting that it satisfies the requirements.</p>		
34.	A	A34	The Proponent must seek the written agreement of the Planning Secretary to the independent auditor(s) no later than one (1) month following commencement of Work and prior to the commencement of an Independent Audit. The auditor(s) must meet the competence and independence requirements set out in Section 3 of <i>Independent Audit, Post Approval Requirements</i> (DPIE, 2020).	<p>Sighted letter SSI-10041-PA-18 from TfNSW to Planning, dated 29/01/2021 requesting approval of the AQUAS auditors for the independent environmental audit.</p> <p>Sighted letter from DPE by R. Sherry to TfNSW (J. Perrot), dated 19/02/2021 Re: <i>Redfern Station Upgrade SSI-10041 Independent Auditor Nomination</i>, with approval of the AQUAS auditors.</p> <p>► New evidence:</p> <p>For the sixth independent environmental audit (13/12/2023) presented DPE letter to TfNSW dated 08/12/2023 Re: "Redfern Station Upgrade agreement</p>		Compliant

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				to independent auditor", ref. SSI-10041-PA-263, noting agreement with the nominated APP auditors.		
35.	A	A35	Operational compliance auditing is only required at 26 weeks following the commencement of operation, or as otherwise approved by the Planning Secretary.	Per DPE Letter Ref SSI-10041-PA-241 dated 06/09/2023, the Department has agreed to have this audit of 13/12/2023 as the operational compliance audit, conducted within 26 weeks of commencement of operation (rather than 'at' 26 weeks, as noted in this condition).		Compliant
36.	A	A36	The Planning Secretary may direct the Proponent to undertake Independent Audits in addition to those provided for in Condition A33 when considered necessary to address a particular issue.	No additional audits have been requested		Not Triggered
37.	A	A37	INCIDENT NOTIFICATION AND REPORTING During Work, the Department must be notified as soon as possible and no later than 24 hours after the Proponent becomes aware of an incident. The initial advice can be via telephone but must be followed with written advice within the 24-hour period and must identify the SSI (including the application number and the name of the SSI), time, date, location and nature of the incident.	No incidents were reported in this audit period.		Not Triggered
38.	A	A38	Subsequent written notification must be given and reports submitted to the Planning Secretary in accordance with the requirements set out in Appendix A , unless otherwise approved by the Planning Secretary.	No incidents were reported in this audit period.		Not Triggered
PART B COMMUNITY INFORMATION AND REPORTING						
39.	B	B1	COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT Communication Strategy A Communication Strategy must be prepared to provide mechanisms to facilitate communication about Work and for the first six (6) months of operation of the SSI with: a) the community (including adjoining affected landowners and businesses and other directly impacted by the SSI)	Has a Community Liaison Plan. Sighted TfNSW Memo From B. Grogan to E. Wu dated 18/12/20 "Redfern Station Upgrade New Southern Concourse – Approval of Community Liaison Plan. Community engagement led by Novo Rail Community Stakeholder Manager. ► New Evidence:		Compliant

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			b) the City of Sydney Council and relevant government agencies; and c) Local Aboriginal Land Council. The Communication Strategy must address who (the Proponent, ER and/or construction contractor) will engage with the community, council and agencies, how they will engage and the timing of engagements.	A revised version of the Community Liaison Management Plan (Rev. 7) has been issued on 04/05/2023, in place during the operational phase.		
40.	B	B2	The Communication Strategy must: a) identify people, organisations, councils and agencies to be consulted during the detailed design and work phases; b) identify community demographics and approaches to address the needs of LOTE, CALD and vulnerable communities; c) set out procedures and mechanisms for the regular distribution of accessible information about or relevant to the SSI. The information to be distributed must include information regarding current site construction activities, schedules and milestones; d) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant communities; and e) set out procedures and mechanisms: i. through which the community can discuss or provide feedback to the Proponent 24 hours a day, seven days a week; ii. through which the Proponent will respond to enquiries or feedback from the community; and iii. to resolve any issues and mediate any disputes that may arise in relation to the environmental management and delivery of the SSI, including disputes regarding rectification or compensation.	Conditions addressed in the Community Liaison Plan Rev. 04 of 01/12/20: a) Section 10, 13.1 Table 5 b) Section 10 c) Section 10, Section 11, Appendix A d) Section 10.2, Section 11, Section 13.2 e) i) 9.1.6, Section 10, Section 11 ii) 9.1.4, Section 10, Section 11, Section 19 iii) Section 11, Section 13.1 Section 19, ► New Evidence: A revised version of the Community Liaison Management Plan (Rev. 7) has been issued on 04/05/2023. Proactive engagement with the community is ongoing, as required, including during the first six months of the operational phase.		Compliant
41.	B	B3	A copy of the Communication Strategy must be made publicly available prior to the commencement of Work.	Community Liaison Plan is available in the TfNSW project website Redfern Station Upgrade – New Southern Concourse.		Compliant

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42.	B	B4	The Communication Strategy must be implemented for the duration of the Work and for six (6) months following the completion of construction.	<p>There are many activities to provide information to the public about the project.</p> <p>Contractor attends to the Station Construction Liaison Meeting (fortnightly) – discuss impacts on station operations.</p> <p>There is an Interface Area Manager in Sydney Trains.</p> <p>The community has been kept informed and involved throughout construction and now during operation. Examples of communications include:</p> <ul style="list-style-type: none"> – Monthly notification – quick overview of activities and impacts, plus OOHW; – Quarterly project newsletter – with stories related to the project, estimated OOHW schedule, lookahead – e.g. for June 2023. – Completion notification October 2023 sent to stakeholders as a letterbox drop. – E.g. December 2023 notification, Lawson Street roadworks (night works) – published on the website and sent as letterbox drop. – There has been some liaison with community regarding operations, but this is progressively being handed over to ST. – Concierge service, e.g. message to the community via SMS on 08/06/2023 about Parking Update, reminding users of the rules regarding parking. Another SMS 04/07/2023 to specific users regarding electrical works on LES at night. All put on Consultation Manager. – Respite offers sent for nights of possessions (approx. 14 since the last audit). Sighted respite offer letter 02/06/2023 – prezze voucher, or alternative accommodation. 		Compliant
43.	B	B5	COMPLAINTS MANAGEMENT SYSTEM A Complaints Management System must be prepared and implemented before the commencement of any Work and maintained for the duration of construction and for a minimum of 12 months following completion of construction of the SSI.	There is a Complaints Register maintained by Community & Stakeholder Manager Novo Rail & TfNSW – sighted.		Compliant

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				<p>Complaints are recorded in the Register including the date, description of the complaint and corrective actions taken (refer also to Condition B8).</p> <p>Every interaction is dealt with by the Communications team.</p> <p>The Complaints Register is provided weekly by NR to TfNSW and TfNSW to DPE. The last weekly update under construction period was provided 16/10/2023.</p> <p>Then had a progress meeting on 17/10/2023 with DPE, where it was agreed to provide complaints that relate to operation of the new infrastructure as they happen.</p>		
44.	B	B6	<p>The following information must be available to facilitate community enquiries and manage complaints at least five (5) business days before the commencement of Work and for 12 months following the completion of construction:</p> <ul style="list-style-type: none"> a) a 24-hour telephone number for the registration of complaints and enquiries about the SSI; b) a postal address to which written complaints and enquires may be sent; c) an email address to which electronic complaints and enquiries may be transmitted; and d) a mediation system for complaints unable to be resolved. <p>This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.</p>	<p>Information is available in signage e.g. sighted sign posted on Wilson St. near Little Eveleigh Street, which includes 24-hour phone number, postal and email addresses.</p> <p>The project website also has contact numbers for feedback and a link to "complaints and feedback".</p> <p>Has not had a case of mediation for complaints unable to be resolved.</p> <p>Project Cards are still available for Subcontractors to hand out during shutdowns or other OOHWs, but not used as much now.</p>		Compliant
45.	B	B7	<p>The telephone number, postal address and email address required under Condition B6 of this approval must be made available on site boundary fencing / hoarding at each construction site and ancillary facility before the commencement of Work and for the duration of construction. This information must also be provided on the website required under Condition B10 of this approval.</p>	<p>Information is still available as seen during the site inspection, e.g. on the Wilson Street end.</p> <p>The project website has contact numbers for feedback and a link to "complaints and feedback".</p>		Compliant
46.	B	B8	<p>A Complaints Register must be maintained recording information on all complaints received about the SSI during the carrying out of</p>	<p>A live version of the register is available in a SharePoint site. The register includes the information required.</p>		Compliant

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			<p>any work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the:</p> <ul style="list-style-type: none"> a) number of complaints received; b) the date and time of the complaint; c) the method by which the complaint was made; d) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; e) nature of the complaint; f) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and g) if no action was taken, the reason(s) why no action was taken. 	<p>At the time of the audit a total of 159 complaints were recorded; No. 151 onwards are complaints about operational noise – all from the Water Tower.</p> <p>E.g. Sighted email response to resident 23/10/2023, regarding operational noise. Acknowledged that there have been changes in the area, noted that operational noise monitoring is being undertaken, and some actions taken – e.g. some station announcements are reduced in volume after 7pm, and some announcements had their frequency reduced, e.g. no smoking announcements.</p>		
47.	B	B9	<p>The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.</p>	<p>The complaints register was sent weekly until 17/10/2023. E.g. sighted portal submission with register dated 21/08/2023 SSI-10041-PA-247 (PDF) and email to DPE and cc to ER dated 21/08/2023 with spreadsheet for that week (only 1 complaint in that week, No147). About 9 complaints have been received in the last 6 months.</p> <p>From 17/10/2023 until further notice, complaints will be sent to DPE as they are received, not on a weekly basis.</p>		Compliant
48.	B	B10	<p>PROVISION OF ELECTRONIC INFORMATION</p> <p>A website or webpage providing information in relation to the SSI must be established before commencement of Work and maintained for the duration of construction, and for a minimum of 12 months following the completion of construction. Up-to-date information (excluding confidential commercial information or any other information that the Planning Secretary has approved to be excluded) must be published before the relevant Work commences and maintained on the website or dedicated pages including:</p> <ul style="list-style-type: none"> a) information on the current implementation status of the SSI; 	<p>Information is available as required in the TfNSW Project website – (https://www.transport.nsw.gov.au/projects/current-projects/redfern-station-upgrade-new-southern-concourse)</p> <p>All the required information is available. Audit reports are available of the previous 5 independent environmental audits.</p> <p>At the time of the audit, the page was reviewed 13/12/2023.</p>		Compliant

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			b) a copy of the documents listed in Condition A1 of this approval, and any documentation relating to any modifications made to the SSI or the terms of this approval; c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; d) a copy of each statutory approval, licence or permit required and obtained in relation to the SSI; e) a current copy of each document required under the terms of this approval, which must be published before the commencement of any Work to which they relate or before their implementation, as the case may be; and f) a copy of the audit reports required under Conditions A33 and A36 of this approval.			
PART C CONSTRUCTION ENVIRONMENTAL MANAGEMENT						
49.	C	C1	CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN A Construction Environmental Management Plan (CEMP) must be prepared to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during instruction. The CEMP must be prepared in consultation with the City of Sydney Council.	Presented Construction Environmental Management Plan TAP04-PLN-EN-0001 Ver. 07 of 22/01/21. Sighted Consultation Matrix "City of Sydney Consultation on the Construction Environment Management Plan" including details of consultation conducted between 10/11/2020 & 18/12/2020. ► New evidence The latest review of the Plan is Ver. 10 of 09/12/2023. Scope of the Plan, some design changes, ECMs and some names were updated.		Compliant
50.	C	C2	The CEMP must be prepared having regard to the <i>Environmental Management Plan Guideline for Infrastructure Projects</i> (Department Planning, Industry and Environment, 2020) and be consistent with the document <i>Construction Environmental Management Framework</i> (TfNSW, October 2020).	The CEMP has been prepared based on the <i>Environmental Management Plan Guideline for Infrastructure Projects</i> (Department Planning, Industry and Environment, 2020) and is consistent with the document <i>Construction Environmental Management Framework</i> (TfNSW, October 2020). ► No new information for this audit period		Compliant

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51.	C	C3	<p>The CEMP must provide:</p> <ul style="list-style-type: none"> a) a description of activities to be undertaken during construction (including the scheduling of construction and site layout figures); b) details of environmental policies, guidelines and principles to be followed in the construction of the SSI; c) a program for ongoing analysis of the key environmental risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of construction of the SSI; d) details of how the activities described in subsection (a) of this condition will be carried out to: <ul style="list-style-type: none"> i. meet the performance outcomes stated in the documents listed in Condition A1; and ii. manage the risks identified in the risk analysis undertaken in subsection (d) of this condition; e) an inspection program detailing the activities to be inspected and frequency of inspections; f) a protocol for managing and reporting any: <ul style="list-style-type: none"> i. incidents; and ii. non-compliances with this approval or statutory reqs; g) procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction; h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C6. Where staged construction of the SSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction; i) a description of the roles and environmental responsibilities for relevant employees and their relationship with the ER; j) for training and induction for employees, including contractors and sub-contractors, in relation to environmental and compliance obligations under the terms of this approval; k) for periodic review and update of the CEMP and all associated plans and programs. 	<p>Required provisions in CEMP as follows:</p> <ul style="list-style-type: none"> a) Described in Section 6 ; b) Detailed in Section 4; c) Initial risk Assessment found in Appendix C. Ongoing Analysis addressed in Section 7.1 and Section 12; d) The performance outcomes are address in Section 5.3 and 5.4. How identified risks are continually assessed addressed in Section 12. The Environment and Sustainability Risk and Opportunity register – Appendix C. Also has an environmental sustainability register; e) Summarised in Section 12. Has an inspections register; f) Managing and Reporting Incidents addressed in Section 10.2. Approval and statutory non-compliances are discussed in Section 10.2 and Section 12.3; g) Outlined in Section 10.2 and Section 12.3; h) CEMP Sub plans described in section 7.3; i) Described in Section 8; j) Detailed in Section 9; k) Addressed in Section 12.4. 		Compliant

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52.	C	C4	<p>The CEMP must be submitted to the ER for approval before the commencement of construction or where the construction is staged, before the commencement of that stage.</p> <p>Construction must not commence until the ER has approved the CEMP and all CEMP Sub-plans. The CEMP and all CEMP Sub-plans must be implemented for the duration of construction.</p>	<p>Letter by MCW Environmental Consulting Pty Ltd to TfNSW Subject "Environmental Representative (ER) Approval: Construction Environmental Management Plan (CEMP) Rev 7: Redfern Station Upgrade (SSI 10041)". The letter clarifies that Rev 6 had been approved on 24/12/2020, prior to commencement of construction which was 04/01/2021.</p> <p>As noted under Condition A29 (d), document approvals by the ER are reflected in monthly reports prepared for DPE and TfNSW. Once reviewed internally (refer to Condition C1), the updated version of CEMP will go to the ER for approval.</p> <p>► New Evidence:</p> <p>A RSU Management Plans Register is available – presented onscreen.</p> <p>Presented email sent to the ER on 08/12/2023 with plans that had been updated for review and approval.</p> <p>Sighted Teambinder email from the ER dated 11/12/2023 with approval of CEMP, ECMs, CNVMP, CHMP and ACHMP.</p> <p>The Plan continued to be implemented during the audit period.</p>		Compliant															
53.	C	C5	The approved CEMP and CEMP Sub-plans must be made publicly available before the commencement of construction.	CEMP and Sub-Plans are available in the TfNSW Project website.		Compliant															
54.	C	C6	<p>The following CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan:</p> <table><tr><th></th><th>Required CEMP Sub-plan</th><th>Relevant government agencies to be consulted for each CEMP Sub-plan</th></tr><tr><td>(a)</td><td>Traffic and transport</td><td>City of Sydney Council</td></tr><tr><td>(b)</td><td>Noise and vibration</td><td>City of Sydney Council, Heritage NSW</td></tr><tr><td>(d)</td><td>Soil, contamination and water</td><td>Sydney Water and the City of Sydney Council (if it is proposed to discharge to or impact on their assets)</td></tr><tr><td>(e)</td><td>Heritage</td><td>Heritage Council of NSW, Heritage NSW and City of Sydney Council</td></tr></table>		Required CEMP Sub-plan	Relevant government agencies to be consulted for each CEMP Sub-plan	(a)	Traffic and transport	City of Sydney Council	(b)	Noise and vibration	City of Sydney Council, Heritage NSW	(d)	Soil, contamination and water	Sydney Water and the City of Sydney Council (if it is proposed to discharge to or impact on their assets)	(e)	Heritage	Heritage Council of NSW, Heritage NSW and City of Sydney Council	<p>A consultation matrix is available for each sub-plan (refer to Condition A5) and documents have been reviewed and approved by ER:</p> <ul style="list-style-type: none">– Traffic Management Plan TAP04-PLN-SA-0005 Ver. 08 of 26/08/2022. Will be updated in the coming days– Construction Noise and Vibration Management Plan TAP04-PLN-EN-0005 Ver. 09 of 07/12/2023 – latest update is to cover roadworks.– Soil, Contamination and Water Management Plan TAP04-PLN-EN-0013 Ver. 05 of 14/11/2022.		Compliant
	Required CEMP Sub-plan	Relevant government agencies to be consulted for each CEMP Sub-plan																			
(a)	Traffic and transport	City of Sydney Council																			
(b)	Noise and vibration	City of Sydney Council, Heritage NSW																			
(d)	Soil, contamination and water	Sydney Water and the City of Sydney Council (if it is proposed to discharge to or impact on their assets)																			
(e)	Heritage	Heritage Council of NSW, Heritage NSW and City of Sydney Council																			

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				<ul style="list-style-type: none"> – Aboriginal Cultural Heritage Management Plan by AMAC Group Ver. 12 of 30/11/2023. Updated to include community consultation for new scope. – Construction Heritage Management Plan TAP04-PLN-EN-0009 Ver. 07 of 07/12/2023 – with updated scope and design changes. <p>Sighted RSU Management Plan Register, which includes all the Plans, with dates, revision number, etc. Status – green is Ok, yellow is under review, red is overdue, or an action may be required.</p> <p>An Archaeology Progress Map for the HARDEM is periodically provided by AMAC – e.g. 12/06/2023 (unexpected find in tunnel Platform 1).</p> <p>A consultation summary matrix was presented as part of the ACHMP V.12 section 6.2, showing consultation carried out with registered Aboriginal parties during the audit period, e.g.</p> <ul style="list-style-type: none"> – email consultation update, with all RAPs, dated 21/08/2023 – email for dispatched ACHMP & updated plans, with all RAPs, dated 19/10/2023 – email to AMAC/S.J. Vasilakis from a RAP with acknowledgment of receipt of updated ACHMP, dated 20/11/2023. 		
55.	C	C7	<p>The CEMP Sub-plans must state how:</p> <ul style="list-style-type: none"> a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved; b) the mitigation measures identified in the documents listed in Condition A1 will be implemented; c) the relevant terms of this approval will be complied with; and 	<ul style="list-style-type: none"> – Traffic Management Plan <ul style="list-style-type: none"> a) Section 15.1 b) Section 15.2 c) Section 4 d) Section 5 and 6.2.8 – Construction Noise and Vibration Management Plan <ul style="list-style-type: none"> a) Section 8.2, 7.2, 8, 9 b) Section 8 c) Section 1, Section 2.1, 2.2 d) Section 5 		Compliant

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			d) issues requiring management during construction, as identified through ongoing environmental risk analysis, will be managed.	<ul style="list-style-type: none"> – Soil, Contamination and Water Management Plan <ul style="list-style-type: none"> a) Section 5.4 b) Section 5.3 c) Section 5 d) Section 8.2, Section 8.4, Section 9.3 and Section 10 – Aboriginal Cultural Heritage Management Plan <ul style="list-style-type: none"> a) Section 4 and Section 6 b) Section 5 c) Section 1.1, Section 2. and Section 6 d) Section 5.2.2 Section 5.2.3, Section 5.2.4 – Construction Heritage Management Plan <ul style="list-style-type: none"> a) Appendix A.3 b) Section 5.4 c) Section 1.2.2 d) Section 5.4 		
56.	C	C8	CONSTRUCTION MONITORING PROGRAMS The Proponent must engage a suitably qualified and experienced person to prepare a Construction Noise and Vibration Monitoring Program (CNVMP) . The program must be prepared in consultation with the City of Sydney Council and include, but not be limited to: <ul style="list-style-type: none"> a) noise and vibration monitoring at representative locations adjacent to construction activities (including at the most / worst affected residences) to confirm construction noise and vibration levels; b) noise monitoring during the day, evening and night-time periods throughout the construction period, covering the range of activities (including worst-case construction noise levels) being undertaken; c) method and frequency for reporting of monitoring results; d) procedures to identify and implement additional mitigation measures where results of monitoring indicate noise levels in excess of predicted noise levels and / or vibration levels in excess of vibration criteria; and 	Presented the Construction Noise and Vibration Management Plan TAP04-PLN-EN-0005 Ver. 09 of 07/12/2023. The initial version of the Plan was endorsed by an Acoustic Advisor (Acoustic Studio), per letter of 17/12/2020, attached to the Plan. Section 8.4 includes methodology for noise monitoring and requirements associated with assessing compliance. ► New Evidence: Monitoring program embedded in the CNVMP. The contractor used SiteHive for real-time noise and vibration monitoring until end of construction, and results were reported on.		Compliant

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			e) any consultation to be undertaken in relation to the monitoring program.			
57.	C	C9	The CNVMP must be submitted to the ER for approval and be approved before the commencement of construction.	CNVMP approved by the ER on 18/12/2020. ► New Evidence: Updated CNVMP Ver. 09 of 07/12/2023 approved by ER on 11/12/2023 (Teambinder correspondence).		Compliant
58.	C	C10	The approved CNVM Program must be made publicly available before the commencement of construction.	CNVMP is available on the TfNSW Project website.		Compliant
59.	C	C11	The CNVM Program must be implemented for the duration of construction.	Noise and vibration monitoring is reviewed by the ER during periodic inspections and out of hours works applications. A program continues to be implemented in which the Acoustic Advisor reviews monthly performance of the SiteHive data, and continue to hold monthly meetings with AA to review the monitoring data. ► New Evidence: Implementation is reflected in the CNVM Report; Sighted the Report April-June 2023 – shows overview, findings for the quarter, including regular hours, possessions, OOHWs, captures complaints (if any), respite offers, all SiteHive data, photo evidence.		Compliant
60.	C	C12	The results of the construction noise and vibration monitoring must be provided to the Planning Secretary, and relevant regulatory agencies, in the form of a Construction Noise and Vibration Monitoring Report at the frequency identified in the CNVMP . <i>Note: The CNVMP may be incorporated into the CEMP Noise and Vibration Sub-plan.</i>	Sighted Construction Noise and Vibration Monitoring Report. April to June 2023 report Rev. 1.4 dated July 2023 prepared as usual, and sent to DPE (sighted post approval form SSI-10041-PA-237) on 20/07/2023. The next report will be for works from July 2023 till December 2023 (or Feb/Mar 2024) left open to include the last of noisy works.		Compliant
PART D KEY ISSUE CONDITIONS						

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61.	D	D1	AIR QUALITY In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 , all reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction of the SSI.	Air monitoring conducted through Site Hive and also checked during ER inspections. During the audit period most dust emitting works were complete, so dust was not a significant issue. Sighted Monthly report June 20203, which has a section for air quality – Section I. Includes graphs from SiteHive, all data under the limit – Ok. The last ongoing report was for October 2023, when the station opened to the public. Conducted handheld measurements in a pit in December 2023 to ensure there no harmful fumes in the area where soil had been moved.		Compliant
62.	D	D2	HERITAGE An Archival Recording and Salvage Report must be undertaken of all heritage-listed items that will be affected by Work. The archival recording must be prepared in accordance with <i>How to Prepare Archival Recordings of Heritage Items</i> (NSW Heritage, 1998) and <i>Photographic Recording of Heritage Items Using Film or Digital Capture</i> (NSW Heritage, 2006). The recordings must capture the potentially affected heritage listed items impacted by Works, and the immediate surrounds, before, during and after the works.	Has an Archival Recording Report covering the items 'before' and some of the 'during' construction – Report by Hyperion Design dated August 2023. TZG are the consultant completing the work with archival recording for the rest of 'during' and 'after' works. Has anticipated to have this completed by March 2024. Salvage Report has been managed separately – presented spreadsheet with photos, comments and actions. Only one group of items from the list so far are required by Sydney Trains. Novo Rail is contacting other organisations to find out what to do with these items. This is a tracking spreadsheet, but the information will be put in a final report.	Note that actions are in progress. Recommend to ensure actions for this condition are suitably completed within the required timeframe.	Compliant
63.	D	D3	The Archival Recording and Salvage Report must be submitted to the Planning Secretary, the Heritage Council of NSW, Heritage NSW and City of Sydney Council for information no later than 12	Works are not completed yet.	Note that actions are in progress. Recommend	Not Triggered

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			months after the completion of the work referred to in Condition D2 .	Once finalised, a final Archival Recording and Salvage Report will be prepared for submission to the required stakeholders. A Draft version of the report was presented.	to ensure actions for this condition are suitably completed within the required timeframe.	
64.	D	D4	The Proponent must prepare a Removal and Storage Methodology for the recording, tagging, removal and storage of any significant heritage fabric that is proposed to be removed or modified and reused. A copy of the methodology must be provided to the Heritage Council of NSW at least five (5) business days prior to the commencement of any Work which may impact significant heritage fabric. Any significant heritage fabric that is proposed to be removed or modified must be recorded and tagged on site and securely stored for future use in accordance with the Removal and Storage Methodology . The Methodology must be included in the Heritage Management Sub-Plan required by Condition C6 .	<p>The removal and storage methodology is included in the Construction Heritage Management Plan.</p> <p>Captured in "Salvage Schedule and Removal, Storage and Reuse Report" updated in December 2021.</p> <p>Platform 1 Building and Buffer stops – submission to Heritage NSW from S. Barry on 03/03/2023, for stage 2 methodology – including internal fit out, windows, and other elements. Heritage responded on 21/03/2023 that they are satisfied that the requirements are met. Works were completed.</p> <p>Noted example of works on 125-127 LES Building which includes specific cleaning techniques to preserve the desired elements of character. Wooden window frames have been kept as they were previously.</p>		Compliant
65.	D	D5	<p>The Proponent must prepare an updated Heritage Interpretation Strategy to provide the strategic direction for heritage interpretation across the SSI site and to inform the Heritage Interpretation Plan required by Condition D7 and the Urban Design and Public Domain Plan required by Condition D35. The Strategy must:</p> <ul style="list-style-type: none"> a) have regard to the precinct's historic significance (particularly its social, intangible and industrial heritage values); b) recognise the spiritual, intangible and cultural values of the site to Aboriginal people and address the full story of the place (i.e. landscape through the eyes of Indigenous inhabitants); 	<p>Sighted General Correspondence Ref. 150184-TFNSW-NOVO-CORR-00584, Subject: RSU Heritage Interpretation Strategy approval, from TfNSW to Novo Rail dated 01/09/2021 – notes that the Strategy has been approved by DPE.</p> <p>Sighted Redfern Station Upgrade – New Southern Concourse Heritage Interpretation Strategy, issue of 08/07/2021, updated in response to consultation comments.</p> <p>Section 7.1 of the Strategy describes in detail how and where in the document the requirements of this conditions are met.</p> <p>► No new information for this audit period.</p>		Compliant

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			c) consider the site's relationship to the broader vicinity including the Eveleigh Railway Workshops and Central Railway Station; d) have regard to the interpretation strategy that has been developed for the Eveleigh Railways Workshop site; and e) be prepared in accordance with the <i>Conservation Management Plan Redfern Station</i> (July 2020) and relevant Heritage NSW guidelines.			
66.	D	D6	The Heritage Interpretation Strategy must be prepared in consultation with the Heritage Council of NSW, the Aboriginal Cultural Heritage Advisory Committee, Heritage NSW, the MLALC, Aboriginal Stakeholders and the City of Sydney Council and submitted to the Planning Secretary for information prior to the construction of permanent built works that are the subject of the Urban Design and Public Domain Plan required by Condition D35 .	Consultation completed – Sighted Consultation Summary matrix of the Heritage Interpretation Strategy including various dates, methods and details of contact. MLALC – Teleconference, etc. Strategy submitted to DPE on 26/07/2021. General Correspondence Ref. 150184-TFNSW-NOVO-CORR-00584, Subject: RSU Heritage Interpretation Strategy approval, from TfNSW to Novo Rail dated 01/09/2021 – notes that the Strategy has been approved by DPE. ► No new information for this audit period.		Compliant
67.	D	D7	A Heritage Interpretation Plan must be prepared, consistent with the Heritage Interpretation Strategy , which identifies how interpretation will be integrated into the broader design of the SSI (where relevant) including design elements (form and fabric), landscaping and cultural design principles. The Plan must identify how interpretive themes and heritage values will be implemented and provide a timeframe for their installation during construction. The Plan must be prepared in consultation with the Heritage Council of NSW, the Aboriginal Cultural Heritage Advisory Committee, Heritage NSW, MLALC and the City of Sydney Council and submitted to the Planning Secretary and Heritage NSW for information prior to the construction of permanent built works that are the subject of the Urban Design and Public Domain Plan required by Condition D35 .	The Heritage Interpretation Plan was submitted to DPE by the extension date approved, per email dated 31/03/2022 Ref. SSI-10041-PA-134, letter RE: SSI-10041 RSU Condition D7 Heritage Interpretation Plan. The Plan and the consultation summary were submitted. ► New evidence: There is one last piece of interpretation that may be required to be updated in this Plan, but it is not yet confirmed – discussions are in progress for implementation.		Compliant

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68.	D	D8	Prior to undertaking any works that have the potential to impact on historical archaeology, the Proponent must engage a suitably qualified archaeologist whose experience complies with the NSW Heritage Council's <i>Criteria for Assessment of Excavation Directors</i> (July, 2011) (referred to as the Excavation Director) to oversee and advise on matters associated with historical archaeology (i.e. non-Aboriginal), and to prepare a Historical Archaeological Research Design and Excavation Methodology .	<p>AMAC has been engaged as the nominated excavation directors.</p> <p>Sighted Historical Archaeological Research Design and Excavation Methodology (HARDEM), December 2020, Section 1.4.</p> <p>Excavation Director Dr Ivana Vetta and Jaki Baloh are recognised by Heritage Council.</p> <p>Consultation records with Heritage Council and DPE were presented.</p> <p>Sighted updated map dated 14/09/2022. The map notes that no excavation is planned as of 12/09/2022. The methodology remains the same.</p> <p>► No new information for this audit period.</p>		Compliant
69.	D	D9	The Historical Archaeological Research Design and Excavation Methodology must be developed in consultation with the Heritage Council of NSW. The methodology must be prepared prior to undertaking any Work in areas identified as "low" or "high" archaeological potential" in the documents listed in Condition A1 and must be implemented when working in areas of archaeological potential.	<p>HARDEM Rev. E, dated 11/12/2020 has been approved by the ER. Sighted Construction Heritage Management Plan, dated 14/12/2020, Ver. 02. Appendix A shows approval by ER on 24/12/20 of the CHMP and the ACHMP.</p> <p>A Consultation Matrix was presented with evidence of consultation with Heritage NSW.</p> <p>Presented list of Archaeological Status List – 27 items.</p> <p>Example: ASF-27 dated 11/01/2023. Record of Ivy Street guttering and sandstone flagging along the Foundry building.</p>		Compliant
70.	D	D10	Where excavation works are required in the vicinity of potential archaeological sites, the Excavation Director must be present to advise on archaeological issues and oversee excavation works. The Excavation Director must be given the authority to advise on the duration and extent of oversight required during archaeological excavations.	<p>Refer to Condition D9.</p> <p>Noted that AMAC was present for the works done earlier in the year for the widening of Ivy Street.</p>		Compliant

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71.	D	D11	An Unexpected Heritage Finds and Human Remains Procedure must be prepared to manage unexpected heritage finds in accordance with any guidelines and standards prepared by the Heritage Council of NSW or Heritage NSW.	An Unexpected Heritage Finds & Human Remains Procedure Rev. 02 of 29/01/21 – prepared by AMAC consultants was approved as part of the CHMP. The current revision of the Procedure is Rev. 06, dated 09/08/2022, with no changes from the previous version.		Compliant
72.	D	D12	The Unexpected Heritage Finds and Human Remains Procedure must be prepared by a suitably qualified and experienced archaeologist or heritage specialist in consultation with Heritage NSW and the Heritage Council of NSW and submitted to the Planning Secretary for information at least five (5) business days before the commencement of Work. The Procedure must be included in the Heritage Management Sub-Plan required by Condition C6. Where the commencement of Work precedes the commencement of construction, the requirement to include the Procedure in the Heritage Management Sub-Plan only applies from the commencement of construction.	The procedure was prepared by AMAC consultants and referenced as Sub-plan/procedure of the CHMP (TAP04-PLN-EN-0014 Ver. 06 of 09/08/2022). Sighted email 18/12/20 from Planning to TfNSW noting that the conditions required have been met. No additional consultation has been required.		Compliant
73.	D	D13	The Unexpected Heritage Finds and Human Remains Procedure , as submitted to the Planning Secretary, must be implemented for the duration of Work. <i>Note: Human remains that are found unexpectedly during the carrying out of work may be under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.</i>	The procedure was sent to DPE on 17 Dec 2020 and DPE provided comments on 18/12/20. Implementation of the procedure reviewed during ER inspections. No unexpected human remains have been found to date. Brick buttresses were found on the back of wall on Platform 1 (Little Eveleigh St.). Details were reviewed during the previous independent environmental audit. It was noted that this find was not impacted as the works were modified to avoid impact. ► New evidence: The latest was the finding of the top of a known railway tunnel under Platform 1 – photo evidence was provided to AMAC and they provided comment – Archaeological Status Form. Advised to cover it up and leave it. No further work will be done on this.		Compliant

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				An INX Report was generated for this find, dated 10/06/2023.		
74.	D	D14	NOISE AND VIBRATION Work Hours Work must only be undertaken during the following standard construction hours: <ul style="list-style-type: none"> e) 7:00 am to 6:00 pm Mondays to Fridays, inclusive; f) 8:00 am to 6:00 pm Saturdays; and g) at no time on Sundays or public holidays. 	Work hours are defined in CNVMP and OOHW Protocol. Construction works generally meet this condition, but will have a OOHW application if required. Works deemed to be "inaudible works" can be undertaken, in accordance with the process outlined in the OOHW Procedure. ► No new information for this audit period.		Compliant
75.	D	D15	Highly Noise Intensive Work Except as permitted by an EPL or an Out-of-Hours Work Protocol (where an EPL does not apply), highly noise intensive Work that results in an exceedance of the applicable noise management level (NML) at the same receiver must only be undertaken: <ul style="list-style-type: none"> a) between the hours of 8:00 am to 6:00 pm Monday to Friday; b) between the hours of 8:00 am to 1:00 pm Saturday; and c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one (1) hour. For the purposes of this condition, 'continuously' includes any period during which there is less than one (1) hour between ceasing and recommencing any of the work.	This is addressed in the CNVMP Section 8.2. and OOHW protocol. Approval process TfNSW to Comms to AA and Approved by ER. Part of the TfNSW OOHW approval process. ► New evidence: No highly noise-intensive work done during standard hours for this period.		Compliant
76.	D	D16	Variation to Work Hours Notwithstanding Condition D14 , Work may be undertaken outside the hours specified in the following circumstances: <ul style="list-style-type: none"> a) for the delivery of materials required by the NSW Police Force or other appropriate authority for safety reasons; or b) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm; or c) where the relevant road authority has advised the Proponent in writing that a road occupancy licence will not be issued during 	This process is defined in the CNVMP section 3.2. Work took place during rail possessions (d) and under g (i) – measurements were taken to prove that noise levels were negligible.		Compliant

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			<p>the hours specified in Condition D14 and the Works are undertaken in accordance with Condition D19; or</p> <p>d) where the rail authority has advised the Proponent in writing that a Rail Possession is required and approval has been given to complete Work during the rail possession, and the works are undertaken in accordance with Condition D19; or</p> <p>e) where different construction hours are permitted or required under an EPL in force in respect of the SSI; or</p> <p>f) where an EPL is not required or in force, Work approved under an Out-of-Hours Work Protocol developed in accordance with Condition D19; or</p> <p>g) construction that causes:</p> <ul style="list-style-type: none"> i. $L_{Aeq}(15 \text{ minute})$ noise levels no more than 5 dB(A) above the rating background level at any residence in accordance with the <i>Interim Construction Noise Guideline</i> (DECC, 2009), and ii. $L_{Aeq}(15 \text{ minute})$ noise levels no more than the 'Noise affected' noise management levels specified in Table 3 of the <i>Interim Construction Noise Guideline</i> (DECC, 2009) at other sensitive land uses, and iii. continuous or impulsive vibration values, measured at the most affected residence are no more than the maximum values for human exposure to vibration, specified in Table 2.2 of <i>Assessing Vibration: a technical guideline</i> (DEC, 2006), and iv. intermittent vibration values measured at the most affected residence are no more than the maximum values for human exposure to vibration, specified in Table 2.4 of <i>Assessing Vibration: a technical guideline</i> (DEC, 2006); or <p>h) where negotiated agreements with directly affected residents and other sensitive land uses have been reached.</p> <p><i>Note: Section 5.24(1)(e) of the EP&A Act requires that an EPL be substantially consistent with this approval.</i></p>			
77.	D	D17	<p>On becoming aware of the need for emergency work in accordance with Condition D16(b) the Proponent must notify the ER, Planning Secretary and the EPA of the reasons for such work as soon as possible. The Proponent must use best endeavours to notify all noise and/or vibration affected sensitive</p>	No emergency works have occurred during the audit period.		Not Triggered

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			receivers of the likely impact and duration of those works as soon as possible.			
78.	D	D18	<p>Out-of-hours works – Community Consultation on Respite In order to undertake Work outside the hours specified in Condition D14 the Proponent must identify appropriate respite periods for the out-of-hours Work in consultation with the affected community on a regular basis. The consultation on respite periods must include (but not be limited to) Providing the community with:</p> <ul style="list-style-type: none"> a) An indicative schedule of likely out-of-hours Work for a period no less than three (3) months; b) A description of the potential Work, location and duration c) The noise characteristics and likely noise levels of the Work; and d) Likely mitigation and management measures to be implemented <p>The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hours work must be submitted to the Planning Secretary for information prior to Work scheduled for the subject period being undertaken.</p> <p><i>Notes:</i></p> <ul style="list-style-type: none"> 1. Respite periods can be any combination of days or hours where out-of-hours Work would not be more than 5 dB(A) above the rating background level at any residence. 2. Condition D18 applies to the Works specified in Conditions D16(c), (d) and (f). 	<p>Monthly, quarterly newsletters and other community notifications address the schedule of likely OOHW, description of works, noise levels expected and mitigation measures; they also include contact information for anyone wanting to ask questions or provide feedback. Communications are found in the Project website.</p> <p>Sighted April to June notification Letter sent to DPE Ref SSI-10041-PA-214.</p> <p>Letter to DPE SSI-10041-PA-235 for July-August 2023, then another one for August-October 2023 works.</p> <p>Another communication to DPE (SSI-10041-PA-268) was sent on 12/12/2023 for the night roadworks being undertaken.</p>		Compliant
79.	D	D19	<p>Out-of-hours Work Protocol – Work not subject to an EPL An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work which is outside the hours defined in Condition D14, and that is not subject to an EPL. The Protocol must be submitted to the Planning Secretary for approval at least five (5) business days</p>	<p>OOHW Protocol Rev 5 dated 14/12/20 was submitted to DPE on 17/12/2020 and approved on 21/12/2020. This was endorsed by AA and ER.</p>		Compliant

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			<p>before commencement of out-of-hours works. Out- of-hours work must not be undertaken until the Out-of-hours Work Protocol has been approved. The Protocol must identify Work activities in terms of their risk of adverse impacts on sensitive receivers and include:</p> <ul style="list-style-type: none"> a) a process for the consideration of out-of-hours Work against the relevant NML and vibration criteria, including the determination of low, medium and high-risk activities; b) a process for the identification, selection and implementation of mitigation measures for residual impacts in consultation with the community at each affected location, including respite periods consistent with the requirements of Conditions D18 and D20. The measures must take into account the predicted noise and vibration levels and the likely frequency and duration that sensitive receivers would be exposed to residual impacts, including the number of noise-awakening events; c) procedures to facilitate the coordination of out-of-hours Work, including those approved by an EPL or undertaken by a third party, to ensure appropriate respite is provided; d) an approval process that considers the risk of activities, proposed mitigation, management and coordination of work, including where – <ul style="list-style-type: none"> i. low risk activities can be approved by the ER, and ii. medium and high-risk activities can be approved by the ER and the approval submitted to the Planning Secretary for information before the Work commences; and e) notification arrangements for affected sensitive receivers and the EPA for all approved out-of-hours Works. 	<p>Sighted Letter from DPE to TfNSW 21/12/2020 Redfern Station Upgrade – with approval of the OOHW Protocol.</p> <p>The latest version of the OOHW Protocol is Rev.09 dated 23/02/2023, available on the Project website.</p>		
80.	D	D20	<p>Out-of-hours Works – Mitigation</p> <p>Additional mitigation measures such as temporary alternative accommodation, must be offered/made available to residents affected by out-of-hours Work (including where utility works are being undertaken for the SSI or Work is being undertaken during</p>	<p>Additional mitigation measures included respite offers sent for nights of work during possessions (approx. 14 since the previous audit). Sighted example of respite offer letter dated 02/06/2023 – Prezzy voucher, or alternative accommodation.</p> <p>A Respite Tracker TAP04-RSU is maintained by the Stakeholder and Community Relations Manager, which</p>		Compliant

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			<p>a rail possession or under a road occupancy licence) where the construction noise levels, between:</p> <ul style="list-style-type: none"> a) 10:00pm and 7:00 am, Monday to Friday; b) 10:00 pm Saturday to 8:00 am Sunday; and c) 6:00 pm Sunday and public holidays to 7:00 am the following day unless that day is Saturday then to 8:00 am, are predicted to exceed the NML by 25dB (A) or are greater than 75dBa (LAeq(15 min)), whichever is the lesser. <p>The NML must be reduced by 5dB where the noise contains annoying characteristics and may be increased by 10 dB if the property has received at-property noise treatment. The noise levels and duration requirements identified in the condition may be changed through an EPL applying to the SSI.</p>	<p>includes evidence of alternative accommodation, vouchers accepted by the community, etc.</p> <p>A few items dated 06/12/2023 were sighted in the Tracker in relation to the works carried out on 12-13/12/2023, showing vouchers were taken and alternative accommodation accepted.</p>		
81.	D	D21	<p>Construction Noise – Coordination and Respite</p> <p>The Proponent must consult with proponents or applicants of other State significant development and infrastructure projects within 200 metres of the SSI and take reasonable steps to coordinate Work, including utility Work, to minimise cumulative noise and vibration impacts and maximise respite for affected sensitive receivers.</p>	<p>Currently there are Coordination meetings with Sydney Trains, but not related to other SSD or SSI projects. At this stage the station is operational and cumulative project impacts are not as relevant.</p>		Compliant
82.	D	D22	<p>Noise and vibration generating Work in the vicinity of potentially-affected community, religious, educational institutions and noise and vibration-sensitive businesses and critical working areas (such as theatres, laboratories and operating theatres) resulting in noise levels above the NMLs or vibration levels above the relevant criteria must not be timetabled within sensitive periods, unless other reasonable arrangements with the affected institutions are made at no cost to the affected institution.</p>	<p>The only identified educational centre is Key College Centre – alternative location for conduct of their classes was implemented during construction.</p> <p>Key College was relocated back to their premises since early 2023.</p>		Compliant

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83.	D	D23	<p>All work undertaken for the delivery of the SSI, including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. The Proponent must:</p> <ul style="list-style-type: none"> a) reschedule any Work to provide respite to impacted noise sensitive receivers so that the respite is achieved in accordance with Condition D18 and D20; or b) consider the provision of alternative respite or mitigation to impacted noise sensitive receivers; and c) provide documentary evidence to the ER in support of any decision made by the Proponent in relation to respite or mitigation. 	<p>Prior to any works commencing, including works undertaken by third parties, these are coordinated and captured in the OOHW approval process and also included in the Community Notifications or Newsletters. Information is provided to the ER for approval of OOHW requests.</p>		Compliant
84.	D	D24	<p>Noise and Vibration Mitigation Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration criteria:</p> <ul style="list-style-type: none"> a) construction 'Noise affected' noise management levels established using the <i>Interim Construction Noise Guideline</i> (DECC, 2009); b) vibration criteria established using the <i>Assessing vibration: a technical guideline</i> (DEC, 2006) (for human exposure); c) Australian Standard AS 2187.2 - 2006 "<i>Explosives - Storage and Use - Use of Explosives</i>"; d) BS 7385 Part 2-1993 "<i>Evaluation and measurement for vibration in buildings Part 2</i>" as they are "applicable to Australian conditions"; and e) the vibration limits set out in the German Standard DIN 4150-3: <i>Structural Vibration- effects of vibration on structures</i> (for structural damage). <p>Any Work identified as exceeding the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan.</p> <p><i>Note: The Interim Construction Noise Guideline identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level</i></p>	<p>Monitors are installed in various locations around the site. Aurecon has been engaged as noise & vibration consultant.</p> <p>There have not been works likely to exceed the construction noise management levels and vibration criteria during the audit period, as major construction activities have been completed.</p> <p>Has discussions with Acoustic Advisor to implement alternative solutions when deemed necessary.</p>		Compliant

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			<i>before comparing to the construction Noise Management Level.</i>			
85.	D	D25	<p>Mitigation measures must be applied when the following residential ground-borne noise levels are exceeded:</p> <ul style="list-style-type: none"> a) evening (6:00 pm to 10:00 pm) — internal $L_{Aeq}(15 \text{ minute})$: 40 dB(A); and b) night (10:00 pm to 7:00 am) — internal $L_{Aeq}(15 \text{ minute})$: 35 dB(A). <p>The mitigation measures must be outlined in the Noise and Vibration CEMP Sub-plan, including in any Out-of-Hours Work Protocol, required by Condition D19.</p>	<p>The mitigation measures are outlined in the Noise and Vibration Sub-plan and in Out-of-Hours Work Protocol.</p> <p>No exceedances have been detected to trigger this condition.</p> <p>► No new information for this audit period.</p>		Not Triggered
86.	D	D26	<p>Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before Work that generates vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owners and occupiers are to be provided a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Noise and Vibration CEMP Sub-plan.</p>	<p>The mitigation measures are outlined in the Noise and Vibration Sub-plan and in Out-of-Hours Work Protocol.</p> <p>Dilapidation surveys were conducted prior to work commencing works.</p> <p>For LES share zone stage 2 works an updated, more detailed assessment was undertaken prior to commencing works, which concluded the cosmetic damage screening criteria would unlikely be exceeded.</p> <p>► New Evidence:</p> <p>No vibration affecting residents occurred in the last 6 months. Stairs on Platform 10 were demolished and monitored, but works were out of potential impact range.</p>		Compliant
87.	D	D27	<p>The Proponent must conduct vibration testing before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent cosmetic and structural damage. In the event that the vibration testing and monitoring shows that the preferred values for vibration are likely to be exceeded, the Proponent must review the construction methodology and, if necessary, amend the</p>	<p>The mitigation measures are outlined in the Noise and Vibration Sub-plan and in Out-of-Hours Work Protocol.</p> <p>Presented examples of photo evidence showing locations where monitors were installed at various times when works may have had vibration impacts.</p> <p>Presented SER (Severe Environmental Risk) Noise and Vibration Form dated 14/10/2023, completed for</p>		Compliant

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			methodology and/or implement additional mitigation measures to prevent damage.	the removal of stairs Platform 10. Photo evidence included for monitor close to the heritage wall. No exceedances were recorded. The wall was well protected during the demolition process.		
88.	D	D28	The Proponent must seek and implement the advice of a heritage specialist on impacts to heritage-listed structures from installing equipment used for vibration, movement and noise monitoring before its installation.	<p>The mitigation measures and process of installing monitoring location for noise and vibration are outlined in the Noise and Vibration Sub-plan, Out-of-Hours Work Protocol and in CHMP.</p> <p>Monitors are free standing, not impacting any heritage items.</p> <p>Discussions held with the acoustic specialist during weekly meetings up to 23/10/2023.</p> <p>Regular consultation is in place with the heritage specialist to consult on any requirements, which has included the demolition of the Platform 10 stairs.</p>		Compliant
89.	D	D29	Noise Mitigation – Operational Noise Where exceedances of the relevant project-specific operational noise level criteria are predicted at sensitive residential receivers, the Proponent must install at-source and/or at-property acoustic treatments to reduce noise impacts from the new Little Eveleigh Street car park at sensitive residential receivers. The noise mitigation measures must be implemented prior to the commencement of operation. The implemented noise mitigation measures must reduce noise so that the noise levels at impacted sensitive residential receivers meet the relevant project-specific operational noise level criteria (determined in accordance with the <i>Noise Policy for Industry</i> (EPA, 2017)) and the sleep disturbance screening criteria, unless otherwise approved by the Planning Secretary.	<p>Conducted an assessment and noted that additional acoustic treatments will not be required. Report prepared by Acoustic Studio 15/06/2021, Car park noise impact assessment for Lt Eveleigh St. – this was done for due diligence purposes – Note.</p> <p>This will inform the operational noise monitoring for condition D30</p> <p>► No new information for this audit period.</p>		Compliant

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90.	D	D30	The Proponent must undertake operational noise monitoring at representative sensitive receiver locations within four (4) months of commencement of operation to confirm operational noise levels, including noise from the new car park at Little Eveleigh Street, Redfern. Noise monitoring must be undertaken during the day, evening and night-time periods.	Presented letter by AECOM dated 23/11/2023 for the operational noise monitoring scope which includes daytime measurements and evening/night measurements. A round of monitoring was underway to conclude on 14/12/2023, and will review the data to decide if another round is required. This is due by early February 2024. Noted that there will be discussions on whether people noise readings for LES and LES Car Park may be representative for this monitoring. The Acoustic Advisor will also be involved in this process.	Note that actions are in progress. Recommend to ensure actions for this condition are suitably completed within the required timeframe.	Compliant
91.	D	D31	The results of the noise monitoring must be documented in an Operational Noise Compliance Report (ONCR) . The report must: a) document the methodology, location and frequency of noise monitoring undertaken; b) confirm the operational noise criteria based on the Noise Policy for Industry (EPA, 2017); c) confirm the operational noise impacts at sensitive receivers and assess these against the operational noise criteria; d) provide details of any complaints and enquiries received in relation to operational noise generated by the SSI between the date of commencement of operation and the date the report was prepared and how these complaints were responded to; e) review the effectiveness of the at-source and/or at-property acoustic treatments in reducing noise levels from the Little Eveleigh Street car park at nearby sensitive residential receivers to achieve the operational noise criteria; and f) where operational noise criteria are not met, identify additional measures that are to be implemented with the objective of meeting the criteria outlined in the Noise Policy for Industry (EPA, 2017), when these measures are to be implemented, the consultation to be undertaken with impacted sensitive receivers	The Operational Noise Compliance Report will be prepared by AECOM taking into account all the required factors.	Note that actions are in progress. Recommend to ensure actions for this condition are suitably completed within the required timeframe.	Not Triggered

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			<p>on the proposed measures, and how their effectiveness is to be measured and reported to the Planning Secretary.</p> <p>The Proponent must implement the identified mitigation measures.</p> <p>The Proponent must submit the ONCR to the Planning Secretary for information within three (3) months of undertaking the operational noise monitoring required by Condition D30.</p>			
92.	D	D32	<p>PLACE, DESIGN AND VISUAL AMENITY</p> <p>Lighting and Security</p> <p>The SSI must be constructed and operated with the objective of minimising light spillage to surrounding properties. All lighting associated with the construction and operation of the SSI must be consistent with the requirements of <i>AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting</i> and relevant Australian Standards in the series <i>AS/NZ 1158 – Lighting for Roads and Public Spaces</i>. All construction and operational lighting must also be consistent with City of Sydney Council's relevant design codes and standards for lighting, including <i>Sydney Lights: Public Domain Design Code</i>, in areas outside of the rail corridor. Additionally, the Proponent must provide mitigation measures to manage any residual night lighting impacts to protect properties adjoining or adjacent to the SSI, in consultation with affected landowners.</p>	<p>Has Aurecon as the lighting consultant.</p> <p>Design changes were undertaken in the Little Eveleigh St. car park to address lighting issues and the exposed heritage wall that had to be preserved.</p> <p>A Consistency Assessment (No. 7) was done for minor design changes in lighting, approved on 19/08/2022.</p> <p>All lighting has been designed to comply with the requirements of this condition.</p> <p>No complaints have been received regarding lighting.</p>		Compliant
93.	D	D33	<p>Urban Design and Public Domain Plan</p> <p>The SSI must be designed to address the principles outlined in Better Placed by the NSW Government Architect and take into consideration relevant City of Sydney Council design codes and technical specifications.</p>	<p>Has developed the Urban Design and Public Domain Plan (UDPDP) Rev. I, dated 13/09/2021. Compliance shown in Sections 1.4.2 and 1.4.3.</p>		Compliant
94.	D	D34	<p>The Proponent must consult with the City of Sydney Council on the design of the shared zones identified in the documents listed in Condition A1, including the available roadside / footpath space on Little Eveleigh Street. The consultation must take place during</p>	<p>Sighted consultation summary UDPDP showing comments and how addressed – CoS, Heritage NSW, MLALC, Community.</p>		Compliant

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			the preparation of the Urban Design and Public Domain Plan required by Condition D35 .	The consultation summary 01/04/2021 and through to 30/09/2021 was available – this was sent to DPE. ► New Evidence: Some design changes will occur in the Lawson Street/ LES/ Wilson Street roadworks, but will not trigger changes in the UDPDP.		
95.	D	D35	An updated Urban Design and Public Domain Plan (UDPDP) must be prepared to inform the final design of the SSI and to give effect to the commitments made in the documents listed in Condition A1 . The Plan does not apply to work, which for technical, engineering, or ecological requirements, or other requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes.	UDPDP Rev. I dated 13/09/2021 published on the project website.		Compliant
96.	D	D36	The updated UDPDP must be prepared by a suitably qualified and experienced person(s) in consultation with City of Sydney Council, Heritage NSW, MLALC, Aboriginal stakeholders, the community and affected landowners and businesses. The updated UDPDP must meet the reasonable requirements of these stakeholders. The updated UDPDP must include, but not necessarily be limited to: a) an analysis of the built, heritage, natural and community context and values and articulate the urban design objectives, principles and standards for the SSI; b) the design of the SSI elements including their form, materials and detail, with a focus on high quality concourse and station entrance design that integrates with the existing context and the safe functioning of shared zones; c) documentation of the design development and review process, including opportunities explored for increasing transparency of the concourse and reducing its bulk and scale;	Table in Section 1.3 of the UDPDP includes information on how the requirements of this condition are addressed, item by item. (a) Section 2.0; Section 2.2; Section 2.3; Section 2.4; Section 2.5; Section 2.6; (b) Section 6.2, 6.3 and 6.4; (c) Section 6.2; (d) Section 1.4.2; (e) Section 2.3; Section 6.8; (f) Section 8.1; (g) Section 6.2; (h) Section 7.3; (i) Section 5.1, 5.4, 6.1, 6.3, 6.5, 7.3; (j) Section 7.2;		Compliant

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			d) the design of all shared zones, including consideration of relevant City of Sydney Council design guidelines and standards; e) the location of existing heritage items and measures for ensuring appropriate separation between heritage fabric and new elements; f) identification of opportunities for heritage interpretation during design and construction consistent with the Heritage Interpretation Plan required by Condition D7 ; g) visual screening elements to provide visual separation and privacy for residents; h) the design of the buffer between property boundary lines and the shared zone on Little Eveleigh Street; i) demonstrated integration of Crime Prevention Through Environmental Design principles into the detailed design process, including on Little Eveleigh Street; j) design and landscaping elements demonstrating that the visual outcomes of the streetscapes are in keeping with local residents' reasonable requirements and preserve the visual, heritage and Aboriginal cultural identity of the local area including the character, setting and fabric of heritage elements and landscapes; k) development and delivery of public artwork opportunities using local artists; l) developed visuals, cross sections, elevations and plans showing the proposed design outcome; and m) details of the proposed vegetation planting on Little Eveleigh Street, Marian Street, the new station entrances, and Gibbons Street Reserve demonstrating the contribution of landscaping to habitat and biodiversity enhancements.	(k) Section 8; (l) Section 6 and Section 7; (m) Section 7.		
97.	D	D37	The updated UDPDP must be reviewed by TfNSW's Design Review Panel that has been established for the project. The Proponent must respond to the outcomes of the Design Review Panel's review and submit the UDPDP to the Planning Secretary for approval no later than one (1) month before the construction of permanent works that are the subject of the	The updated UDPDP has included feedback from the TfNSW Design Review Panel presentation. Sighted submission to DPE Via the Planning Portal on 26/07/21 submission of the UDPDP. Sighted email dated 05/08/2021 "Urban Design and Public Domain Plan SSI-10041-PA-65 – Request for		Compliant

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			UDPDP. Advice and recommendations made by the TfNSW Design Review Panel must be provided to the Planning Secretary when submitting the updated UDPDP to the Planning Secretary for approval.	Additional Information" from DPE to TfNSW – documents with comments attached, response requested by 31/08/2021. Sighted email dated 30/08/2021 "Urban Design and Public Domain Plan SSI-10041-PA-65 – Due Date Change Request Decision" from DPE to TfNSW with Extension granted until 30/09/2021. Recommendations included in Appendix A – Design Review Panel Advice Sheets. UDPDP Rev. I dated 13/09/2021 submitted to DPE on 8/10/21. Timeframes are compliant as submission was done prior to works starting on shared zone, final structure bridge canopy. ► No new information for this audit period.		
98.	D	D38	Construction of permanent built works or landscaping that is the subject of the updated UDPDP must not be commenced (in the area to which the updated UDPDP applies) until the updated UDPDP has been approved by the Planning Secretary, after considering advice received from TfNSW's Design Review Panel.	As above. Sighted letter by DPE to TfNSW dated 08/10/2021 Re: "Redfern Station Upgrade: New Southern Concourse (SSI-10041) Urban Design and Public Domain Plan", with approval of the UDPDP. Landscaping happened on the Little Eveleigh St. car park at the end of Nov & Dec 2021. Works at Gibbons Street Reserve have been recently completed (refer to condition D42).		Compliant
99.	D	D39	The updated UDPDP , as approved by the Planning Secretary, must be implemented during construction and operation.	Works observed during site walk show UDPDP considerations – refer to photos Appendix E .		Compliant
100.	D	D40	Operational Maintenance The ongoing maintenance and operation costs of urban design, open space and landscaping items and work implemented as part of this approval remain the Proponent's responsibility until the asset(s) have been transferred to the relevant authority(ies). Before the transfer of assets, the Proponent must maintain items	The main project areas have been transferred, e.g. <ul style="list-style-type: none"> – From 05/10/2023 the footbridge, station entrances and station services have been handed over to Sydney Trains; – Gibbons St Reserve was handed over to Council at the end of June 2023. 		Not Triggered

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			and work to at least the design standards established in the UDPDP.	Other areas are still under TfNSW/ Novo Rail to be handed over to Council (street areas) or Sydney Trains (car park and compounds). NR will maintain and operate these areas during defects liability period.		
101.	D	D41	Tree Removal and Replacement Plantings The SSI must be designed to retain as many existing trees as possible. Replacement trees and mid to understory plantings must be undertaken in consultation with the City of Sydney Council and deliver a net increase in trees and tree canopy and aim to enhance the City of Sydney Council's position in respect of the Sydney Green Grid. Replacement trees must: <ul style="list-style-type: none"> a) be on public land and within 500 metres of the SSI construction boundary or as otherwise agreed by the Planning Secretary; b) have a pot size consistent with the City of Sydney Council's plans / programs / strategies for street planting or open space landscaping or as agreed by the City of Sydney Council; c) be planted prior to the operation of the project, unless an alternate timeframe is approved by the Planning Secretary. 	Presented Tree Replacement Agreement Ref. 6717318 between TfNSW and CoS. Agreement to plant trees to offset the impacts from the construction. There is a schedule that includes 210 trees; 30 planted within the project area, the rest planted within a buffer zone from the station. Most of these trees have been planted and the Proponent has paid for half of the cost. The other half will be paid after a year of maintenance.		Compliant
102.	D	D42	Gibbons Street Reserve The Gibbons Street Reserve must be reinstated to its pre-existing condition (as a minimum) prior to operation of the SSI or by such other time as may be approved by the Planning Secretary. Restoration works must be undertaken in consultation with the City of Sydney Council and improve local biodiversity by using local species for plantings.	There is interface with Council to agree on the condition the reserve will be reinstated to. Minutes of Meeting between Novo Rail and Council dated 16/03/2023 includes site walk details and discussions on the activities to be implemented for Marian Street Compound/ Gibbons Street Reserve. ► New Evidence: Presented email 27/06/2023 regarding City of Sydney Council handover of the Gibbons Street Reserve. Refer to site photos – Appendix E		Compliant

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103.	D	D43	SOCIO-ECONOMIC, LAND USE AND PROPERTY The Proponent must identify the utilities and services (hereafter “services”) potentially affected by Work to determine requirements for diversion, protection and/or support. Alterations to services must be determined by negotiation between the Proponent and the service providers. The Proponent, in consultation with service providers, must ensure that disruption to services resulting from the Work is avoided where possible and where unavoidable customers are advised in accordance with the Communication Strategy required under Condition B1 .	Removal of Ausgrid electrical pole on Little Eveleigh St. Had to cut electricity for a short period of time, notification to residents. Sighted email “Ausgrid outage costs” dated 12/10/2021 noting that the power outage would be on 22/11/2022. Sighted community notification noting that Ausgrid would contact residents affected by service interruptions. Little Eveleigh St. stormwater and water services – part of Civil Works package. There were Sydney Water works on Marian St. on 12/07/2022, which triggered respite offer to residents. Works done in consultation with SW as they had to shut down the water before the works could proceed. ► New evidence: Stormwater works by Sydney Water on Lawson Street/LES were completed on 27-28/05/2023 and June long weekend.		Compliant
104.	D	D44	Condition Surveys The Proponent must offer pre-construction surveys to the owners of surface and sub-surface structures and other relevant assets identified at risk from vibration. Where the offer is accepted, the survey must be undertaken by a suitably qualified and experienced engineer and/or building surveyor prior to the commencement of vibration-generating works that could impact on the structure/asset. The results of each survey must be documented in a Pre-construction Condition Survey Report and the report must be provided to the owner of the item(s) surveyed no later than five (5) business days before enabling works and no later than one (1) month before the commencement of all other potentially impacting works.	Pre-construction condition surveys were conducted. 58 Properties took up the pre-condition surveys. Sighted Land Surveys Report dated 4/12/2020 with photographic evidence of the condition of the property e.g. 135 Little Eveleigh St. LS-003-236. Structural surveys for 2 additional properties – note. Has also used the improved technology “Matterport” to conduct an additional survey. Sighted a record of properties that took the second survey – “Property Surveys_LES_Lawson_Jan 22_Land Surveys and Novo_Audit Reference_March 2022.xls”. ► No new information for this audit period.		Compliant
105.	D	D45	Where pre-construction surveys have been undertaken in accordance with Condition D44 , subsequent post-construction	Presented email from Communications & Stakeholder Manager to the Sustainability Manager dated	Note that actions are in progress. Recommend	Not Triggered

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			surveys of the structure / asset must be undertaken by a suitably qualified and experienced engineer and/or building surveyor to assess damage that may have resulted from the vibration-generating works. The results of the post-construction surveys must be documented in a Post-Construction Condition Survey Report for each item surveyed. The Post-construction Condition Survey Reports must be provided to the owner of the structures/assets surveyed, and no later than three (3) months following the completion of construction activities that have the potential to impact on the structure / asset.	28/11/2023, noting that the post-construction property condition process has commenced, and letters have been sent to the Water Tower residents.	to ensure actions for this condition are suitably completed within the required timeframe.	
106.	D	D46	Where damage has been determined to occur as a result of the SSI, the Proponent must carry out rectification at its expense and to the reasonable requirements of the owner of the structure/asset within nine (9) months of the completion of construction unless another timeframe is agreed with the owner. Alternatively, the Proponent may pay compensation for the damage as agreed with the owner.	<p>There have been 4 cases put by residents of property damage. The investigations noted that damage was not due to the project – no corrective work to be done.</p> <p>There was some damage to a property while footpath works were done on LES. Sighted letter to the resident at 117 Lawson St. dated 29/09/2022, noting that the issue has been rectified and the issue is closed out.</p> <p>One other issue was an alleged property damage of a bath tub of a resident on Marian Street – upon investigation the complaint was closed as there was no evidence that the issue was caused by the development.</p> <p>Nothing has been identified as requiring rectification.</p>		Compliant
107.	D	D47	SOILS All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to prevent water pollution. Erosion and sediment controls must be implemented in accordance with any relevant guidance in the <i>Managing Urban Stormwater</i> series.	<p>Erosion and sedimentation mitigation measures are defined in ERSED Plans and ECM.</p> <p>Presented photos of ERSED controls installed in areas of work for the past 6 months (e.g. on Marian St. and LES). No water discharges were required during the audit period.</p> <p>No issues were raised by the ER regarding ERSED issues during ER inspections.</p>		Compliant

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108.	D	D48	<p>Contaminated Sites Prior to the commencement of any works that would result in the disturbance of potential or contaminated soils, materials, groundwater or sediments, a Contaminated Sites Investigation Report must be prepared, or reviewed and approved, by consultants certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme. The site investigations must be undertaken in accordance with guidelines made or approved under section 105 of the <i>Contaminated Land Management Act 1997</i>.</p> <p><i>Note: Where Stage 1 and Stage 2 contamination assessments have already been undertaken for contaminated soils, materials, groundwater or sediments they do not need to be undertaken again for the purposes of this condition.</i></p>	<p>The process is included in the SWMP.</p> <p>The Phase 1 Site Assessment identified some minor issues but nothing that required this condition to be triggered.</p>		Not Triggered
109.	D	D49	<p>The Contaminated Sites Investigation Report must document the outcomes of the detailed site investigation and any site-specific risk assessments of land upon which the CSSI is to be carried out, that is suspected, or known, to be contaminated. The report must identify the nature and extent of the contamination and any existing remediation (such as impervious surface capping, liners or barriers). The Contamination Site Investigation Report must detail, where relevant, whether the land is suitable (for the intended final land use) or can be made suitable through remediation and outline the potential contamination risks from the CSSI to human health and the environment.</p>	<p>A Contaminated Sites Investigation Report has not been required to this date.</p>		Not Triggered
110.	D	D50	<p>Should remediation be required to make land suitable for the final intended land use, a Remediation Action Plan must be prepared. Prior to commencing with the remediation, the Proponent must submit to the Planning Secretary for information, the Remediation Action Plan and an Interim Audit Advice or a Section B Site Audit Statement from a NSW EPA accredited Site Auditor that</p>	<p>A RAP has not been required to this date.</p>		Not Triggered

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			<p>certifies that the Remediation Action Plan is appropriate and that the site can be made suitable for the proposed use.</p> <p>The Remediation Action Plan must be implemented and any changes to the Remediation Action Plan must be approved in writing by the EPA-accredited Site Auditor.</p> <p><i>Note: It is strongly recommended that a site auditor is engaged as early in the assessment and remediation process as possible, as early communication between parties improves the efficiency of the audit.</i></p>			
111.	D	D51	<p>A Section A Site Audit Statement and its accompanying Section A Site Audit Report, which state that the contaminated land disturbed by the works has been made suitable for the intended land use, must be submitted to the Planning Secretary and City of Sydney Council after remediation and no later than one (1) month before the commencement of operation. Contaminated land must not be used for the purpose approved under the terms of this approval until a Section A Site Audit Statement is obtained which states that the land is suitable for that purpose and any conditions on the Section A Site Audit Statement have been complied with.</p>	<p>A Site Audit Statement has not been required to this date.</p>		Not Triggered
112.	D	D52	<p>An Unexpected Contaminated Land and Asbestos Finds Procedure must be prepared before the commencement of Work and must be followed should unexpected contaminated land or asbestos (or suspected contaminated land or asbestos) be excavated or otherwise discovered during Work. A copy of the procedure must be provided to the Planning Secretary for information prior to the commencement of Work.</p>	<p>Sighted Unexpected Contaminated Land and Asbestos Finds Procedure Ref TAP04-PLN-EN-0015 issued 11/12/2020.</p> <p>The Unexpected Contaminated Land and Asbestos Finds Procedure dated 11/12/2020 was submitted to DPE on 17/12/2020.</p> <p>Sighted email dated 18/12/20 from DPE with acknowledgment of receipt of the Unexpected Contaminated Land and Asbestos Finds.</p> <p>The Unexpected Contaminated Land and Asbestos Finds Procedure Ref. TAP04-PLN-EN-0015 has been updated to R. 08 dated 12/09/2022, minor edits as part of the review.</p>		Compliant

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				► No new information for the audit period		
113.	D	D53	The Unexpected Contaminated Land and Asbestos Finds Procedure must be implemented throughout the duration of Work.	<p>Has a folder with all the Asbestos Clearance Certificates. E.g.</p> <ul style="list-style-type: none"> – Platform 10 and adjacent tunnel work areas done on 2 & 3 April 2021. – HV Conduit MW19 Sydney Signal Box Work Area done on 08/11/2021. <p>The Clearance Certificates are peer reviewed and signed by Aurecon.</p> <p>07/02/2022, 30/3/2022 – unexpected finds on LES building.</p> <p>Sighted Letter of clearance by Eurofins – environmental testing with results after the removal 21/03/2022.</p> <p>Asbestos found in the LES Building outside, under the bridge – rectified. Removal works conducted, evidence presented of Clearance certificate by REDOMS for removal of pipe in Platform 1 – dated 13/03/2023.</p> <p>► New evidence:</p> <p>Presented ACM Register as part of the Waste Register. Some items deemed as ACM were removed and clearance certificates were issued. Not treated as unexpected finds because they were known items.</p>		Compliant
114.	D	D54	STORMWATER DRAINAGE All new or modified drainage systems associated with the SSI must be designed to: <ul style="list-style-type: none"> a) meet the capacity constraints of the City of Sydney Council's stormwater drainage system to receive and convey the proposed flows from the SSI, or otherwise upgrade council's drainage system at the Proponent's expense, in consultation with the City of Sydney Council; and 	<p>Documented in the Design Report Package 3.</p> <p>Triggered in the Lt Eveleigh St. works. Had to demonstrate to Council that specs are being met – sighted Memo dated 17/01/2022, which shows agreement between the Proponent and Council regarding specifications to be followed.</p> <p>Part of UDPDP process.</p> <p>► New evidence:</p>		Compliant

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			b) not worsen localised flooding, including along Little Eveleigh Street.	Stormwater works by Sydney Water on Lawson Street/LES were completed on 27-28/05/2023 and June long weekend.		
115.	D	D55	SUSTAINABILITY The SSI must achieve a minimum excellent 'Design' and 'As built' rating level under the Infrastructure Sustainability Council of Australia infrastructure rating tool, unless otherwise approved by the planning secretary	Presented "Infrastructure Sustainability Rating – Round 1 Design verification feedback" email from E. Doyle with a summary that outlines what has been done for round 1 – submitted on 7/07/21, received comments 1/09/21. Round 2 was submitted in December 2021. Has received the design excellence award 18/08/2022 – Letter from ISCA 6/09/2022 – 2.2 million tonne avoided CO ₂ ; – 18% reduction in energy use; – 31% water reduction; – 29% reduction in materials across all As Built. ► New evidence: Now going for the excellence in 'As Built' – submission is in progress. Application will occur in April 2024.	Note that actions are in progress. Recommend to ensure actions for this condition are suitably completed within the required timeframe.	Compliant
116.	D	D56	TRAFFIC AND ACCESS The Proponent must consult with the City of Sydney Council on the use of any local roads for hauling spoil and fill that have not been identified for haulage in the documents listed in Condition A1 . Use of any additional local roads for haulage must not be undertaken until the Proponent has consulted with the Council.	There were haulage roads proposed in the EIS The EIS was reviewed and refined and submitted to TfNSW and consultation with CoS dated 27/11/2020. CoS noted TMP has been submitted and reviewed by CoS on 22/12/2020. Final TMP was submitted to CoS on 23/12/2020. ► No new information for this audit period.		Compliant
117.	D	D57	When consulting with the City of Sydney Council on the use of other local roads for haulage, as required by Condition D56, the Proponent must provide the Council with: a) a swept path analysis of the local roads;	The following records were sighted as evidence for this condition: <ul style="list-style-type: none"> Heavy Vehicle Haulage Route dated 4/02/2020 response from CoS not within their LGA. TfNSW submitted to Inner West Council (Ken Welsh) 16/02/2021- regarding the access point in Newtown 		Compliant

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			b) information to demonstrate that the use of local roads will not compromise the safety of the public and have no more than minimal amenity impacts; c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and d) details on the measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and childcare facilities during peak times for operation.	<ul style="list-style-type: none"> Road Corridor Carriage works Way, Eveleigh NSW 2015. <p>► No new information for this audit period.</p>		
118.	D	D58	Before any local road is used by a heavy vehicle for the purposes of construction of the SSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the City of Sydney Council within three weeks of completion of the survey and at least five (5) business days before the road is used by heavy vehicles associated with the construction of the SSI.	<p>Dilapidation Reports were prepared for Carriage Way, Eveleigh, dated 17/12/2020, LS-003-244.</p> <p>Record sighted was email dated 16/12/20 from TfNSW to CoS with submission of Road Dilapidation reports for the project.</p> <p>Similar email dated 17/02/21 for Inner West Council with road dilapidation reports for relevant roads was also presented as evidence.</p> <p>► No new information for this audit period.</p>		Compliant
119.	D	D59	If damage to roads occurs as a result of the construction of the SSI, the Proponent must either (at the relevant road authority's discretion): <ul style="list-style-type: none"> a) compensate the relevant road authority for the damage so caused; or b) rectify the damage to restore the road to at least the condition it was in pre-construction within three (3) months of the subject road no longer being used for the construction of the SSI, unless an alternative timeframe is agreed to by the relevant road authority.	<p>No damage has been reported to date. Any damage will be addressed as required, in compliance with this condition.</p>		Not Triggered
120.	D	D60	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, residences, businesses and other affected properties. Disruptions must be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised,	<p>The station is now operational.</p> <p>Traffic controls in place mostly for access to LES.</p> <p>Jersey barriers are placed on LES to prevent vehicular</p>		Compliant

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			alternative pedestrian and vehicular access must be developed in consultation with affected residents, businesses and other affected property owners and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	through traffic. Emergency access is maintained. Pedestrian and cyclist access maintained. There will be traffic controls installed during night works on Lawson St conducted in December 2023.		
121.	D	D61	The SSI (including new or modified local roads, parking, pedestrian and cycle infrastructure) must be designed to meet relevant design, engineering and safety guidelines, including the Austroads <i>Guide to Traffic Management</i> , <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i> (Austroads, 2017) and relevant Australian Standards for off-street parking, and take into consideration relevant City of Sydney Council design codes and technical specifications.	Presented Civil Drawings for Little Eveleigh Street Works PTAE054, Drawing RSUP-NOVO-DWG-CE-3000 to 30310. Descriptions refer to compliance with the CoS, TfNSW, WHS and other guidelines.		Compliant
122.	D	D62	Safe pedestrian and cyclist access must be maintained around work sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, an alternate route must be provided and signposted. <i>Note: The City of Sydney Council is the relevant road authority under the Roads Act 1993 for local roads in the vicinity of the SSI. If a consent(s) under section 138 of the Roads Act 1993 is required for the SSI, Section 5.24(1)(f) of the EP&A Act requires that any such consent be substantially consistent with this approval.</i>	Access was provided during construction, and now during operation. Jersey barriers are placed on LES to prevent vehicular through traffic but pedestrian and cyclist access is enabled.		Compliant
123.	D	D63	The Proponent must investigate, in consultation with the City of Sydney Council, the feasibility of providing access to the Little Eveleigh Street car park via Wilson Street, Redfern (near the intersection of Ivy Street). If the investigation indicates that it is feasible to access the car park via Wilson Street, then this access must be considered in the detailed design of the SSI. A report on the investigation must be submitted to the Planning Secretary for information within six (6) months of commencing construction.	There has been an update where the car park access from Wilson St has been reconsidered and will be enabled. A consultation outcomes report for LES works will be issued before end of 2023. A new report is being prepared with regards to this condition, showing the latest arrangements that have been agreed with City of Sydney Council regarding access to LES car park via	Note that actions are in progress. Recommend to ensure actions for this condition are suitably completed within the required timeframe.	Compliant

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			<i>Note: Changes to the approved access arrangements may need to be further assessed under the EP&A Act.</i>	Wilson Street. This report will be submitted to DPE for information. Swept paths analysis will include what vehicles can turn and which ones may need access via Carriage Works.		
124.	D	D64	WASTE Waste generated during construction and operation must be dealt with in accordance with the following priorities: a) Waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced; b) Where avoiding or reducing waste is not possible, waste must be re-used, recycled, or recovered; and c) Where re-using, recycling or recovering waste is not possible, waste must be treated or disposed of.	Record of monthly construction-generated waste with split of quantities recycled and sent to landfill was presented – Waste Management Register. Records of past months include waste generated by the demolition of the Platform 10 stairs demolition.		Compliant
125.	D	D65	The importation of waste and the storage, treatment, processing, reprocessing or disposal of any waste must be done in accordance with a Resource Recovery Exemption or Order issued under the <i>Protection of the Environment Operations (Waste) Regulation 2014</i> , as the case may be.	Waste importation and storage, treatment, processing, reprocessing/ disposal of waste was done in accordance with a Resource Recovery Exemption. Reviewed options for importing soil from Rozelle Interchange Tunnel. Presented Table with Details of Proposed Reveal Site by Novo Rail Alliance – for bulk earthworks/filling LES offset car park, with VENM/ENM classified materials from 15/07/21 to 21/07/21. ► No new information for this audit period.		Compliant
126.	D	D66	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 <i>Protection of the Environment Operations (Waste) Regulation 2014</i> , or to any other place that can lawfully accept such waste.	Appendix K1 – RSU Environmental and Sustainability Management Register. Waste Management Tracker included the facility license details, e.g. 10/10/2023 collected steel from stairs demolition; site location; GSW (non-putrescible); 3.8Ton; Transporter is Infrabuild Lic.6125; Docket		Compliant

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				21433155; Rego; Sent to OneSteel Recycling Lic. 2270; located in Banksiadown.		
127.	D	D67	All waste generated during construction must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	<p>All waste generated to date was classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained.</p> <p>Refer to the Appendix K1 – RSU Environmental and Sustainability Management Register</p> <p>Waste Management Tracker is in place.</p> <p>Has a folder with Waste Classifications per area, e.g. for Little Eveleigh Street (LES), LESS Offset, Marian St. Carpark, PL1 HB, PL 10 Tunnel, SSB, Sydney Trains Car Park.</p> <p>Waste classification and definitions are outlined in the Register.</p>		Compliant
128.	D	D68	<p>The Proponent must develop and implement a waste tracking register that details:</p> <ul style="list-style-type: none"> a) The quantity of each type of waste generated, its classification source location (recorded using latitude and longitude coordinates); b) The destination location(s) for all wastes generated during construction; c) The quantities of any waste types imported onto the SSI site, including their classification and emplacement location (recorded using latitude and longitude coordinates) d) The quantities and types of waste that are subject to a Resource Recovery Order and/or Exemption; and e) Disposal records demonstrating that receiving facilities have lawfully accepted the waste type 	<p>Waste Register presented.</p> <p>Waste Management Tracker included the facility license details, e.g. 10/10/2023 collected steel from stairs demolition; site location; GSW (non-putrescible); 3.8Ton; Transporter is Infrabuild Lic.6125; Docket 21433155; Rego; Sent to OneSteel Recycling Lic. 2270; located in Banksiadown.</p> <p>Also presented the report of an Internal Waste Audit carried out by Aurecon, dated 23/11/2023.</p>		Compliant



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			The waste tracking register must be made available to the Planning Secretary and EPA on request.			

Appendix E – Audit Photos





Photo 1 – View of the new southern concourse from Marian Street entrance on the left to access on Little Eveleigh Street on the right.



Photo 2 – Station entry on Marian Street and SSER Building on the right.



Photo 3 – Gibbons Street Reserve reinstated and handed back to Council.



Photo 4 – Artwork installation next to stairs on Marian Street entrance

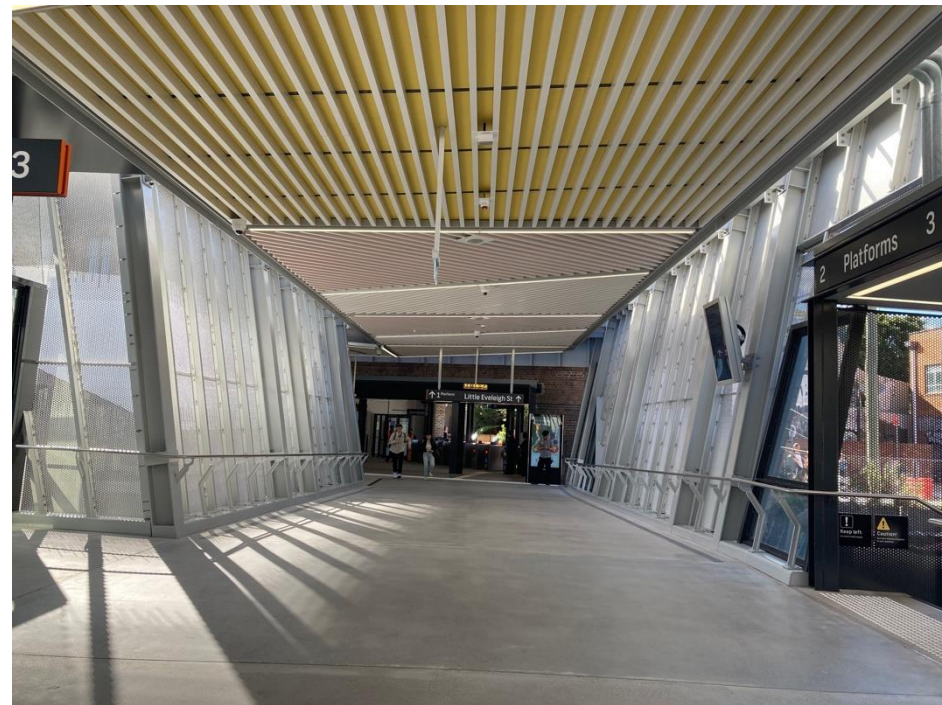


Photo 5 – View of the new concourse, with stair and lift access to platforms 1-10.

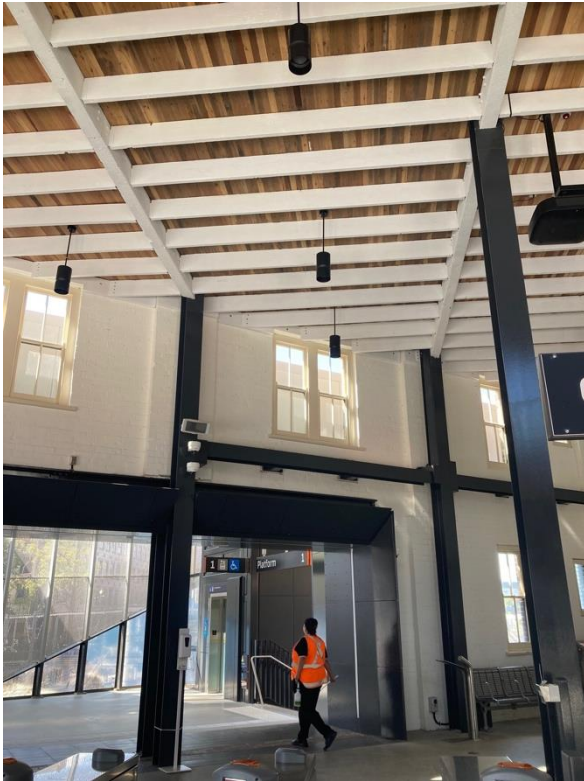


Photo 6 – Little Eveleigh Street entrance, showing reused timber from the old building on the ceiling.



Photo 7 – External view of the LES station access. Bollards with aboriginal artwork. Jersey barriers installed to discourage vehicle through traffic.



Photo 8 – Roadworks in progress on Lawson Street



Photo 9 – Little Eveleigh Street open to the public – view towards Ivy Lane. Planted and protected trees growing on both sides of the street.



Photo 10 – Little Eveleigh Street car park, currently allowing restricted access to residents.



Photo 11 – Materials on the car park green area – for removal.



Photo 12 – Project signage on Wilson Street.



Photo 13 – Bicycle parking and landscaping along LES, adjacent to Station Platform 1.



Photo 14 – Internal view of the Platform 1 heritage building.



Photo 15 – Landscaping and artwork on Platform 1.



Photo 16 – Heritage repair work in progress on Platforms 6/7.

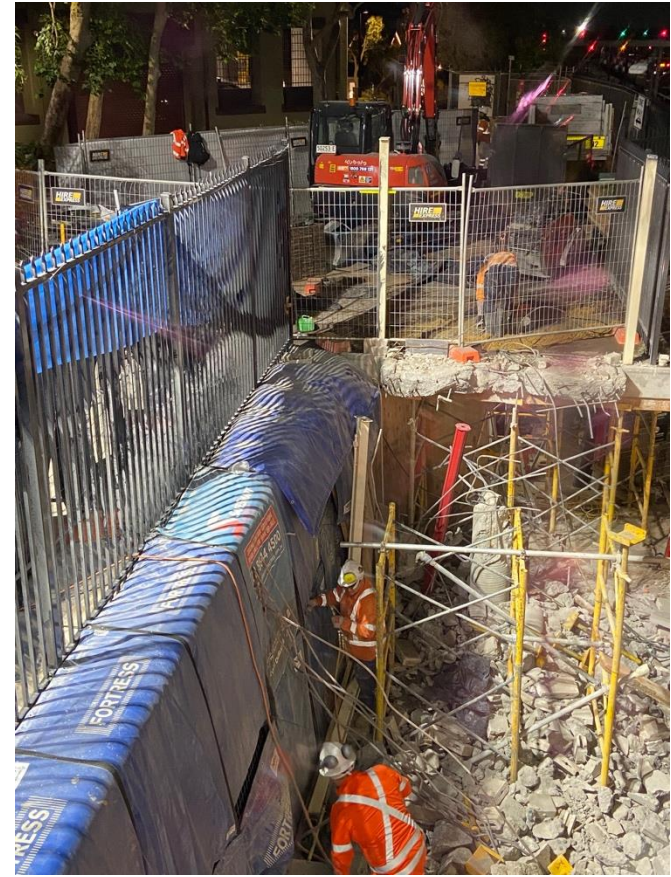


Photo 17 – Evidence of heritage wall protection during Platform 10 stairs demolition (photo provided by the contractor).



Photo 18 – Noise logger installed for operational noise monitoring.

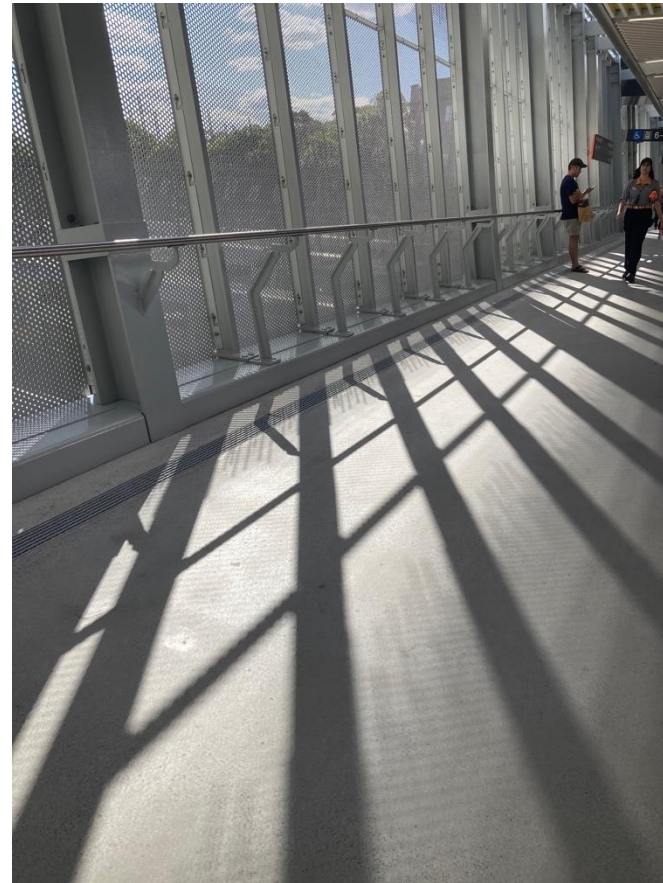


Photo 19 – Effect of light on the perforated metal panels on the concourse.



Photo 20 – Sample of salvaged heritage items in storage and labelled.

Appendix F – Consultation Records





The APP Group

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