



Assessment of TfNSW & Contractor Environmental System Compliance in accordance with CSSI-9364 Conditions of Approval

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Audit Organisation:	Seymour Whyte Constructions (M12 Central) CPB Georgiou Group JV (M12 West) Transport for NSW (Proponent)
Auditors:	Barbara Pater, APP (Lead Auditor)
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This report has been prepared and reviewed in accordance with our quality control system.

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Contents

1. Executive Summary	6
2. Introduction	13
2.1 Background	13
2.2 Project Details	14
2.3 Audit Team	15
3. Audit Objectives and Scope	16
3.1 Audit Objectives	16
3.2 Audit Scope	16
3.3 Audit Period	17
4. Audit Methodology	17
4.1 Approval of Auditors	17
4.2 Audit Scope Development	17
4.3 Audit Process	17
4.4 Interviewed Persons	18
4.5 Site Inspection	19
4.6 Consultation	20
4.7 Audit Compliance Status Descriptors	20
5. Document Review	21
6. Audit Findings	28
6.1 Assessment of Compliance	28
Overarching Compliance	28
6.2 Notices, Incidents, Complaints & Non-Compliances – M12C	31
6.3 Notices, Incidents, Complaints & Non-Compliances – M12W	33
6.4 Previous Audit Findings	35
6.5 Audit Site Inspection	41
6.6 Suitability of Plans and the Environmental Management System	42
6.7 Actual vs Predicted Impacts	43
6.8 Key Strengths	45
6.9 Audit Findings and Recommendations	46
Appendix A – Audit Agendas	54
Appendix B – Audit Attendance Sheets	61
Appendix C – Auditor Approval	64

Appendix D – Independent Audit Declaration	67
Appendix E – Audit Checklists	70
Appendix F – Consultation	230
Appendix G – Audit Photos	233

Abbreviations and Definitions

AF	Ancillary Facility
AHIP	Aboriginal Heritage Interpretation Plan
APP	APP Corporation Pty Ltd (also known as The APP Group)
CA	Consistency Assessment
CAF	Construction Ancillary Facility
CAQMP	Construction Air Quality Management Sub-plan
CCHMP	Construction Cultural Heritage Management Sub-plan
CCS	Community Communications Strategy
CEMP	Construction Environmental Management Plan
CFMP	Construction Flood Management Sub-Plan
CFFMP	Construction Flora and Fauna Management Sub-plan
CNVIS	Construction Noise and Vibration Impact Statement
CNVMP	Construction Noise and Vibration Management Sub-plan
CSEP	Community & Stakeholder Engagement Plan
CPBGG-JV	CPB-Georgiou Group Joint Venture
CSSI	Critical State Significant Infrastructure
CSWMP	Construction Soil and Water Management Sub-plan
DPHI	Department of Planning, Housing and Infrastructure
ER	Environmental Representative
HIP	Heritage Interpretation Plan
M12C	M12 Motorway Central package
M12W	M12 Motorway West package
MAF	Minor Ancillary Facility
NC	Non-Compliance
OCS	Overarching Communication Strategy
OFI	Opportunity for Improvement
PDLP	Place, Design and Landscape Plan
SSI	State Significant Infrastructure
SWC	Seymour Whyte
TfNSW	Transport for NSW

1. Executive Summary

This Independent Environmental Audit (IEA) report presents the outcomes of the assessment of environmental controls established by TfNSW and Contractors against the requirements of the Critical State Significant Infrastructure conditions CSSI-9364 for the M12 Motorway Project – Central and West packages. The audit was conducted by The APP Group (APP) on the 15 & 16 May 2025, covering the relevant conditions of Schedule 2 Parts A, B, C, E and Appendix A of CSSI-9364.

This is the sixth (6th) IEA on the project, covering the review of environmental documentation, records, and site inspections for the M12 Motorway works within 6 months of the previous IEA conducted on the 14 & 18 November 2024 (with additional documentation received until 22 November 2024). This report is based on the result of sampling and supplied documentation/records, as well as the site activities during the audit on 15 & 16 May 2025 and additional documentation as provided up to 5 June 2025.

The audit period is therefore defined as 23 November 2024 to 5 June 2025.

Overarching Compliance

A review of the overarching responsibilities applicable to both the M12 Central and West packages was undertaken with compliance verified against the relevant conditions. One *self-reported* non-compliance was notified during the audit period; however, this was applicable to the M12 East package and was therefore not included as part of the scope for this audit. No overarching findings were raised during the audit, and a status of the previous overarching non-compliance was reviewed and considered suitably addressed and closed.

M12 Central Summary

The M12 Central project was verified as generally conforming with the Conditions of Approval, with the following key strengths noted:

- Permanent controls at South Creek appeared consistently maintained.
- Concrete trays available for concrete waste during barrier finishing works and batter chute rectification.
- Permanent swales and bio basins were observed to be well preserved.
- Fauna fencing installation noted to be in good condition.

M12 Central – Findings

The M12 Central independent environmental audit was carried out on 15 May 2025 and comprised of a review of documents and records, interviews with key personnel from TfNSW and Seymour Whyte, and a site inspection.

Evidence was presented and verified for the previous audit findings, which were generally considered closed; however, one finding was escalated to a non-compliance during this audit (refer to M12C-06_NC-06).

Details of the findings identified during this audit are as follows:

Finding No.	Condition of Approval	Audit Finding Details
M12 Central Non-Compliances:		
M12C-06 NC-01	C10: Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans , as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.	<p>The Environmental and Sustainability Representative (ESR) as defined within the Seymour Whyte CEMP is still engaged, however, they are not based onsite. It is crucial that a nominated person be present and available in person for the project, to fully meet the requirements of the role.</p> <p>In addition to this, implementation of the construction environmental management plan (CEMP) could not be fully demonstrated by the ESR during the presentation of records including the general location of records, with the environmental coordinator currently actioning the physical tasks (e.g., weekly site inspections), not present at the audit.</p> <p>Compliance could not be fully verified for the effective implementation of the CEMP.</p> <p><u>Recommendation:</u> It is recommended that a discussion between Transport for NSW and Seymour Whyte occur to decide upon the best approach for the effective delivery of the ESR role for the remaining works.</p>
M12C-06 NC-02	C10: Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans , as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.	<p>As linked to Condition E38, a noise exceedance was recorded on 3 December 2024 under OOHV Permit (ref 24-11-OOHV-152) and reported as part of the Quarterly Monitoring Report for the December 2024 to February 2025 period. However, no action was taken to demonstrate implementation with the Construction Noise and Vibration Management Sub-Plan (CNVMSP) Section 4.2 (Data Analysis and Management Response) which states:</p> <p><i>If the exceedance is determined to be attributable to M12 Central package, the event will be classified (NC / incident / reportable event). Exceedance to be reported to TfNSW and the ER within 7-working days with corrective and preventative actions implemented.</i></p> <p>A non-compliance is therefore raised as implementation of the CNVMSP could not be fully demonstrated.</p> <p><u>Recommendation:</u> It is recommended that the ESR facilitate a training for this process to ensure effective implementation of the CNVMSP.</p>
M12C-06 NC-03	C10: Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans , as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.	<p>There have been 3 x instances of illegal dumping with suspected asbestos in 2025 which have been captured under the Environmental Event Reports process. However, evidence of close out in a timely manner was not demonstrated, with the material still present during the audit site inspection. The Asbestos Register, which is defined within the Asbestos Management Plan, Appendix C of the Construction Contaminated Land Management Sub-Plan (CCLMSP), Section 3.3, was not maintained, with the entries for 2025 not recorded.</p> <p>A non-compliance is therefore raised as implementation of the CCLMSP could not be fully demonstrated.</p> <p><u>Recommendation:</u> It is recommended that the ESR conduct a training for this process to ensure effective implementation of the CCLMSP.</p>

Finding No.	Condition of Approval	Audit Finding Details
M12C-06 NC-04	<p>E38: Noise Management Levels and Vibration Criteria for Work</p> <p>Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration objectives:</p> <p><i>Refer to E38 (a) through to (d)</i></p> <p>Any construction or early works identified as exceeding the noise management levels and/or vibration criteria must be managed in accordance with the respective Noise and Vibration CEMP Sub-plan or Early Works Environmental Management Plan.</p> <p><i>Note: The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.</i></p>	<p>Commentary contained within the OOHW Permit (ref 24-11-OOHW-152) during monitoring undertaken on 3 December 2024 was unclear and did not align to the process as described within the Noise and Vibration CEMP Sub-Plan should any exceedances be recorded.</p> <p><u>Recommendation:</u></p> <p>It is recommended to update the OOHW Permit to include a section for the predicted noise criteria for the works, commentary on the steps to action if an exceedance occurs in accordance with the Noise and Vibration CEMP Sub-Plan, + an update to the heading referring to the "measured 15min noise level" to accurately reflect the associated columns (i.e. L_{Amax}, L_{Aeq}, L₉₀).</p>
M12C-06 NC-05	<p>E90: The Unexpected Contaminated Land and Asbestos Finds Procedure must be implemented throughout the duration of Work.</p>	<p>The Asbestos Register, which is defined within the Asbestos Management Plan (Appendix C of the Construction Contaminated Land Management Sub-Plan), Section 3.3 was not maintained, with entries for suspected asbestos finds in 2025 not recorded.</p> <p>Implementation of the Asbestos Procedure was not adequately demonstrated and triggers a non-compliance against Condition E90 (as linked to Condition C10 for the implementation of CEMP Sub-Plan).</p> <p><u>Recommendation:</u></p> <p>It is recommended that the ESR conduct a training for this process to ensure effective implementation of the CCLMSP.</p>
M12C-06 NC-06	<p>E104: The Proponent must develop and implement a waste tracking register prior to waste generated by Work that details:</p> <p><i>Refer to E104(a) through to (e)</i></p> <p>The waste tracking register must be made available to the Planning Secretary and EPA on request, within the timeframe stated in the request.</p>	<p>As carried forward from the previous audit, the Material Tracking Register used to monitor movement and quantity of waste on and offsite was not maintained. This was previously raised as an improvement opportunity (reference M12C-05_OFI-02).</p> <p>Upon review of the register during this audit, it appeared that the current, internal movements of material were not being recorded, triggering a non-compliance against Condition E104 (a) and (b).</p> <p><u>Recommendation:</u></p> <p>It is recommended that the Material Tracking Register be continually maintained to demonstrate full compliance with Condition E104.</p>
M12 Central Opportunities for Improvement:		
M12C-06 OFI-01	<p>B6: A Complaints Management System must be prepared and implemented before the commencement of any Work and maintained for the duration of construction</p>	<p>The Overarching Communication Strategy (OCS) and the SWC Community & Stakeholder Engagement Plan (CSEP) appeared misaligned i.e., written response timeframe noted to be 7 business days within the OCS, however the CSEP specified 10 working days.</p>

Finding No.	Condition of Approval	Audit Finding Details
	and for a minimum for 12 months following completion of construction of the CSSI.	<u>Recommendation:</u> An update to the CSEP is therefore required to align to the 7-business day timeframe for written responses. It is also recommended to undertake the scheduled 6-monthly review for any changes as works are still ongoing throughout 2025, and to ensure the CSEP aligns to the OCS.
M12C-06 OFI-02	B8: A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the: <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. 	As linked to the implementation of the OCS, the M12 Central Complaints Register did not always reflect the entries recorded within Consultation Manager. <u>Recommendation:</u> It is recommended to update the register to include more detail when recording actions taken, detail of communication with the complainant including their response (or note if no response received), and a close out date, to fully align to the Consultation Manager entries and provide full transparency to DPHI.
M12C-06 OFI-03	E84: All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise water pollution. When implementing such controls, any relevant guidance in the <i>Managing Urban Stormwater, Soils and Construction Vol.1</i> (Landcom, 2004) and <i>Vol. 2D Main Road Construction</i> (DECC, 2008) must be considered.	The former batch plant Ancillary Facility (12a) is planned to be used for the upcoming management of grinding and grooving slurry; however, there are areas for improvement to the erosion and sedimentation controls currently installed at this site. <u>Recommendation:</u> Erosion and sediment controls are required to be refreshed for the sump, and water diversion to be improved upon i.e., construction of channels to manage the flow of dirty water to prepare the site for use. A site observation has also been raised against this area (refer to M12C-06_OBS-02).

Table 1- Audit Findings M12C

These findings are further detailed in [Appendix E](#), with a recommendation to address the non-compliances and improvement opportunities to maintain full compliance with CSSI-9364, improve the environmental performance, and better demonstrate the implementation of environmental management plans for the project.

M12 Central – Site Observations

Observations were raised during the M12 Central site inspection on 15 May 2025 as follows:

Ref	Observation
M12C-06 OBS-01	Ancillary Facility (AF12a) – upcoming use for slurry management site <ul style="list-style-type: none"> exclusion zone should be clearly defined sump controls to be improved upon (lifesaving device accessible, tidy up of geofabric), and management of water diversion throughout the area e.g., construction of channel to divert water into sump.
M12C-06 OBS-02	Landscaping & Weed Management: <ul style="list-style-type: none"> The former SWC main site compound (AF4) driveway required landscaping maintenance with sediment run off observed onto Clifton Avenue. There is overall continued maintenance of landscaping and weeding required, including a review of the area under Bridge 06 at South Creek where seeding has not germinated.
M12C-06 OBS-03	General Maintenance: <ul style="list-style-type: none"> New case of illegal dumping on Dungowan Place to be recorded. Rumble grid still at Gate 14 requires maintenance. Materials being placed by SWC vehicle to be confirmed (as identified by ER)

Table 2- Site Observations M12C

Refer to the site photos included in [Appendix G](#).

M12 West Summary

The M12 West project demonstrated overall compliance with the Conditions of Approval with the following key strengths noted:

- ▶ Management of slurry from grinding and grooving works, including controls at nominated area, treatment of product, storage, and re-use of treated material onsite, was to an exceptional standard and considered by the auditor to be a notable practice.
- ▶ Continued high standard of housekeeping throughout the site despite changes in key personnel.
- ▶ Landscaping appeared to be progressing well including management of weeds.
- ▶ Records management consistently well presented.
- ▶ No non-compliances identified.

M12 West – Findings

The M12 West independent environmental audit was carried out on the 16 May 2025, comprising of a review of documents and records, interviews with key personnel from TfNSW and CPBGG-JV, and a site inspection. Evidence was presented and verified for the previous audit findings which were considered addressed and closed out. Refer to [Section 6.3](#) for details.

During the scope of the audit, there was no non-compliances identified or *self-reported*. Four (4) opportunities for improvement were raised during the audit. Details are as follows:

Finding No.	Condition of Approval	Audit Finding Details
M12 West Opportunities for Improvement:		
M12W-06 OFI-01	B6: 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 for 12 months following completion of construction of the CSSI.	<p>The M12 Community & Stakeholder Engagement Plan Document No. M12WCO-CPBGGJV-ML1-CG-PLN-000001, Rev 04 dated 7 April 2025 notes: <i>The plan is updated with changes within the revision table; however, it is unclear what changes occurred.</i></p> <p><u>Recommendation:</u></p> <p>It is recommended to add more description to the revision table to summarise what changes (if any) occurred.</p>
M12W-06 OFI-02	<p>B8: A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of 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>Closed dates for the two complaints received during the audit period were showing as May but should be April 2025.</p> <p><u>Recommendation:</u></p> <p>Although rectified immediately, it is recommended to note the error in dates when next sending the complaints register to DPHI. Also, for future entries, it is recommended to ensure to capture any evidence to address complaints for close out following full confirmation e.g., verbal confirmation that a toolbox would occur in response to a complaint to be followed with evidence / confirmation that the toolbox was actioned.</p>
M12W-06 OFI-03	C10: Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans , as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.	<p>The timeframe specified in the Habitat Compensation Management Plan for nest box maintenance is 6-monthly, unless other timeframes are agreed with the ecologist. It is acknowledged that efforts had been made to discuss this with the ecologist who was on leave at the time of the audit.</p> <p><u>Recommendation:</u></p> <p>It is recommended to document advice from the ecologist to confirm that the timeframes as specified within the Habitat Compensation MP should be met.</p>
M12W-06 OFI-04	<p>E36: Variation to Work Hours</p> <p>Notwithstanding Conditions E24 and E35, Work may be undertaken outside the hours specified in any of the following circumstances:</p> <ul style="list-style-type: none"> (a) Work that causes: <ul style="list-style-type: none"> (i) LAeq(15 minute) noise levels: 	<p>The OOH Approval Register has a column which lists that the OOHW permit has been submitted to the EPA as 'Yes'. Although this was verified to have been actioned, the emails themselves were retained within the individual's Outlook.</p> <p><u>Recommendation:</u></p>

Finding No.	Condition of Approval	Audit Finding Details
	<ul style="list-style-type: none"> no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and <p>(ii) LAeq(15 minute) noise levels no more than 15 dB(A) above the rating background level at any residence during the night time period; and</p> <p>(iii) continuous or impulsive vibration values, measured at the most affected residence, that are no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006); and</p> <p>(iv) intermittent vibration values measured at the most affected residence that are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006).</p> <p>(b) By Approval, including:</p> <p>(i) where different construction hours are permitted or required under an EPL in force in respect of the CSSI;</p> <p>(ii) works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E37; or</p> <p>negotiated agreements with directly affected residents and sensitive land user(s).</p>	It is recommended to document evidence of emails when submitting to the EPA to align to the register.

Table 3- Audit Findings M12W

These findings are further detailed in [Appendix E](#), with a recommendation to address the improvement opportunities to maintain full compliance with CSSI-9364, as well as enhance the environmental performance of the project.

M12 West – Site Observations

One observation was raised during the site inspection carried out on 16 May 2025 for the M12 West package as follows:

1. **M12W-06_OBS-01:** Pit drain protection was missing from one area during barrier works involving a slip-form paver. Following the audit, a close out photo was provided showing the protective measures were installed. Additionally, several pit drains had controls displaced likely due to the grinding and grooving works. It is recommended to review these controls and either remove or reinstate as required.

Further details of site inspection observations are provided in [Section 6.4](#). Refer to site photos included in [Appendix G](#).

2. Introduction

2.1 Background

The M12 Motorway is a 16-kilometre dual carriage motorway that will connect the future Western Sydney International (Nancy-Bird Walton) Airport with the M7 Motorway at Cecil Hills and The Northern Road at Luddenham. Construction of the M12 Motorway commenced August 2022 and will be opened to traffic prior to the opening of the Western Sydney International (Nancy-Bird Walton) Airport.

The M12 Motorway Project was classified as Critical State Significant Infrastructure (CSSI) by the NSW Department of Planning, Housing and Infrastructure (formerly the Department of Planning and Environment), requiring compliance with the conditions as set out in Schedule 2 of Infrastructure Approval SSI-9364, approved on 23 April 2021 and as modified 8 July 2024 (SS-9364-Mod-1). Transport for NSW (TfNSW) is the Proponent for the project and has appointed the below contractors.

M12 Central

Seymour Whyte (SWC) has been appointed by TfNSW for the construction of the M12 Motorway – Central Package which comprises of the following:

- Construction of the 7.6km central section consisting of a four-lane dual-carriageway for the M12 between Badgerys Creek and Water Tower Access Road, Cecil Hills,
- Seven bridges located at:
 - Clifton Ave
 - South Creek (twin bridges)
 - Kemps Creek (twin bridges)
 - Elizabeth Drive (twin bridges)
 - Range Road (twin bridges)
 - Water Tower Access Road
 - Access bridge (Sydney University Land),
- Separate shared user path,
- Relocation and protection of existing utilities,
- Associated works including ITS infrastructure, drainage, and signage, and
- Urban design as aligned to the Place, Design and Landscape Plan with art installations and landscaping.

M12 West

CPB Constructions and Georgiou Group Joint Venture (CPBGG JV) have been appointed by TfNSW for the design and construction of the M12 Motorway West Package located between The Northern Road, Luddenham, and Badgerys Creek east, which comprises of the following:

- Construction of a four lane, dual-carriageway motorway,
- Connection to the Western Sydney International Airport (WSIA) interchange,
- Eleven bridges located at:
 - Luddenham Road
 - Airport Access Road, Elizabeth Drive
 - Sydney Metro, Elizabeth Drive
 - Sydney Metro, Greater West Bridge and Eastbound Entry Ramp

- WSIA channel (northbound)
- WSIA channel (southbound)
- Cosgroves Creek
- Badgerys Creek
- Viaduct on Eastbound Exit Ramp over M12 (Eastbound Entry and Westbound Exit Ramps)
- Eastbound Entry Ramp over M12
- Westbound Entry Ramp over Eastbound Entry Ramp,
- Separate shared user path,
- Relocation and protection of existing utilities,
- Associated works including ITS infrastructure, drainage, and signage, and
- Urban design as aligned to the Place, Design and Landscape Plan with art installations and landscaping.

The remaining package (M12 East) is not included as part of the scope for this audit.

Independent Environmental Audit

TfNSW engaged APP to undertake this independent environmental audit on the M12 Central and M12 West packages. This is the sixth (6th) Independent Environmental Audit undertaken by APP. The audit was undertaken in compliance with CSSI-9364 **Condition A38** whereby:

“The Proponent must engage an independent auditor and conduct auditing and audit reporting of the CSSI in accordance with the document Independent Audit Post Approval Requirements (DPE, 2020).

Note: The independent auditor must be approved by the Planning Secretary no later than two weeks following the commencement of construction as required by Independent Audit Post Approval Requirements (DPIE, 2020).”

2.2 Project Details

Project Details	
Project Name	M12 Motorway Project
Project Application No.:	CSSI-9364
Project Addresses:	M12 Central, Clifton Ave, Kemps Creek M12 West, Elizabeth Drive, Badgerys Creek
Project Phase:	M12 Central: Construction M12 West: Construction
Project Activity Summary:	The following is a summary of the works that were in progress at the time of audit:
M12 Central:	<ul style="list-style-type: none"> ▶ Package currently working through defects period ▶ Batter rectification works occurring due to missing steel reinforcements ▶ Ancillary Facilities in process of being demobilised ▶ Landscaping and weed management ongoing ▶ Fauna passages now installed

Project Details	
	<ul style="list-style-type: none"> ▶ VMS board under testing and commissioning ▶ Median strip mulch being replaced with grass ▶ Fencing, structural signage, guard rails and lighting installed ▶ Line marking at Shared User Path complete ▶ Leaf canopies installed at Shared User Path ▶ Nest box inspection carried out with maintenance complete ▶ Ancillary Facility AF12a to be utilised as slurry management site in preparation for upcoming grinding and grooving works (former batch plant area).
M12 West:	<ul style="list-style-type: none"> ▶ The Northern Road Shared User Path railing and wearing course on asphalt undergoing completion. ▶ Bridge 01 line marking and grooving and grinding works remaining. Crash cushions and turtle barriers installed. ▶ Bridges 02-05 going through last of grooving with beam barrier install. Guard rails complete. ▶ Bridge 04 undergoing finishing works. ▶ Bridge 05 ramps, lighting, kerbing, and paving complete; waterproofing of deck occurring. ▶ Bridges 21-22 hand rails and guard rails remaining. ▶ All structural works complete for bridges. ▶ Grinding and grooving pavements including management of slurry continuing. ▶ Drainage fully installed. ▶ Permanent basins complete. ▶ Landscaping ongoing (around 70-80% complete). ▶ Shared User Path railings remaining. ▶ 15kms guard rails in total; 12kms installed with 3km remaining ▶ Batch Plant now fully demobilised. ▶ Retaining wall complete. ▶ Elizabeth Drive works complete – final footprint in one month's time (wearing course expected mid-June 2025) ▶ ITS remaining gantry structures, still to be commissioned. ▶ Construction of Emu in the Sky continuing. Structural steel prefabrication has been installed with lighting install occurring. Landscaping to follow including placement of salvaged logs and stones. ▶ Fauna crossings still to be installed.

Table 4- Project Details

2.3 Audit Team

Details of The APP Group independent environmental auditing team as approved by the Department of Planning, Housing and Infrastructure (DPHI) for this audit are as follows:

Name	Company	Position	Certification
Barbara Pater	APP	Lead Environmental Auditor	Exemplar Global Lead Environmental Auditor – Certificate No. XXXXXXXXXX

Name	Company	Position	Certification
Annabelle Tungol	APP (Artea Green Ventures)	Alternate Lead Environmental Auditor	Exemplar Global Lead Environmental Auditor – Certificate No. [REDACTED]

Table 5- Audit Team

Endorsement by the Department of Planning, Housing and Infrastructure (DPHI) of the Independent Environmental Auditor was granted on 16 April 2025, prior to the conduct of this audit. The approval letter has been included as [Appendix C](#). As part of the IAPAR 2020, Independent Audit declaration forms can be found under [Appendix D](#).

3. Audit Objectives and Scope

3.1 Audit Objectives

The objective of this audit was to undertake an independent environmental review of the project in compliance with Approval Conditions SSI-9364 Condition A38, in accordance with the requirements for an independent audit methodology and independent audit report as defined in the *Independent Audit Post Approval Requirements* (IAPAR, 2020), and the Project Staging Report (April 2023) for the M12 Motorway Central and West packages.

3.2 Audit Scope

The scope of this audit comprised a review of the Project compliance with Schedule 2, SSI-9364 Conditions, Parts A, B, C, E and Advisory Notes, including the following:

- ▶ Review of implementation of management plans, including:
 - Overarching Management Plans (e.g., OCEMP),
 - Contractor Construction Environmental Management Plans,
 - Construction Traffic and Transport Management Sub-Plan,
 - Construction Noise and Vibration Management Sub-Plan including Construction Monitoring Program,
 - Soil and Water Management Sub-Plan, including Construction Monitoring Program,
 - Construction Flora and Fauna Management Sub-Plan,
 - Construction Cultural Heritage Management Sub-Plan,
 - Construction Air Quality Management Sub-Plan, and
 - Construction Contaminated Lands Management Sub-Plan.
- ▶ Overarching Community Communications Strategy
- ▶ Contractor Community and Stakeholder Engagement Plans
- ▶ Site inspections as conducted on:
 - 15 May 2025 – M12 Central
 - 16 May 2025 – M12 West
- ▶ Review of the environmental performance on the project,
- ▶ Review of environmental records,
- ▶ Interviews with site personnel, and
- ▶ Consultation with stakeholders.

3.3 Audit Period

This is the sixth (6th) independent environmental audit on the project, covering the review of environmental documentation, records, and site inspections for the M12 Motorway Central and West packages within 6 months of the previous construction audit conducted on the 14 & 18 November 2024 (with additional documentation provided up until 22 November 2024). This report is based on the result of sampling and supplied documentation/records, as well as the site activities during the audit on 15 & 16 May 2025 and additional documentation as provided up to 5 June 2025.

The audit period is therefore defined as 23 November 2024 to 5 June 2025.

4. Audit Methodology

4.1 Approval of Auditors

Letter from the Planning Secretary agreeing to the auditors is included under [Appendix C](#).

4.2 Audit Scope Development

APP developed the audit scope and checklists based on the infrastructure requirements set out in the CSSI-9364 Approval Conditions. Refer to [Appendix E](#) of this report. As a requirement of the IAPAR 2020 guidelines, this audit was undertaken at an interval of no greater than 26 weeks from the date of the previous Independent Audit. In accordance with Section 3.2 of the IAPAR 2020 guidelines, consultation for the scope of the audit was sought from the Department of Planning, Housing and Infrastructure – refer to [Section 3.6](#) and [Appendix F](#) of this report.

4.3 Audit Process

Refer to Audit Agendas as included under [Appendix A](#).

4.3.1 Opening Meeting

Opening meetings were held as follows:

Package	Date and time	Attendees
M12 Central	15 May 2025, 8:00am	Seymour Whyte, TfNSW, ER
M12 West	16 May 2025, 8:00am	CPBGG-JV, TfNSW, ER

Table 6- Opening Meeting

Key items were discussed during each opening meeting:

- ▶ Confirmation of the purpose and scope of the audit,
- ▶ Overview of the Project and status of the works,
- ▶ Occurrence of environmental incidents and non-compliances, as applicable,
- ▶ Overview of the audit process in accordance with the Schedule 2 Approval Conditions, Project Staging Report (April 2023), the *Independent Audit Post Approval Requirements* (IAPAR 2020), and the methodology to be applied, and
- ▶ Confirmation of resources required to undertake the audit.

Refer to Audit Attendance Sheets included as part of [Appendix B](#).

4.3.2 Conduct of Audit

Audit activities included the following:

- ▶ Review of the status of previous audit findings and actions taken for close out, where applicable,
- ▶ Review of the project documentation (CEMP, Sub-Plans and monitoring programs) and records to verify compliance with the CSSI-9364 conditions,
- ▶ Conduct of a site inspection per package of works to review implementation of mitigation measures and environmental controls,
- ▶ Conduct of the audit using the checklist based on the Conditions of Approval per contractor + TfNSW,
- ▶ Onsite interviews with TfNSW and Contractor personnel to verify compliance with the approval conditions. A list of personnel is included under [Section 3.4](#),
- ▶ Review of records provided as evidence of compliance, and
- ▶ Discussion of any observations (both positive and negative), any identified findings, and observations/actions noted during site inspections.

4.3.3 Closing Meeting

Closing meetings were held as follows:

Package	Date and time	Attendees	Comments
M12 Central	15 May 2025, 3:45pm	Seymour Whyte, TfNSW, ER	The auditor acknowledged the hospitality during the audit; however, did raise concerns regarding the delivery of the ESR role by SWC and availability of resources to meet the project requirements and responsibilities of the role.
M12 West	16 May 2025, 2:55pm	CPBGG-JV, TfNSW, ER	The auditor acknowledged the openness and hospitality of all parties during the conduct of the audit.

Table 7- Closing Meeting

4.4 Interviewed Persons

Name and position of persons interviewed:

Name	Organisation	Position	Involvement in the audit
Tracey Austin	TfNSW	Environment and Sustainability Manager	Tracey was the main representative from TfNSW, providing documentation for review in the lead up to the audit, responses to audit RFIs, and fully participated in the audit for both M12 Central and West packages.
Daniel Saunders	TfNSW	Environment Manager	Daniel fully participated in the audit as a TfNSW representative for both M12 Central and West packages.
Megan Wallis	TfNSW	Senior Environment and Sustainability Officer	Megan fully participated in the audit as a TfNSW representative for both M12 Central and West packages.

Name	Organisation	Position	Involvement in the audit
Jim Steen	TfNSW	Environment Officer	Jim observed the audit process and contributed to evidence regarding ecologist inspections and fauna crossings.
Catherine Orzinski	TfNSW	Communications Officer	Catherine was present during a review of Part B conditions for both the M12 Central and West audits.
Tom Bath	Seymour Whyte	Environment and Sustainability Manager M12 Central	Tom was present for the entire audit process and the main representative from Seymour Whyte to present records and lead the site inspection for the M12 Central audit.
Hussnain Ahmed	Seymour Whyte	Environmental Advisor M12 Central	Hussnain escorted the ESR, Auditor and TfNSW representative during the site inspection.
Jennifer Gatt	Seymour Whyte	Community Relations Manager M12 Central	Jennifer presented evidence during the M12 Central audit for Part B conditions
Joshua Jenkins	CPBGG-JV	Senior Environment Advisor M12 West	Joshua was present for the entire audit process as the main representative from CPBGG-JV for the M12 West audit, leading the site inspection and presenting records and evidence to address the Conditions of Approval.
Paul Ennis	CPBGG-JV	Construction Director M12 West	Paul provided a detailed project update and status following the opening meeting and attended the closing meeting.
Michael Watts	CPBGG JV	Environmental Manager M12 West	Michael attended the M12 West audit as a support resource to the team, describing process and functions including site inspections and close out of actions.
Elise Marley-Wallace	CPBGG JV	Communications Manager M12 West	Elise presented evidence during the M12 West audit for Part B conditions
Sahbia Gupta	CPBGG JV	Sustainability Coordinator M12 West	Sahbia presented evidence applicable to sustainability during the M12 West audit.
George Kollias	HBI	Independent Environmental Representative	George was present for both audit days and spoke to conditions A34 and A35 as applicable to his responsibilities.

Table 8- Personnel Interviewed

4.5 Site Inspection

A site inspection was carried out on each of the audit days as follows:

Package	Date and time	Attendees	Comments
M12 Central	15 May 2025, 9:30am	Seymour Whyte, TfNSW, ER	Three observations made
M12 West	16 May 2025, 8:30am	CPBGG-JV, TfNSW, ER	One observation made

Table 10- Site Inspections

Refer to details of the inspection in [Section 6.4](#) of this report and site photos included under [Appendix G](#).

4.6 Consultation

Consultation emails were sent in advance of the audit to relevant personnel at the Department of Planning, Housing and Infrastructure (DPHI) in accordance with the IAPAR 2020 requirements (Section 3.2), to request feedback about the project and highlight any focus areas for review by APP during the audit.

The Department advised that it does not require any additional issues for inclusion within the scope of the Audit that are not already captured by the Consent, and the Department's Independent Audit Post Approval Requirements (May 2020).

Refer to [Appendix F](#) for a copy of the consultation.

4.7 Audit Compliance Status Descriptors

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

Rating	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.

Table 11- Audit Criteria

In addition to the above descriptors, there was the option to raise Opportunities of Improvement (OFI) and Observations (OBS) during this audit.

5. Document Review

- DPHI email “Communication regarding Non-compliance Notification - A43 SSI-9364-PA-375”, 2 December 2024
- DPHI email “M12 West and Central (SSI-9364) - Independent audit #5 - Auditor feedback”, 1 April 2025
- DPHI letter to TfNSW, ref SSI-9364-PA-369 “Re: SSI 9364 - M12 Motorway - CoA A42 and A43 Independent Audit Report and Proponent’s Response” dated 4 November 2024
- DPHI letter to TfNSW, ref SSI-9364-PA-393 “Request for Alternate Timeframe to retire Biodiversity Offset Credits” dated 27 February 2025
- DPHI letter to TfNSW ref SSI-9364-PA-405 “Request for Alternate Timeframe to retire Biodiversity Offset Credits (CoA E3)” dated 2 May 2025
- DPHI letter to TfNSW ref SSI-9364-PA-407 “M12 Motorway (West and Central) – Agreement to additional independent auditors” dated 16 April 2025
- TfNSW letter “Re: SSI 9364 - M12 Motorway - CoA C18 Quarterly Monitoring Reports (M12 West and M12 Central)” dated 7 February 2024 (intended to be 2025)
- TfNSW letter “Request for Alternate Timeframe to retire Biodiversity Offset Credits (CoA E3)” dated 20 February 2025
- TfNSW letter “Re: SSI 9364 - M12 Motorway - CoA A42 and A43 Independent Audit Report and Proponent’s Response” dated 25 February 2025
- TfNSW letter “Re: SSI 9364 - M12 Motorway - CoA C18 Quarterly Monitoring Reports (M12 West and M12 Central)” dated 18 March 2025
- TfNSW letter “Re: Request for extension of time to implement operational noise mitigation measures (CoA E53 and E55) for SSI 9364” dated 27 March 2025
- TfNSW letter “Re: SSI 9364 - M12 Motorway - CoA A38 – Appointment of Alternate Lead Independent Auditors” dated 1 April 2024
- TfNSW letter (undated) “Re: SSI 9364 - M12 Motorway - Notification of non-compliance (CoA A43)”
- M12 Motorway Staging Report, Rev G, M12PPW-ADAP-ALL-EN-RPT-000001, 3 April 2023
- M12 Central Construction Meeting Minutes No. 70, 10 December 2024
- M12 Central Construction Meeting Minutes No. 72, 6 February 2025
- Hutchison Weller Post-construction land condition assessment 90 Clifton Avenue, Kemps Creek, 21030-LCA-POST-1-0, Rev 0 dated 27 February 2025
- Email from TreeServe, 25 February 2025
- 12D Model Survey Conformance Report for Pavement ref DMK241218B, 31 January 2025
- Rubicon Post-Construction Stabilisation Assessment Report Former Stockpile Area at 90 Clifton Avenue, Kemps Creek 2178, Rev 0, 29 January 2025
- Preliminary Contamination Assessment- Area (AF12b) by ADE Consulting Group Report Reference: PCA1.v1f dated 21 February 2025
- ER Monthly Report October 2024, Ref: 210309-ER_DPHI-October 2024, 7 November 2024
- ER Monthly Report November 2024, Ref: 210309-ER_DPHI-November 2024, 6 December 2024
- ER Monthly Report December 2024, Ref: 210309-ER_DPHI-December 2024, 15 January 2025
- ER Monthly Report January 2025, Ref: 210309-ER_DPHI-January 2025, 7 February 2025

- ER Monthly Report February 2025, Ref: 210309-ER_DPHI-February 2025, 7 March 2025
- ER Monthly Report March 2025, Ref: 210309-ER_10309-ER_DPHI-March 2025, 7 April 2025
- ER Site Inspection Report No. 156, 10 December 2024
- ER Site Inspection Report No. 159, 21 January 2025
- ER Site Inspection Report No. 161, 6 February 2025
- ER Site Inspection Report No. 163, 20 February 2025
- Review and response email from TfNSW to auditors, 28 January 2025
- Portal Receipt SSI-9364-PA-337
- Portal Receipt SSI-9364-PA-369
- Portal Receipt SSI-9364-PA-375
- Portal Receipt SSI-9364-PA-391
- Portal Receipt SSI-9364-PA-393
- Portal Receipt SSI-9364-PA-405
- Portal Receipt SSI-9364-PA-407
- M12 Motorway Overarching Communication Strategy Rev 6 dated March 2024
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-370), 5 November 2024
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-374), 19 November 2024
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-377), 3 December 2024
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-381), 17 December 2024
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-382), 7 January 2025
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-385), 21 January 2025
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-387), 4 February 2025
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-392), 18 February 2025
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-398), 4 March 2025
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-403), 18 March 2025
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-406), 1 April 2025
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-411), 15 April 2025
- M12 Motorway - Post Approval Document Received - (SSI-9364-PA-413), 29 April 2025
- Night work in Kemps Creek and Cecil Park M12 Motorway – Central, November 2024
- Night work in Kemps Creek and Cecil Park M12 Motorway – Central, December 2024
- Night work in Kemps Creek and Cecil Park M12 Motorway – Central, January 2025
- Night work in Kemps Creek and Cecil Park M12 Motorway – Central, February 2025
- Night work in Kemps Creek and Cecil Park M12 Motorway – Central, March 2025
- Night work in Kemps Creek and Cecil Park M12 Motorway – Central, April 2025
- TfNSW M12 Motorway Overarching Construction Environmental Management Plan, M12PPW-ADAP-ALL-EN-PLN-000003, Rev M.1, 20 June 2024
- Seymour Whyte M12 Central CEMP, M12CCO-SYW-ALL-EN-PLN-000003, Rev F, 18 January 2025

- Seymour Whyte M12 Central CEMP Appendix B2 Construction Noise and Vibration Management Sub-plan, M12CCO-SYW-ALL-EN-PLN-000005, Rev G, 18 January 2025
- Seymour Whyte M12 Central CEMP Appendix B4 Construction Soil and Water Management Sub-plan (SWMSP), M12CCO-SYW-ALL-EN-PLN-000013, Rev F, 18 January 2025
- Seymour Whyte M12 Central CEMP: Appendix B3 Construction Flora and Fauna Management Sub-plan, M12CCO-SYW-ALL-EN-PLN-000006, Rev G, 18 January 2025
- Seymour Whyte M12 Central CEMP Appendix B9 Construction Waste and Resources Management Sub-plan, M12CCO-SYW-ALL-EN-PLN-000010, Rev F, 18 January 2025
- Seymour Whyte M12 Central Appendix B – Construction Noise and Vibration Monitoring Program, M12CCO-SYW-ALL-EN-PLN-000005, Rev G, 18 January 2025 (attached as part of M12 Central CEMP: Appendix B2 NVMP).
- Seymour Whyte M12 Central Appendix B – Construction Soil and Water Quality Monitoring Program, M12CCO-SYW-ALL-EN-PLN-000013, Rev F, 18 January 2025 (as part of the M12 Central CEMP: Appendix B3 SWMP)
- Seymour Whyte M12 Central CEMP Appendix B6: Seymour Whyte Construction Cultural Heritage Management Sub-plan, M12CCO-SYW-ALL-EN-PLN-000007, Rev F, 18 January 2025
- Seymour Whyte Out-of-Hours Work Procedure, Ref M12CCO-SYW-ALL-EN-PLN-000005, Rev G, 18 January 2025
- ER endorsement letter ref: M12C CEMP Rev F, 12 March 2025
- SWC PSEM inspection 24185, 1 April 2025
- SWC PSEM PIP No. 2307, 28 November 2024
- SWC PSEM PIP No. No. 2377, 11 April 2025
- M12C Asbestos Register
- Seymour Whyte Quarterly Monitoring Report – September to November 2024
- Seymour Whyte Quarterly Monitoring Report – December 2024 to February 2025
- TeamBinder Transmittal No. M12PPW-TFNSW-TX-000655 dated 4 March 2025
- TeamBinder Correspondence No. M12CCO-SYW-TFNSW-CORR-001361, 1 May 2025
- TeamBinder Correspondence No. M12CCO-SYW-TFNSW-CORR-001168, 29 November 2024
- Email from Leneco “Rope bridges on M12 Central” dated 28 November 2024
- Ecologist Report April 2025 M12C Replacement Hollow Monitoring by Leneco Rev 0 dated 9 May 2025
- Email “M12C – Treehouse Ecology – Contract Execution” dated 12 May 2025
- OOHW Register M12 Central
- M12C OOHW Permit No. 29-04-OOHW-163, 29 April 2025
- M12C OOHW Permit No. 24-11-OOHW-152, 24 November 2024
- M12C NVIS for grinding and grooving – Western limit to BR06, 20 November 2024
- BKH Landscaping works as per April 2025 – daily diary dated 26 March 2025 project No. 10452.1
- M12C Tree Planting Register
- M12 Central Property Post-Dilapidation Property List
- Post-Construction Condition Survey Reports OPT-33994, M12 Motorway (Central) - Badgerys Creek, Sydney NSW, 17 December 2024

- Post-Construction Condition Survey Reports OPT-33994, M12 Motorway (Central) - Badgerys Creek, Sydney NSW, 31 January 2025
- Progressive Erosion and Sediment Control Plan (PESCP_03) Location: Elizabeth Drive to Range Road (Rev L), 5 March 2025
- Progressive Erosion and Sediment Control Plan (PESCP_05) Location: South Creek to Clifton Road (Rev O), 4 March 2025
- Progressive Erosion and Sediment Control Plan (PESCP_07) Location: Clifton Avenue to Kemps Creek Stage (Rev J), 4 March 2025
- Progressive Erosion and Sediment Control Plan (PESCP_09) Location: Kemps Creek to Hi-Quality (Rev. H), 4 March 2025
- Progressive Erosion and Sediment Control Plan (PESCP_12) Location: East of Range Road (Rev. M), 7 March 2025
- Progressive Erosion and Sediment Control Plan (PESCP_13) Location: West of South Creek (Rev. N), 4 March 2025
- Progressive Erosion and Sediment Control Plan (PESCP_15) Location: Batch Plant (Rev. F), 6 March 2025
- M12-Central ERSED Register
- M12 Central – Post Construction Stabilisation Report on 18 April 2025
- Sediment Basin 3 Delicensing Memo 28 March 2025
- Interim Site Audit Advice actioned for the review of LTEMP dated 6 May 2025 Ref 0301-2205_75 by Enviroview
- Long Term Environmental Management Plan by ADE Consulting Group ref A101022.0468.10 LTEMP1.v4f dated 28 March 2025
- M12C INC067, 17 December 2024
- M12C INC070, 10 January 2025
- M12C INC072, 6 February 2025
- Asbestos Materials Clearance Report by ADE Consulting Report reference: A101022. A1010220468.12, File reference: CLR65.v1f, dated 8 January 2024 (intended to be 2025)
- Onsite Visual Asbestos Clearance Certificate CLR No. 100101, Job No. 22.0468.13
- ISC As-Built Information Request Spreadsheet
- M12C Bingo Waste Report, March 2025
- 202504 M12 Central Material Tracking Rev 2
- Brandown Waste and Recycling Pty Ltd (Order No. M12c-A-0569) Ticket No. 130045737-NCRD, 7 April 2025
- Brandown Waste and Recycling Pty Ltd (Order No. M12c-A-0569) Ticket No. 130046882-NCRD, 15 April 2025
- Brandown Waste and Recycling Pty Ltd (Order No. M12c-A-0569) Ticket No. 130046864-NCRD, 15 April 2025
- Brandown Waste and Recycling Pty Ltd (Order No. M12c-A-0569) Ticket No. 130051136-NCRD, 19 May 2025
- Brandown Waste and Recycling Pty Ltd (Order No. M12c-A-0569) Ticket No. 130051121-NCRD, 19 May 2025
- M12C Discharge Register 2024 – Permits
- M12 Motorway Minor Consistency Assessment issued for the M12 West package, 10 April 2024
- CPBGG JV M12 West CEMP, ref M12WCO-CPBGG-ALL-EVE-PLN-00001, Rev 02, 22 October 2024
- CPBGG-JV M12 West CEMP Appendix B8 Construction Soil and Water Management Sub-plan, ref M12WCO-CPBGGJV-ML1-WA-PLN-000001, Rev 02, 22 October 2024
- CPBGG-JV M12 West CEMP: Appendix B4 Construction Noise and Vibration Management Sub-plan ref M12WCO-CPBGGJV-ML1-NV-PLN-000001, Rev 02, 22 October 2024

- CPBGG-JV M12 West CEMP: Appendix B3 Construction Flora and Fauna Management Sub-plan, M12WCO-CPBGG-ALL-EVFF-PLN-000001, Rev 02, 30 July 2024
- CPBGG-JV M12 West CEMP: Appendix B9 Construction Waste and Resources Management Sub-plan (M12WCO-CPBGG-ALL-EVAH-PLN-000001, Rev 02, 22 October 2024
- CPBGG-JV M12 West CEMP: Construction Contaminated Land Management Sub-plan, M12WCO-CPBGG-ALL-EVCT-PLN-000001, Rev 02, 22 October 2024
- M12W Community & Stakeholder Engagement Plan Document No. M12WCO-CPBGGJV-ML1-CG-PLN-000001, Rev 04, 7 April 2025
- ER Site Inspection Report No. 164, 27 February 2025
- ER Site Inspection Report No. 166, 13 March 2025
- ER Site Inspection Report No. 167, 27 March 2025
- M12W Actions Register
- TeamBinder ref M12WCO-CPBGGJV-HBI-CORR-000051, 9 May 2025
- TeamBinder ref M12WCO-TFNSW-HBI-CORR-00072, 22 April 2025
- TeamBinder ref M12W-CPBGGJV-TFNSW-CORR-000454, 2 April 2025
- TeamBinder ref M12W-HBI-TFNSW-CORR-000488, 4 April 2025
- TeamBinder ref M12WEST-GEN-CPBGGJV-000444, 21 March 2025
- TeamBinder M12WEST-GEN-CPBGGJV-000437, 10 March 2025
- TeamBinder M12WEST-GEN-CPBGGJV-000437, 10 March 2025
- TeamBinder ref M12WEST-GEN-CPBGGJV-000443.00, 14 November 2024
- Notification road closure and night work on Elizabeth Drive, March 2025
- DPE Complaints Register – M12 West
- Inspection ID: 247056, 1 May 2024
- Inspection ID 248583, 14 May 2025
- Action ID 460260, 31 March 2025
- M12W Attendance sheet, 24 January 2025
- M12W Attendance sheet, 11 February 2025
- M12W Attendance sheet, 11 April 2025
- M12W Attendance sheet, 11 March 2025
- M12W Management Review, 6 May 2025
- M12 West Risk Register, 23 October 2024
- M12W Induction, 8 April 2025
- M12 Motorway (West) Construction between The Northern Road, Luddenham, and Badgerys Creek including the Western Sydney Airport (WSIA) Interchange, Quarterly Environment Construction Monitoring Report Quarter 9 – 18 August to 18 November 2024
- M12 Motorway (West) Construction between The Northern Road, Luddenham, and Badgerys Creek including the Western Sydney Airport (WSIA) Interchange, Quarterly Environment Construction Monitoring Report, Quarter 10 – 18 November 2024 to 18 February 2025

- Event ID No. 71, 3 November 2024
- Event ID No. 72, 4 November 2024
- Event ID No. 73, 13 November 2024
- Event ID No. 86, 27 April 2025
- SiteHive Dashboard
- Post clearance report by EMM, Badgerys Creek Access Track Clearing – Version 1.0 Ref E220577.RP# 26, 22 April 2025
- Email 14 March 2025 from CPBGGJV to TfSNW and ER (NMER)
- EPA notified via email dated 10 March 2025 “EPL21595 M12 West OOHWP Permit #120” from CPBGGJV to the EPA
- M12W OOHWP-00120, 7 March 2025
- M12W OOH Approval Register
- Certificate No. 073924/86231 for Serial No. 3325223, 10 February 2025
- Acoustic Research Labs – Sound Level Meter – Calibration Certificate No. C24385 – NL-53 Serial No. 00440978, microphone serial No. 25416, pre-amplifier serial No. 33879, 23 May 2024
- M12W Calibration Register
- Horiba U-52/2m exp 11 June 2025
- Negotiated Agreement Form as sighted: “Have your say: Community Agreement for extended night work along Elizabeth Drive and Badgerys Creek Road” – M12 Motorway West – May 2025
- Consultation Manager Event ID 405408, March 2025
- Consultation Manager Event ID 410860, 10 April 2025
- “Emailing: M12 West - EDR Stage 5 Traffic Switch - Notification Distribution Zone 69542” 4 November 2024
- Planting Register
- PESCP 001 – AF02 Batch Plant, Rev 7 dated November 2024 with minor amendment actioned April 2025. Register notes last CPESC endorsement 11/11/2024
- PESCP 004 – Northern Road to Cosgroves Creek, Rev 9 dated 11 November 2024 with minor amendment actioned April 2025. Register notes last CPESC endorsement 11/11/2024
- PESCP 005 – Cosgroves Creel to M12 Central Boundary, Rev 7 dated 28 April 2024. Register notes last CPESC endorsement 29/04/2025.
- PESCP 006 – Interchange to WSA, Rev 12 dated 12 November 2024 with minor amendment actioned 14 March 2025. Register notes last CPESC endorsement 11/11/2024 – with update for Rev 13 dated 14/04/2025 noted to be underway
- SEEC 27 March 2025 Ref 21000635-SCR-23-20250327-00
- Sydney Environmental letter, 10 February 2025
- M12W Asbestos Register
- Sydney Environmental Group “Asbestos Materials Clearance Inspection Report” reference 1850-ASBCLR-140-050225.v1f, 4 February 2025
- Chain of Custody ref 1182829, 4 February 2025
- M12W Credit tracker (Sustainability)
- M12W Sustainability Program 18022025

- M12 Motorway: Elizabeth Drive Stage 6A Traffic Switch, Roadwork Traffic Scheme Road Safety Audit Report by Samsa Consulting, M12 ED Stg6A_PO RSA.docx, 19 November 2024
- M12 Motorway: Elizabeth Drive Stage 6A Traffic Switch, Roadwork Traffic Scheme Road Safety Audit Report by Samsa Consulting, M12 ED Stg7_PO RSA.docx, 15 April 2025
- M12W Waste Volume Register
- M12 West Sediment Basin Discharge Register
- M12W Permit No. 1813, 2 April 2025
- M12W Permit No 1837, 13 May 2025

6. Audit Findings

6.1 Assessment of Compliance

This audit was completed to assess the implementation of the Construction Environmental Management Plan and Sub-Plans, as well as environmental controls established by TfNSW and Contractors for the M12 Motorway Project – Central and West packages, against the Conditions of Approval CSSI-9364, Schedule 2 (202 conditions).

Overarching Compliance

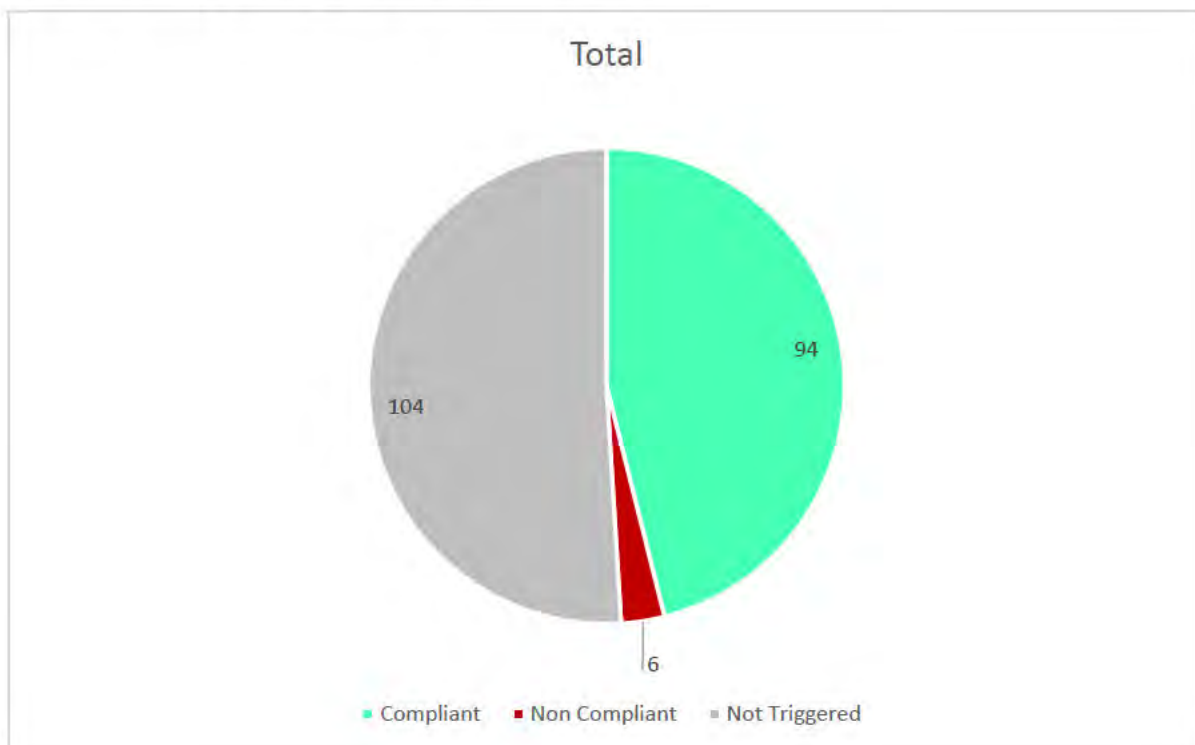
During the audit, no non-compliances were raised or self-reported from an overarching point of view.

The following tables summarise the audit findings by rating category.

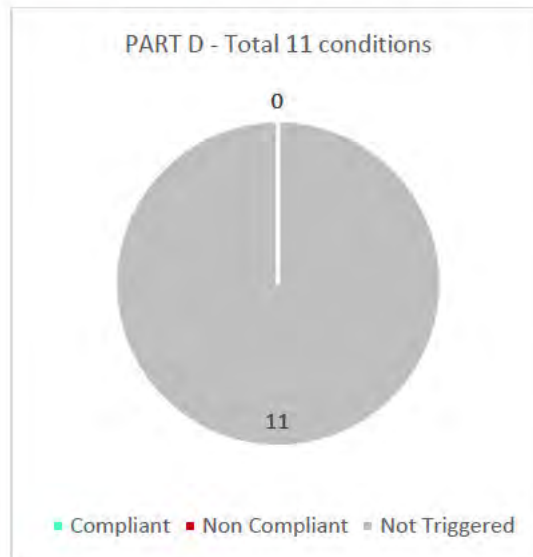
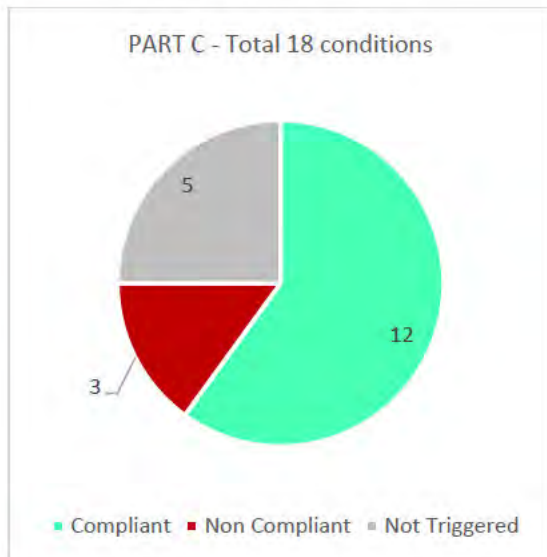
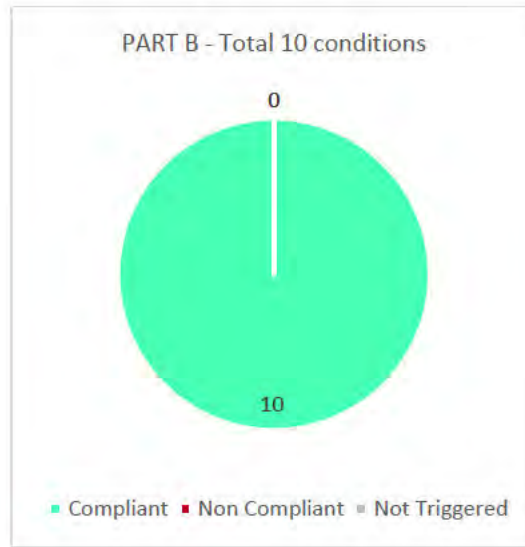
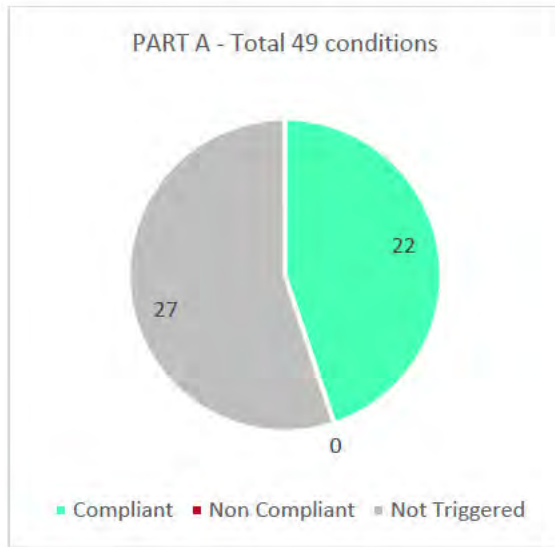
6.1.1 M12 Central findings summary

Findings Rating	Findings
Compliant	94
Non-Compliant	6*
Not Triggered	104
Total	202

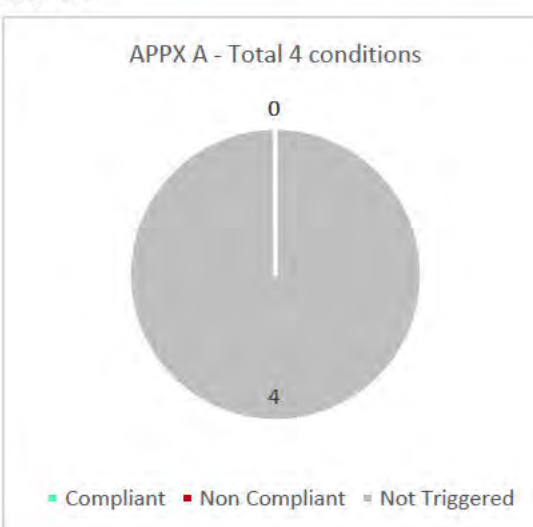
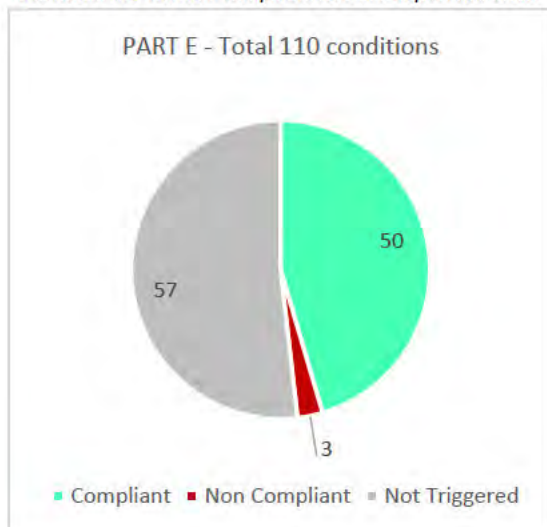
Table 12-1 Summary of Findings (M12C)



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



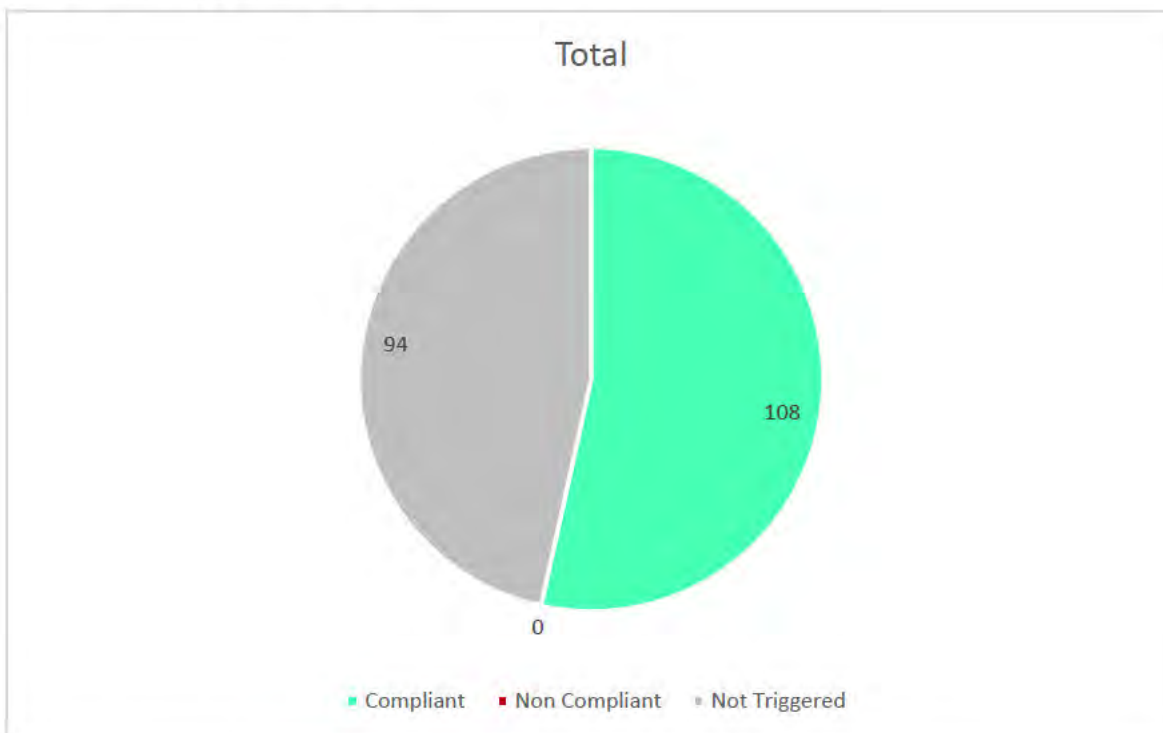
**it is noted the 3 x non-compliances were separated under Condition C10*



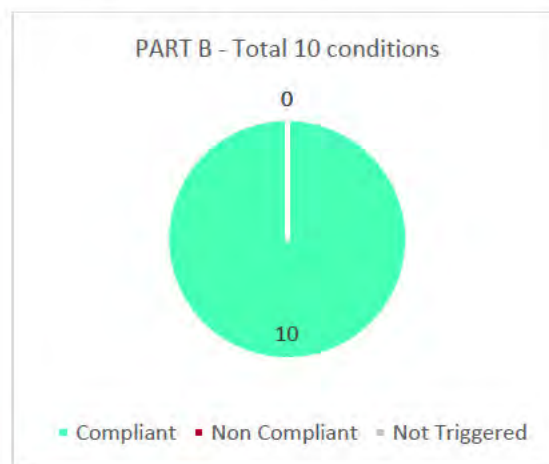
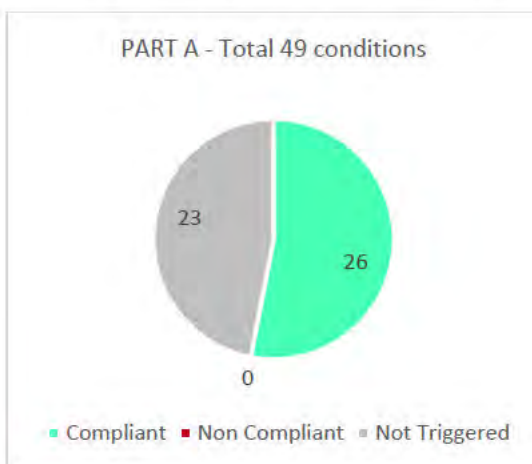
6.1.2 M12 West findings summary

Findings Rating	Findings
Compliant	108
Non-Compliant	0
Not Triggered	94
Total	202

Table 12-2 Summary of Findings (M12W)



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





6.2 Notices, Incidents, Complaints & Non-Compliances – M12C

No formal notices or environmental harm incidents requiring notification occurred during the audit period for the M12 Central Package.

6.2.1 M12 Central Complaints

A review of the Overarching Communication Strategy (OCS) and Seymour Whyte's Consultation and Stakeholder Engagement Plan (CSEP) was undertaken during the audit.

Upon review of the CSEP, the written timeframe for unresolved complaints was noted to be 10 business days which did not align to the OCS timeframe. An improvement opportunity was raised to ensure the correct timeframes are reflected and that a periodic review of the CSEP also occur as this is now due. Refer to [Section 6.8.1](#) (Audit Findings) and [Appendix E](#), Part B for details.

Complaints are recorded by the Community Relations Manager (CRM) within Consultation Manager which captures correspondence between complainants (including emails and phone calls), and email notifications issued. Details of the complaints as entered into Consultation Manager, have undergone investigation by the CRM with their status and actions undertaken as recorded against the individual complainant. Any complaints

made by an existing complainant are added as a new entry to ensure actions and close out are traceable. 52 complaints have been received in total to date. Complaints received during the audit period are as follows:

1. Complaint ID 50 received 19 November 2024: Complaint regarding roadwork signs and speed limit signs along Elizabeth Dr between Mamre Rd and Duff Rd as there are no road works being undertaken in that area and motorists are getting booked by the police. During the audit, evidence that the road signs had been reinstated from 60kms to 80kms under an out of hours work permit with the complaint now addressed and closed.
2. Complaint ID 51 received 2 May 2025: Water retention concerns at resident's properties on Clifton Ave – TfNSW investigated drainage issues as raised by property owner and confirmed installation was as per design and as reviewed by GHD (hydrology expert). This complaint remains open and ongoing as the resident is not appeased, and the complaint is yet to be resolved.
3. Complaint ID 52 received 5 May 2025: Complaint regarding illegal dumping at Dungowan Place via Penrith City Council. At the time of the audit, this material was suspected to have asbestos and was awaiting testing prior to removal. Complaint noted to be open until fully resolved.

The Strategy outlines the following requirements to be recorded for complaints handling:

- Date and time of complaint
- Cumulative number of complaints (if there are a multiple complaints about the same issue)
- Number of people affected in relation to the complaint
- Type of communication (telephone, letter, meeting, etc.)
- Name, address and contact number of complainant
- Nature of the complaint
- Action taken in response, including follow up contact with the complainant
- Where no action is taken, the reasons for no action will be recorded
- Details of whether resolution was reached
- Details of whether mediation was required or used
- Any monitoring to confirm that the complaint has been satisfactorily resolved.
- If no personal details are provided by the complainant, Consultation Manager will include a note to that effect.

The Complaints Register is issued to DPHI every fortnight as evidenced. However, the Complaints Register did not capture the level of detail as aligned to Consultation Manager such as recording complainant responses and correspondence, additional actions taken until full close out, with the resolution date incomplete for recent complaint entries. The SWC CRM also advised that although Consultation Manager is used for the management of complaints, details such as trends, total number of complaints, and their status, are analysed through the Complaints Register. It is therefore important that this register is continually up to date. An improvement opportunity was therefore raised to ensure that the Complaints Register is updated and maintained to the same level of detail as Consultation Manager – refer to Audit Findings under [Section 6.9.1](#).

6.2.2 M12 Central Incidents

No reportable or environmental harm incidents have occurred on the M12 Central project to date. During the audit period fifteen (15) incidents were recorded and categorised as minor / report only for various rain events, spills, and illegal dumping in accordance with TfNSW reporting requirements. Full close out of the illegal dumping instances triggered a non-compliance regarding the implementation of SWC's Unexpected Contamination and Asbestos Finds Procedure.

6.2.3 M12 Central Non-Compliances

Previous non-compliances (2) were reviewed and have been addressed and closed out as detailed under [Section 6.4.2](#). No non-compliances were *self-reported* during the scope of the audit. Non-compliances raised during this audit are detailed under [Section 6.9.1](#).

6.3 Notices, Incidents, Complaints & Non-Compliances – M12W

No formal notices or environmental harm incidents requiring notification occurred during the audit period for the M12 West Package.

6.3.1 M12 West Complaints

The M12 West Package actively uses Consultation Manager to record complaints, correspondence (including notifications, door knocks, letter box drops), and percentage of distribution (emails opened, unopened, or undelivered). The Complaints Register was reviewed and confirmed to be aligned with the entries detailed within Consultation Manager. The project has received little complaints to date, however, it was confirmed by CPBGG-JV that trends are reviewed for types of complaints using the Complaints Register with other data (distribution statistics) recorded under Consultation Manager.

Two complaints were received during the audit period. Details are as follows:

1. Complaint about worker using the resident's driveway to turn on Elizabeth Drive. The Community Engagement Stakeholder Manager (CESM) acknowledged the feedback immediately and confirmed that workers are instructed during all prestarts not to use private driveways for turning. This message would continue to be reinforced. The CESM also advised that the matter would be raised with the site supervisor, who would speak directly with the driver involved. The resident was satisfied with the response. The CESM contacted the site supervisor and Area Manager to address the driver of the vehicle involved and to reiterate in all prestarts that workers were not to use private driveways for turning vehicles. Complaint now addressed and closed.
2. Complaint about traffic controller, enquiring about resident's request to access Martin Road, which was located in traffic-controlled area. The CESM acknowledged the feedback immediately and confirmed that the matter would be raised with the site supervisor, who would speak directly with the traffic controller involved and their supervisor. The CESM contacted the site supervisor and Area Manager to address the traffic controller involved and their supervisor. Complaint now addressed and closed.

The Complaints Register had recorded the resolution dates under a May 2025 date; however, these were resolved in April 2025. Although this was rectified immediately, it was recommended that this change be communicated to DPHI when next issuing the Complaints Register. Refer to Audit Findings under [Section 6.8.2](#). The ER confirmed these were provided and were noted to be included as part of the ER Monthly Report for April 2025 as evidenced with the Complaints Register issued to DPHI every fortnight as evidenced.

6.3.2 M12 West Incidents

No reportable or environmental harm incidents have occurred on the M12 West project to date. During the audit period eighteen (18) incidents were recorded and categorised as minor / report only for various rain events, spills, and dust exceedances in accordance with TfNSW reporting requirements. All incidents have been addressed and closed.

6.3.3 M12 West Non-Compliances

There were no non-compliances identified during the previous independent audit. Close out was reviewed for the *self-reported* non-compliance (1) and previous improvement opportunities (3) which have been addressed and closed out as detailed under [Section 6.4.3](#). Non non-compliances or *self-reported* non-compliances were raised during the scope of this audit for the M12 West package Refer to Audit Findings under [Section 6.8.2](#) for a list of improvement opportunities.

6.4 Previous Audit Findings

6.4.1 Overarching Previous Audit Findings

Finding No.	Condition of Approval	Previous Audit Finding Details	Status
M12O-05 NC-01	A43: Independent Audit Reports and the Proponent's response to audit findings must be submitted to the Planning Secretary for information within two (2) months of undertaking the independent audit site inspection as outlined in the <i>Independent Audit Post Approval Requirements</i> (DPIE, 2020).	<p>The previous audit report was not finalised until 19 July 2024 and submitted to DPHI 22 July 2024. However, the audit was 16 May 2024, exceeding the timeframe submission timeframe (due within 2-months of undertaking the audit site inspection).</p> <p>A Non-Compliance is raised against the auditor as the report was submitted to TfNSW beyond the 2-month timeframe, leading to the submission timeframe not being met.</p> <p><u>Recommendation:</u> It is recommended that any delays in submitting audit reports within the 2-month timeframe be requested as an extension for DPHI approval.</p> <p>Note: DPHI has approved an extension to the current audit report submission timeframe (to three months) (submission due by 28 February 2025).</p>	<p>Notified as 'NC25' to DPHI on 21 November 2024, within seven days of the previous audit undertaken 14 & 18 November 2024. Portal receipt SSI-9364-PA-375.</p> <p>DPHI responded via email 2 December 2024: "Communication regarding Non-compliance Notification - A43 SSI-9364-PA-375" and noted that the non-compliance had been appropriately addressed and had recorded a breach in its system.</p> <p>Previous audit report was submitted within the extension timeframe as evidenced:</p> <p>CLOSED</p>

Table 13-1 Previous Audit Findings (M12O)

6.4.2 M12 Central Previous Audit Findings

Finding No.	Condition of Approval	Previous Audit Finding Details	Status
M12C-05 NC-01	<p>A35: 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 A34 (including preparation of the ER monthly report), as well as:</p> <p>(a) the complaints register for any complaints received (on the day they are received)</p>	<p>A non-compliance was <i>self-reported</i> during the audit period against condition A35(a) during this audit period there were two complaints received on 20 September 2024, however, they were only submitted to the ER on 24 September 2024, which exceeded the same-day provision timeframe. A non-compliance is therefore triggered against Condition A35(a).</p> <p><u>Recommendation:</u> In accordance with Condition A35 (a), the complaints register must be submitted to the ER on the day of the complaint.</p>	<p>During the audit, complaints were reviewed as part of Condition A35 and Part B. The ER confirmed that complaints are provided initially by phone call, then followed with the submission of the register. Submission of the register occurs every fortnight as evidenced and submitted to TfNSW, the ER and DPHI. The auditor is satisfied that SWC have demonstrated compliance with Condition A25(a) by providing complaints to the ER on the day they are received which are as aligned to the complaints recorded within ER monthly reports. This finding is considered to be addressed and closed.</p> <p>CLOSED</p>
M12C-05 NC-02	<p>E34: Work Hours Work must only be undertaken during the following hours:</p> <p>(a) 7:00am to 6:00pm Mondays to Fridays, inclusive; (b) 8:00am to 6:00pm Saturdays; and (c) at no time on Sundays or public holidays.</p>	<p>A non-compliance regarding pavement works occurring outside hours on 27 August 2024 was <i>self-reported</i> during the audit period to DPHI on 24 September 2024 and confirmed on 19 September 2024. A non-compliance is therefore triggered against Condition E34.</p> <p><u>Recommendation:</u> It is recommended that any future works with the potential to exceed the approved hours i.e. concrete pouring must be planned ahead of time and apply for an out of hours work approval.</p>	<p>The Out of Hours process was reviewed as part of Conditions E34 and E36. The OOHW Register continues to be in place with the last entry noted to be No. 163 dated 28 April 2025. Works were linked to complaint No. 50 regarding speed signs on Elizabeth Drive – out of hours works required to reinstate signage from 60kms to 80kms. Based on the evidence presented, any out of hours works during the audit period were undertaken under the permit process. This finding is now considered addressed and closed.</p> <p>CLOSED</p>

Finding No.	Condition of Approval	Previous Audit Finding Details	Status
M12C-05 OFI-01	E84: All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise water pollution. When implementing such controls, any relevant guidance in the <i>Managing Urban Stormwater, Soils and Construction Vol.1</i> (Landcom, 2004) and <i>Vol. 2D Main Road Construction</i> (DECC, 2008) must be considered.	The Soil Conservationist has been inconsistent in signing or endorsing the PESCPs. <u>Recommendation:</u> Record the Soil Conservationist's sign-off to demonstrate that the PESCPs have been reviewed.	Current PESCPs were updated with the following evidence presented: Email from Soil Conservationist dated 7 March 2025 confirming: <i>I have reviewed the final set of PESCPs for the Project alignment and have no other comments or recommendations, and as such, I endorse the plan for submission to the Client.</i> Based on this evidence, the endorsement of PESCPs was verified. CLOSED
M12C-05 OFI-02	E104: The Proponent must develop and implement a waste tracking register prior to waste generated by Work that details: <ul style="list-style-type: none"> (a) the quantity of each type of waste generated, its classification and source location (recorded using latitude and longitude coordinates); (b) the destination location(s) for all wastes generated during Work; (c) the quantities of any waste types imported onto the CSSI site, including their classification and emplacement location (recorded using latitude and longitude coordinates); (d) the quantities and types of wastes 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. The waste tracking register must be made available to the Planning Secretary and EPA on request, within the timeframe stated in the request.	The Material Tracking Register did not include up to date disposal of waste records. <u>Recommendation:</u> Update the waste register regularly and ensure accurate records are maintained.	The Material Tracking Register was reviewed during the audit, and it was determined as not maintained, with the current internal movement of material not recorded. This finding has therefore been escalated to a non-compliance. Refer to M12C-06_NC-03. For ease of identification, this finding is now closed. CLOSED.

Table 13-2 Previous Audit Findings (M12C)

6.4.3 M12 West Previous Audit Findings

Finding No.	Condition of Approval	Previous Audit Finding Details	Status
M12W-05 NC-01	<p>E87: 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 certifies that the Remediation Action Plan is appropriate and that the site can be made suitable for the proposed use. The Remediation Action Plan must be implemented and any changes to the Remediation Action Plan must be endorsed 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>	<p>A non-compliance was <i>self-reported</i> during the audit period to DPHI on the 17 September 2024 for the failure to provide the projects Remediation Action Plan (RAP) and EPA Accredited interim audit advice to the Planning Secretary for information prior to remediation commencing. A non-compliance is therefore triggered against Condition E87.</p> <p><u>Recommendation:</u> Submission of documentation or information required by DPHI must be on time as per the condition requirements.</p>	<p>The Project Remediation Action Plan and Interim Audit Advice was submitted to DPHI on 16 September 2024 (SSI-9036-PA-357).</p> <p>No Interim Audit Advice or changes to the RAP occurred / were required during the audit period.</p> <p>This finding is now addressed and closed.</p> <p>CLOSED</p>
M12W-05 OFI-01	<p>A35: 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 A34 (including preparation of the ER monthly report), as well as:</p> <p>(a) 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).</p>	<p>One consistency assessment for the M12 West during the audit period was not issued to the ER as required by A35 (b). However, it is noted that the works under the Consistency Assessment have not yet commenced.</p> <p><u>Recommendation:</u> A copy of any assessment carried out by the Proponent of whether proposed Work is consistent with the approval must be provided to the ER before the commencement of the subject Work.</p>	<p>The Consistency Assessment was provided to the ER on 18 November 2024 as per TeamBinder reference M12WCOTfNSW-TX-000537.</p> <p>One Consistency Assessment for the M12 West package was issued during the audit period and provided to the ER as evidenced: issued 22 April 2025 via TeamBinder and confirmed by the ER as per reference M12WCO-TFNSW-HBI-CORR-00072.</p> <p>Based on this evidence, CPBGG-JV have demonstrated that Condition A35 requirements have been met.</p> <p>CLOSED</p>

Finding No.	Condition of Approval	Previous Audit Finding Details	Status
M12W-05 OFI-02	<p>E36: Variation to Work Hours Notwithstanding Conditions E24 and E35, Work may be undertaken outside the hours specified in any of the following circumstances:</p> <p>(c) By Approval, including:</p> <p>(iii) where different construction hours are permitted or required under an EPL in force in respect of the CSSI;</p> <p>(iv) works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E37; or</p> <p>(v) negotiated agreements with directly affected residents and sensitive land user(s).</p>	<p>Out-of-Hours Permit ref PER-00112 dated 14 November 2024, showed ER notified as 'Yes' in permit, however the ER did not receive a copy of this permit. It is acknowledged that the Document Controller has been on leave causing some submissions to be missed.</p> <p><u>Recommendation:</u> All OOHWP permits must be issued to the ER prior to work commencing as per the OOHWP process.</p>	<p>Out of Hours Work Permit (OOHWP-00112) was issued to the ER via Teambinder following the audit on 14 November 2024 via TeamBinder ref M12WEST-GEN-CPBGGJV-000444.00.</p> <p>Evidence demonstrated during the audit: TeamBinder M12WEST-GEN-CPBGGJV-000444 on 21 March 2025 sent to ER and TfNSW for OOHWP-00121 for ITS and UP works at EDR.</p> <p>TeamBinder M12WEST-GEN-CPBGGJV-000437 sent to ER and TfNSW on 10 March 2025 for submission of OOHWP-00120 for Grinding and Grooving Saturdays work.</p> <p>Based on the evidence presented, this finding is now addressed and considered closed.</p> <p>CLOSED</p>

Finding No.	Condition of Approval	Previous Audit Finding Details	Status
M12W-05 OFI-03	<p>E105: The CSSI must be designed, constructed and operated so as to maintain the <i>NSW Water Quality Objectives</i> where they are being achieved as at the date of this approval, and contribute towards achievement of the <i>NSW Water Quality Objectives</i> over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the <i>NSW Water Quality Objectives</i>, in which case those requirements must be complied with.</p> <p><i>Note: If it is proposed to discharge construction stormwater to waterways, a Water Pollution Impact Assessment will be required to inform licensing, consistent with section 45 of the POEO Act. Any such assessment must be prepared in consultation with the EPA and be consistent with the National Water Quality Guidelines, with the level of detail commensurate with the potential water pollution risk.</i></p>	<p>The in-situ calibration of the equipment used to monitor NTU and pH levels (e.g., the Apera water quality monitor) prior to site water discharge was not recorded.</p> <p><u>Recommendation:</u> There is an improvement opportunity to update the discharge permit to include the equipment's in-situ calibration status to ensure the quality of the water discharge is within the EPL criteria.</p>	<p>The Permit to Dewater template updated to include equipment calibration status on 19/11/2024.</p> <p>Evidence included Permit No. 1813 dated 2 April 2025 - signed by supervisor 2 May 2025. Calibration Meter box to close out previous audit finding now included. Notes Horiba monitor U-52 used with readings pH 7.58, NTU 42.6, and no visible oil or grease.</p> <p>Based on the evidence presented, this finding is now adequately addressed and closed.</p> <p>CLOSED</p>

Table 13-3 Previous Audit Findings (M12W)

6.5 Audit Site Inspection

6.5.1 M12 Central Site Inspection

A site drive through was undertaken on the 15 May 2025 from 9:30am to 10:45am with representatives of Seymour Whyte, TfNSW and the ER where the APP lead auditor reviewed the effectiveness of environmental and mitigation measures as follows:

- ▶ Mulch installation at median strip currently being removed and will be replaced with grass.
- ▶ Landscaping of batters and Shared User Path still progressing.
- ▶ Fauna crossings have been installed as per ecologist's advice.
- ▶ Nest box inspection has occurred with maintenance carried out.
- ▶ Decommissioning of Ancillary Facility sites are in progress with some areas already demobilised.
- ▶ Permanent landscaped areas at watercourses at South Creek still requiring rectification (noted not to be directly impacting the creek)
- ▶ Leaf canopies at Shared User Path now complete.
- ▶ Concrete trays available as sighted during barrier works and batter chute rectification.
- ▶ Grinding and grooving works remaining with previous Batch Plant area (AF12a) to be used for slurry management as visited during site inspection.

Observations were raised during the site inspection as follows:

Ref	Observation
M12C-06 OBS-01	Ancillary Facility (AF12a) – upcoming use for slurry management site <ul style="list-style-type: none"> • exclusion zone should be clearly defined • sump controls to be improved upon (lifesaving device accessible, tidy up of geofabric), and • management of water diversion throughout the area e.g., construction of channel to divert water into sump.
M12C-06 OBS-02	Landscaping & Weed Management: <ul style="list-style-type: none"> • The former SWC main site compound (AF4) driveway required landscaping maintenance with sediment run off observed onto Clifton Avenue. • There is overall continued maintenance of landscaping and weeding required, including a review of the area under Bridge 06 at South Creek where seeding has not germinated
M12C-06 OBS-03	General Maintenance: <ul style="list-style-type: none"> • New case of illegal dumping on Dungowan Place to be recorded. • Rumble grid still at Gate 14 requires maintenance. • Materials being placed by SWC vehicle to be confirmed (as identified by ER)

Table 14-1 Site Observations / Issues (M12C)

Refer to photos under [Appendix G](#).

6.5.2 M12 West Site Inspection

A site drive through was undertaken on the 16 May 2025 from 8:30am to 10am with representatives of CPBGG-JV, TfNSW and the ER where the APP lead auditor reviewed the effectiveness of environmental mitigation measures as follows:

- ▶ Main Site Compound area tidy with a high standard of housekeeping
- ▶ Grinding and grooving slurry management area well established with dosing unit for correction of pH levels and different stages of processing implemented (deposited slurry, treated waste and dry material for reuse onsite). Erosion and sediment controls appeared well maintained in this area.
- ▶ Aussie Skip waste bins continue to be available onsite
- ▶ Nominated concrete waste area in use
- ▶ Concrete trays also available throughout site
- ▶ Landscaping progressing
- ▶ Leaf canopies at Shared User Path now complete
- ▶ Emu in the Sky progressing well with prefabricated steel structural parts installed and lighting in progress.

Observations were raised during the site inspection as follows:

Ref	Observation
M12W-06 OBS-01	Pit drain protection was missing from one area during barrier works involving a slip-form paver. Following the audit, a close out photo was provided showing the protective measures were installed. Additionally, several pit drains had controls displaced likely due to the grinding and grooving works. It is recommended to review these controls and either remove or reinstate as required.

Table 14-1 Site Observations / Issues (M12W)

Refer to photos included in [Appendix G](#).

6.6 Suitability of Plans and the Environmental Management System

6.6.1 Overarching Management Plans and EMS

The Overarching Construction Environmental Management Plan (OCEMP) and sub-plans were reviewed and endorsed by the Environmental Representative as per Condition C3, prior to construction commencing, with consultation undertaken as required with Penrith, Fairfield and Liverpool City Councils, and relevant entities as appended to the overarching sub-plans. The OCEMP was approved by the Department of Planning, Housing and Infrastructure (DPHI – formerly DPIE) in 2021. The purpose of the OCEMP itself is to provide an overarching framework management system to ensure that TfNSW and contractors establish and maintain best practice controls to manage potential environmental impacts during construction.

Several sub-plans have also been developed to address environmental impacts during construction for the management of Flora and Fauna, Soil and Water, Air Quality, Transport and Traffic, Noise and Vibration, Contaminated Land, Cultural Heritage, Waste and Resources, Flood, and Climate Change Monitoring and Adaptive Management. As aligned with the purpose of the OCEMP, these sub-plans are the basis for the contractor management plans to ensure alignment to the mitigation measures to address environmental impacts during construction.

For changes considered minor, the ER reviews and endorses the updates to the Overarching CEMP and Sub-Plans with major changes requiring submission to DPHI for review and approval. The OCEMP is currently Revision M.1 as dated 20 June 2024 with no changes actioned during the audit period. The OCEMP and Sub-Plans (including monitoring programs) were endorsed by the ER and submitted to DPHI as previously evidenced.

The ER also reviews and endorses the project's environmental documentation on a regular basis as evidenced in the ER Monthly Reports and fortnightly inspections to ensure the system remains current and suitable to the works. Changes to the contractor's CEMP and sub-plans are not required for DPHI approval, rather each plan is reviewed by TfNSW until comments are closed out and then issued to the ER for final review and endorsement. Reviews are undertaken in accordance with the Overarching management plans, the conditions of approval and legislative requirements.

6.6.2 M12 Central - Seymour Whyte Plans and EMS

Seymour Whyte continues to implement the M12 Motorway Central Construction Environmental Management Plan (CEMP) and sub-plans which have been developed as based on the Overarching plans.

The M12 Central CEMP and Sub-Plans were updated during the audit period to align to the Overarching documents as above. A detailed review of the M12 Central CEMP was undertaken in accordance with Condition C2 as part of this audit. Sub-Plans were verified to be compliant as per Conditions C4 to C8 as reviewed during the audit. However, key areas of implementation under Condition C10 were not fully demonstrated, triggering non-compliances as raised during this audit.

6.6.3 M12 West - CPBGG-JV Plans and EMS

CPBGG JV CEMP and Sub-Plans were unchanged during the audit period. Plans are Rev 02 dated 22 October 2024 as endorsed by the ER as previously evidenced and updated last period to coincide with the changes of the Overarching plans.

Compliance of the M12 West CEMP, Sub-Plans and monitoring programs was reviewed under Part C of the approval conditions with only minor recommendations noted. No non-compliances were identified during the audit. Implementation included regular site inspections, close out of actions (including those raised by the ER and Soil Conservationist), and registers noted to be well-maintained.

CPBGG-JV also reports on results as per noise and vibration and surface water programs, with dust exceedances submitted under Environmental Event Reports for TfNSW review and sign off.

6.6.4 Suitability of Plans and the EMS – Summary

Based on the evidence provided, continued implementation of the Overarching environmental management system and CPBGG-JV EMS was demonstrated at a high level as evidenced through compliance of the approval conditions, the well managed condition of the site, and little complaints received since construction commenced. Recommendations regarding the implementation of Seymour Whyte's CEMP and Sub-Plans can be found under [Section 6.9.1](#) (Audit Findings).

6.7 Actual vs Predicted Impacts

In accordance with the IAPAR 2020 guidelines, the Lead Auditor has assessed the actual environmental impacts against the predicted impacts as per the EIS. Given the scale of technical studies that supported the preparation of the EIS, it is not possible to determine full compliance to such predictions during this audit, rather the Lead Auditor has adopted a qualitative approach to the comparison.

Given the degree of compliance with the conditions of approval, and the environmental performance outcomes demonstrated during the audit, it was concluded that the M12 Motorway project continues to be consistent with the Environmental Impact Statement, Submission reports, and Amendment reports. Compliance demonstrated for some of these areas are as follows:

6.7.1 Noise and Vibration

- ▶ M12 Central: Noise and vibration monitors continue to be in use. One exceedance was recorded during monitoring of out of hours work, however, the process defined under the CNVMSP was not implemented and triggered a non-compliance against Condition C10 (M12C-06_NC-02) and E38 (M12C-06_NC-04).
- ▶ M12 West: Noise Monitoring Event Reports continue to be place. Attended noise monitoring was undertaken during the audit period with no exceedances. Alternative accommodation was also offered during an out-of-hours traffic switch.

6.7.2 Aboriginal Cultural Heritage

Unexpected finds procedures are in place for both contractors with no unexpected Aboriginal finds to date. The Heritage Interpretation Plan implementation for the M12 Central and M12 West are progressing including the following:

- The Meeting Place areas and bridge artwork now installed.
- Salvaged timber logs from the M12 East package and rocks are currently being stored at the M12 West site to be used as the nest for the Emu in the Sky.
- Installation of leap canopies is now complete for both packages.

6.7.3 Non-Aboriginal Heritage

Fleurs Radio Telescope, McGarvie Smith Farm, and McMaster Field Station were concluded to not be impacted by construction works and outside the construction boundary. Unexpected finds procedures are in place for both contractors with the Heritage Interpretation Plan implementation for the M12 Central and M12 West nearing completion.

6.7.4 Soil and Water

The impact of soil and water and management of temporary erosion and sedimentation controls has now reduced as the site progresses towards final design.

- ▶ M12 Central: The temporary crossing was removed from South Creek as noted during the previous audit with permanent controls appearing well maintained. Landscaping rectification is required and is being managed as part of the defects process. The former Batch Plant Ancillary Facility required improvement of erosion and sedimentation controls as this is planned for upcoming use for slurry management (refer to M12-06_OFI-03).
- ▶ M12 West: Throughout the site the erosion and sedimentation controls along batters and watercourses appeared well maintained, including controls installed at the slurry management area. One observation was raised during the site inspection for pit drain protection (refer to M12W-06_OBS_01). A close out photo was provided immediately following the audit.

6.7.5 Air Quality

The impact of dust has now reduced as the site progresses towards final design.

- ▶ M12 Central: Dust is monitored and included as part of the Quarterly Monitoring Reports with no exceedances recorded during the audit period. During ER site inspections, some dust issues were raised with close out of actions recorded. One air quality monitor at the former main compound site (AF4) is waiting on approval for removal as works are no longer occurring in this area.

- ▶ M12 West: CPBGG-JV continue to adopt a proactive approach and raise Environmental Event Reports to record dust exceedances on the M12 West project for TfNSW review and sign off. Polymer sprayed areas, water carts and stabilised areas were noted onsite.

6.7.6 Contamination

- ▶ M12 Central: A Long-Term Environmental Management Plan has been drafted by ADE Consultants and endorsed by the EPA Site Auditor, Enviroview, under an Interim Site Audit Advice, with encapsulation of contaminated areas complete. Any contaminated finds are now handled under the Unexpected Contamination Land and Asbestos Finds Procedure. During the audit period, there have been instances of illegal dumping with asbestos containing material onsite as captured under the Environmental Event Report process. However, the Asbestos Register was reviewed and was not maintained, triggering a non-compliance with the implementation of the Construction Contaminated Lands Management Sub-Plan (M12C-06_NC-03) and management of asbestos in accordance with the Unexpected Contamination Land and Asbestos Finds Procedure (M12C-06_NC-05).
- ▶ M12 West: To close out the previous self-reported non-compliance, the Project Remediation Action Plan and Interim Audit Advice (IAA) was submitted to DPHI on 16 September 2024 (SSI-9036-PA-357). The Long-Term Environmental Management Plan is still to be drafted with the Validation Report in progress. Any asbestos or contaminated material identified onsite is managed under the Unexpected Finds Procedure and recorded under the Asbestos Register which was up to date and maintained. Finds noted on the 31 January 2025 were managed under the procedure as demonstrated with ADE Consulting Group issuing a clearance certificate as evidenced under Condition E90.

6.8 Key Strengths

6.8.1 M12 Central – Key Strengths

- ▶ Permanent controls at South Creek appeared consistently maintained.
- ▶ Concrete trays available for concrete waste during barrier finishing works and batter chute rectification.
- ▶ Permanent swales and bio basins were observed to be well preserved.
- ▶ Fauna fencing installation noted to be in good condition.

6.8.2 M12 West – Key Strengths

- ▶ Management of grinding and grooving works slurry including controls at nominated area, treatment of product, storage, and re-use of treated material onsite, was to an exceptional standard and considered by the auditor to be a notable practice.
- ▶ Continued high standard of housekeeping throughout the site despite changes in key resources.
- ▶ Landscaping appeared to be progressing well including management of weeds.
- ▶ Records management consistently well presented.
- ▶ No non-compliances identified.



6.9 Audit Findings and Recommendations

Findings raised, including notes, are summarised as follows. Refer to the attached [Appendix E](#) for full details of the completed audit checklist.

Finding No.	Finding Type	Package + Responsible party	Condition of Approval	Audit Finding Details
M12 Central Non-Compliances:				
M12C-06 NC-01	Non-Compliance	M12 Central SWC	C10: Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans , as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.	<p>The Environmental and Sustainability Representative (ESR) as defined within the Seymour Whyte CEMP is still engaged, however, they are not based onsite. It is crucial that a nominated person be present and available in person for the project, to fully meet the requirements of the role.</p> <p>In addition to this, implementation of the construction environmental management plan (CEMP) could not be fully demonstrated by the ESR during the presentation of records including the general location of records, with the environmental coordinator currently actioning the physical tasks (e.g., weekly site inspections), not present at the audit. Compliance could not be fully verified for the effective implementation of the CEMP.</p> <p><u>Recommendation:</u> It is recommended that a discussion between Transport for NSW and Seymour Whyte occur to decide upon the best approach for the effective delivery of the ESR role for the remaining works.</p>
M12C-06 NC-02	Non-Compliance	M12 Central SWC	C10: Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans , as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the	<p>As linked to Condition E38, a noise exceedance was recorded on 3 December 2024 under OOHW Permit (ref 24-11-OOHW-152) and reported as part of the Quarterly Monitoring Report for the December 2024 to February 2025 period.</p> <p>However, no action was taken to demonstrate implementation with the Construction Noise and Vibration</p>



Finding No.	Finding Type	Package + Responsible party	Condition of Approval	Audit Finding Details
			CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.	<p>Management Sub-Plan (CNVMSP) Section 4.2 (Data Analysis and Management Response) which states:</p> <p><i>If the exceedance is determined to be attributable to M12 Central package, the event will be classified (NC / incident / reportable event). Exceedance to be reported to TfNSW and the ER within 7-working days with corrective and preventative actions implemented.</i></p> <p>A non-compliance is therefore raised as implementation of the CNVMSP could not be fully demonstrated.</p> <p><u>Recommendation:</u> It is recommended that the ESR facilitate a training for this process to ensure effective implementation of the CVNMSP.</p>
M12C-06 NC-03	Non-Compliance	M12 Central SWC	C10: Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans , as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.	<p>There have been 3 x instances of illegal dumping with suspected asbestos in 2025 which have been captured under the Environmental Event Reports process. However, evidence of close out in a timely manner was not demonstrated, with the material still present during the audit site inspection. The Asbestos Register, which is defined within the Asbestos Management Plan, Appendix C of the Construction Contaminated Land Management Sub-Plan (CCLMSP), Section 3.3, was not maintained, with the entries for 2025 not recorded.</p> <p>A non-compliance is therefore raised as implementation of the CCLMSP could not be fully demonstrated.</p> <p><u>Recommendation:</u> It is recommended that the ESR conduct a training for this process to ensure effective implementation of the CCLMSP.</p>



Finding No.	Finding Type	Package + Responsible party	Condition of Approval	Audit Finding Details
M12C-06 NC-04	Non-Compliance	M12 Central SWC	<p>E38: Noise Management Levels and Vibration Criteria for Work</p> <p>Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration objectives:</p> <ul style="list-style-type: none">(a) construction 'Noise affected' NML 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) BS 7385 Part 2-1993 "<i>Evaluation and measurement for vibration in buildings Part 2</i>" as they are "applicable to Australian conditions"; and(d) the vibration limits set out in the <i>German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures</i> (for structural damage). <p>Any construction or early works identified as exceeding the noise management levels and/or vibration criteria must be managed in accordance with the respective Noise and Vibration CEMP Sub-plan or Early Works Environmental Management Plan.</p> <p><i>Note: The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.</i></p>	<p>Commentary contained within the OOHWP Permit (ref 24-11-OOHW-152) during monitoring undertaken on 3 December 2024 was unclear and did not align to the process as described within the Noise and Vibration CEMP Sub-Plan should any exceedances be recorded.</p> <p><u>Recommendation:</u></p> <p>It is recommended to update the OOHWP Permit to include a section for the predicted noise criteria for the works, commentary on the steps to action if an exceedance occurs in accordance with the Noise and Vibration CEMP Sub-Plan, + an update to the heading referring to the "measured 15min noise level" to accurately reflect the associated columns (i.e. LAmax, LAeq, L90).</p>
M12C-06 NC-05	Non-Compliance	M12 Central SWC	<p>E90: The Unexpected Contaminated Land and Asbestos Finds Procedure must be implemented throughout the duration of Work.</p>	<p>The Asbestos Register, which is defined within the Asbestos Management Plan (Appendix C of the Construction Contaminated Land Management Sub-Plan), Section 3.3 was not maintained, with entries for suspected asbestos finds in 2025 not recorded.</p> <p>Implementation of the Asbestos Procedure was not adequately demonstrated and triggers a non-compliance against Condition E90 (as linked to Condition C10 for the implementation of CEMP Sub-Plan).</p>



Finding No.	Finding Type	Package + Responsible party	Condition of Approval	Audit Finding Details
				<p><u>Recommendation:</u> It is recommended that the ESR conduct a training for this process to ensure effective implementation of the CCLMSP.</p>
M12C-06 NC-06	Non-Compliance	M12 Central SWC	<p>E104: The Proponent must develop and implement a waste tracking register prior to waste generated by Work that details:</p> <ul style="list-style-type: none">(a) the quantity of each type of waste generated, its classification and source location (recorded using latitude and longitude coordinates);(b) the destination location(s) for all wastes generated during Work;(c) the quantities of any waste types imported onto the CSSI site, including their classification and emplacement location (recorded using latitude and longitude coordinates);(d) the quantities and types of wastes 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>The waste tracking register must be made available to the Planning Secretary and EPA on request, within the timeframe stated in the request.</p>	<p>As carried forward from the previous audit, the Material Tracking Register used to monitor movement and quantity of waste on and offsite was not maintained. This was previously raised as an improvement opportunity (reference M12C-05_OFI-02).</p> <p>Upon review of the register during this audit, it appeared that the current, internal movements of material were not being recorded, triggering a non-compliance against Condition E104 (a) and (b).</p> <p><u>Recommendation:</u> It is recommended that the Material Tracking Register be continually maintained to demonstrate full compliance with Condition E104.</p>
M12 Central Opportunities for Improvement:				
M12C-05 OFI-01	Opportunity for Improvement	M12 Central SWC	<p>B6: 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 for 12 months following completion of construction of the CSSI. The</p>	<p>The Overarching Communication Strategy (OCS) and the SWC Community & Stakeholder Engagement Plan (CSEP) appeared misaligned i.e., written response timeframe noted to be 7 business days within the OCS, however the CSEP specified 10 working days.</p>



Finding No.	Finding Type	Package + Responsible party	Condition of Approval	Audit Finding Details
			<p>Complaints Management System must require complainants to be advised that:</p> <ul style="list-style-type: none">(a) the Complaints Register may be forwarded to Government agencies, including the Department, to allow them to undertake their regulatory duties;(b) by providing personal information, the complainant authorises the Proponent to provide that information to government agencies;(c) the supply of personal information by the complainant is voluntary; and(d) the complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information (Collection Statement). <p>The Collection Statement must be included on the Proponent's or project website to make prospective complainants aware of their rights under the <i>Privacy and Personal Information Protection Act 1998</i>. For any complaints made in person, the complainant must be made aware of the Collection Statement.</p>	<p><u>Recommendation:</u> An update to the CSEP is therefore required to align to the 7-business day timeframe for written responses. It is also recommended to undertake the scheduled 6-monthly review for any changes as works are still ongoing throughout 2025, and to ensure the CSEP aligns to the OCS.</p>
M12C-05 OFI-02	Opportunity for Improvement	M12 Central SWC	<p>B8: A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of 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	<p>As linked to the implementation of the OCS, the M12 Central Complaints Register did not always reflect the entries recorded within Consultation Manager.</p> <p><u>Recommendation:</u> It is recommended to update the register to include more detail when recording actions taken, detail of communication with the complainant including their response (or note if no response received), and a close out date, to fully align to the Consultation Manager entries and provide full transparency to DPHI.</p>



Finding No.	Finding Type	Package + Responsible party	Condition of Approval	Audit Finding Details
			(g) if no action was taken, the reason(s) why no action was taken.	
M12C-05 OFI-03	Opportunity for Improvement	M12 Central SWC	E84: All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise water pollution. When implementing such controls, any relevant guidance in the <i>Managing Urban Stormwater, Soils and Construction Vol.1</i> (Landcom, 2004) and <i>Vol. 2D Main Road Construction</i> (DECC, 2008) must be considered.	<p>The former batch plant Ancillary Facility (12a) is planned to be used for the upcoming management of grinding and grooving slurry; however, there are areas for improvement to the erosion and sedimentation controls currently installed at this site.</p> <p><u>Recommendation:</u> Erosion and sediment controls are required to be refreshed for the sump, and water diversion to be improved upon i.e., construction of channels to manage the flow of dirty water to prepare the site for use. A site observation has also been raised against this area (refer to M12C-06_OBS-02).</p>
M12 West Non-Compliances:				
<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
M12 West Opportunities for Improvement:				
M12W-06- OFI-01	Opportunity for Improvement	M12 West CPBGG-JV	B6: 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 for 12 months following completion of construction of the CSSI.	<p>The M12 Community & Stakeholder Engagement Plan Document No. M12WCO-CPBGGJV-ML1-CG-PLN-000001, Rev 04 dated 7 April 2025 notes: <i>The plan is updated with changes</i> within the revision table; however, it is unclear what changes occurred.</p> <p><u>Recommendation:</u> It is recommended to add more description to the revision table to summarise what changes (if any) occurred.</p>



Finding No.	Finding Type	Package + Responsible party	Condition of Approval	Audit Finding Details
M12W-06-OFI-02	Opportunity for Improvement	M12 West CPBGG-JV	<p>B8: A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of 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>Closed dates for the two complaints received during the audit period were showing as May but should be April 2025.</p> <p><u>Recommendation:</u></p> <p>Although rectified immediately, it is recommended to note the error in dates when next sending the complaints register to DPHI.</p> <p>Also, for future entries, it is recommended to ensure to capture any evidence to address complaints for close out following full confirmation e.g., verbal confirmation that a toolbox would occur in response to a complaint to be followed with evidence / confirmation that the toolbox was actioned.</p>
M12W-06-OFI-03	Opportunity for Improvement	M12 West CPBGG-JV	<p>C10: Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.</p>	<p>The timeframe specified in the Habitat Compensation Management Plan for nest box maintenance is 6-monthly, unless other timeframes are agreed with the ecologist. It is acknowledged that efforts had been made to discuss this with the ecologist who was on leave at the time of the audit.</p> <p><u>Recommendation:</u></p> <p>It is recommended to document advice from the ecologist to confirm that the timeframes as specified within the Habitat Compensation MP should be met.</p>
M12W-06-OFI-04	Opportunity for Improvement	M12 West CPBGG-JV	<p>E36: Variation to Work Hours</p> <p>Notwithstanding Conditions E24 and E35, Work may be undertaken outside the hours specified in any of the following circumstances:</p> <ul style="list-style-type: none">(c) Work that causes:(v) LAeq(15 minute) noise levels:	<p>The OOH Approval Register has a column which lists that the OOHW permit has been submitted to the EPA as 'Yes'. Although this was verified to have been actioned, the emails themselves were retained within the individual's Outlook.</p> <p><u>Recommendation:</u></p>



Finding No.	Finding Type	Package + Responsible party	Condition of Approval	Audit Finding Details
			<ul style="list-style-type: none">no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, andno more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and <p>(vi) LAeq(15 minute) noise levels no more than 15 dB(A) above the rating background level at any residence during the night time period; and</p> <p>(vii) continuous or impulsive vibration values, measured at the most affected residence, that are no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006); and</p> <p>(viii) intermittent vibration values measured at the most affected residence that are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006).</p> <p>(d) By Approval, including:</p> <p>(vi) where different construction hours are permitted or required under an EPL in force in respect of the CSSI;</p> <p>(vii) works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E37; or</p> <p>negotiated agreements with directly affected residents and sensitive land user(s).</p>	It is recommended to document evidence of emails when submitting to the EPA to align to the register.

Table 15- Audit Findings

Appendix A – Audit Agendas

Audit Agenda – M12 Central

Project	Independent Environmental Audit – M12 Motorway Project
Proponent	TfNSW
Contractor	Seymour Whyte
Location	TfNSW M12W Site Office
Date and Time	Thursday, 15 May 2025 8:00 AM – 5:00 PM
Auditor	Barbara Pater (Lead Auditor)
Site contact	Tom Bath [REDACTED] [REDACTED]
Audit criteria	Conditions of Approval CSSI-9364 and in accordance with the <i>Independent Audit Post Approval Requirements</i> (IAPAR 2020)
Audit scope	Within 6 months from previous during construction audit

Agenda

Item and Description	Time
Undertake Site Induction	8:00 AM – 8:15 AM
Opening Meeting <ul style="list-style-type: none"> Confirm scope of the audit, outline the audit process, methodology, timing, access, and resources required. 	8:15 AM – 8:30 AM
Site Walk <ul style="list-style-type: none"> Sight current site activities against current Environmental Control Plans (ECPs) and provide focus for the review of environmental aspects, impacts, controls, and relevant records. Inspection of Devonshire Road Temporary Roundabout 	8:30 AM – 11:00 AM
Coffee / morning tea break	11:00 AM – 11:15 AM
Review status of previous audit findings	11:15 AM – 11:45 AM

Item and Description	Time
Review of SSI-9364 Part A Administrative Conditions & Appendix A <ul style="list-style-type: none"> ▶ General ▶ Staging ▶ Staged Submissions of Strategies, Plans or Programs ▶ Construction Ancillary Facilities ▶ Environmental Management (Site Establishment Management Plan) ▶ Independent Appointments ▶ Environmental Representative ▶ Notification of commencement ▶ Auditing ▶ Incident Notification, Reporting and Response; Appendix A Written Incident Notification and Reporting Requirements ▶ Non-Compliance Notification ▶ Identification of Spoil Haulage Vehicles 	11:45 AM – 12:45 PM
Review of SSI-9364 Part B Community Information and Reporting <ul style="list-style-type: none"> ▶ Community Information, Consultation and Involvement ▶ Complaints Management System ▶ Provision of Electronic Information 	12:45 PM – 1:00 PM
Lunch break	1:00 PM – 1:30 PM
Review of SSI-9364 Part C Construction Environmental Management <ul style="list-style-type: none"> ▶ Construction Environmental Management Plan ▶ Construction Monitoring Programs 	1:30 PM – 1:45 PM
Review of SSD-8937 Conditions Part E – Key Issue Conditions <ul style="list-style-type: none"> ▶ Air Quality ▶ Biodiversity ▶ Flooding ▶ Heritage ▶ Noise and Vibration ▶ Place, Design and Landscaping ▶ Socio-Economic, Land Use and property ▶ Soils ▶ Sustainability ▶ Traffic and Transport ▶ Waste ▶ Water 	1:45 PM – 3:30 PM
Devonshire Road Temporary Roundabout review (TfNSW)	3:30 PM – 4:30 PM
Auditor consolidation (auditors only) / Afternoon tea break	4:30 PM – 4:45 PM

Item and Description	Time
Closing meeting <ul style="list-style-type: none"> ▶ Outcome of audit and presentation of findings. Deliverables as noted overpage. 	5:45 PM – 5:00 PM

Deliverables

Audit Deliverables	Responsibility
Draft Report Submission <ul style="list-style-type: none"> ▶ 21 days following receipt of draft audit report from APP 	APP
Response to draft report <ul style="list-style-type: none"> ▶ 14 days following receipt of draft audit report from APP 	TfNSW / SWC
Final report submission <ul style="list-style-type: none"> ▶ 7 days following receipt of comments from TfNSW/SWC ▶ Submitted to TfNSW 	APP
Response to findings and submission of final audit report <ul style="list-style-type: none"> ▶ Final report and response to audit findings submitted to the Department of Planning, Housing and Infrastructure (DPHI) within 60 days of undertaking the independent audit site inspection (CoA A42) 	TfNSW
Non-Compliances (if applicable) <ul style="list-style-type: none"> ▶ TfNSW is to follow the process to notify DPHI within 7 days regarding any non-compliances raised during the audit. Refer to A46 of the SSI conditions for details. 	TfNSW

Limitations

- The audit will cover the construction requirements only and will therefore be limited to auditing the applicable conditions in accordance with SSI-9364 Schedule 2 (Parts A, B, C, E and Appendix A).
- The audit will cover a sampling of records relevant to the scope. APP auditors will apply their professional judgment based on the information made available during the audit.
- APP will conduct the audit in accordance with the *Independent Auditing Post Approval Requirements* (IAPAR 2020) with the following ratings applied: Compliant, Non-Compliant and Not Triggered, with the option to raise any Opportunities for Improvement.

Audit Agenda – M12 West

Project	Independent Environmental Audit – M12 Motorway Project
Proponent	TfNSW
Contractor	CPB-Georgiou Group Joint Venture (CPBGGJV)
Location	CPBGGJV Site Office
Date and Time	Friday, 16 May 2025 8:00 AM – 4:00 PM
Auditor	Barbara Pater (Lead Auditor)
Site contact	Joshua Jenkins [REDACTED] [REDACTED]
Audit criteria	Conditions of Approval CSSI-9364 and in accordance with the <i>Independent Audit Post Approval Requirements</i> (IAPAR 2020)
Audit scope	Within 6 months from previous during construction audit

Agenda

Item and Description	Time
Undertake Site Induction	8:00 AM – 8:15 AM
Opening Meeting <ul style="list-style-type: none"> Confirm scope of the audit, outline the audit process, methodology, timing, access, and resources required. 	8:15 AM – 8:30 AM
Site Walk <ul style="list-style-type: none"> Sight current site activities against current Environmental Control Plans (ECPs) and provide focus for the review of environmental aspects, impacts, controls, and relevant records. 	8:30 AM – 10:30 AM
Coffee / morning tea break	10:30 AM – 10:45 AM
Review status of previous audit findings	10:45 AM – 11:00 AM

Item and Description	Time
Review of SSI-9364 Part A Administrative Conditions & Appendix A <ul style="list-style-type: none"> ▶ General ▶ Staging ▶ Staged Submissions of Strategies, Plans or Programs ▶ Construction Ancillary Facilities ▶ Environmental Management (Site Establishment Management Plan) ▶ Independent Appointments ▶ Environmental Representative ▶ Notification of commencement ▶ Auditing ▶ Incident Notification, Reporting and Response; Appendix A Written Incident Notification and Reporting Requirements ▶ Non-Compliance Notification ▶ Identification of Spoil Haulage Vehicles 	11:00 AM – 12:30 PM
Review of SSI-9364 Part B Community Information and Reporting <ul style="list-style-type: none"> ▶ Community Information, Consultation and Involvement ▶ Complaints Management System ▶ Provision of Electronic Information 	12:30 PM – 12:45 PM
Lunch break	12:45 PM – 1:30 PM
Review of SSI-9364 Part C Construction Environmental Management <ul style="list-style-type: none"> ▶ Construction Environmental Management Plan ▶ Construction Monitoring Programs 	1:30 PM – 1:45 PM
Review of SSD-8937 Conditions Part E – Key Issue Conditions <ul style="list-style-type: none"> ▶ Air Quality ▶ Biodiversity ▶ Flooding ▶ Heritage ▶ Noise and Vibration ▶ Place, Design and Landscaping ▶ Socio-Economic, Land Use and property ▶ Soils ▶ Sustainability ▶ Traffic and Transport ▶ Waste ▶ Water 	1:45 PM – 3:30 PM
Auditor consolidation (auditors only) / Afternoon tea break	3:30 PM – 3:45 PM
Closing meeting <ul style="list-style-type: none"> ▶ Outcome of audit and presentation of findings. Deliverables as noted overpage. 	3:45 PM – 4:00 PM

Deliverables

Audit Deliverables	Responsibility
Draft Report Submission <ul style="list-style-type: none"> ▶ 21 days following receipt of draft audit report from APP 	APP
Response to draft report <ul style="list-style-type: none"> ▶ 14 days following receipt of draft audit report from APP 	TfNSW / CPBGGJV
Final report submission <ul style="list-style-type: none"> ▶ 7 days following receipt of comments from TfNSW/SWC ▶ Submitted to TfNSW 	APP
Response to findings and submission of final audit report <ul style="list-style-type: none"> ▶ Final report and response to audit findings submitted to the Department of Planning, Housing and Infrastructure (DPHI) within 60 days of undertaking the independent audit site inspection (CoA A42) 	TfNSW
Non-Compliances (if applicable) <ul style="list-style-type: none"> ▶ TfNSW is to follow the process to notify DPHI within 7 days regarding any non-compliances raised during the audit. Refer to A46 of the SSI conditions for details. 	TfNSW

Limitations

- The audit will cover the construction requirements only and will therefore be limited to auditing the applicable conditions in accordance with SSI-9364 Schedule 2 (Parts A, B, C, E and Appendix A).
- The audit will cover a sampling of records relevant to the scope. APP auditors will apply their professional judgment based on the information made available during the audit.
- APP will conduct the audit in accordance with the *Independent Auditing Post Approval Requirements* (IAPAR 2020) with the following ratings applied: Compliant, Non-Compliant and Not Triggered, with the option to raise any Opportunities for Improvement.

Appendix B- Audit Attendance Sheets



Audit Attendance Sheet

Project	M12 MOTORWAY - CENTRAL	Audit No.	# M12C-06
Auditee	SEYMOUR WHITE, TNSW	Lead Auditor	BARBARA PATER
Location	AAR, M12W SITE OFFICE, ELIZABETH DR.		
Opening Meeting Date	15 MAY 2025, 8:00 AM		
Closing Meeting Date	15 MAY 2025, 3:45 PM		

Name	Organisation	Position	Signature	
			Opening Meeting	Closing Meeting
BARBARA PATOL	APP	LEAD AUDITOR		
Megan Wallis	TFNSW	Sr. environment + sustainability officer		
Tracey Austin	TFNSW	ETS Mgr		
George Kallias	HBI	Environmental Representative		
DANIEL SAUNDERS	TFNSW	ETS MANAGER		
J. Steen	TFNSW	Env officer		
HUSSNDIN AHMED	SWC	Env Advisor		
Tom Bath	SWC	Enviro. Manager		
CATHERINE ^{DEZINSKI} DEZINSKI	TFNSW	Comms officer		
Jennifer Gatt	SWC	Comms Mgr		

Audit Attendance Sheet

Project M12 MOTORWAY WEST

Audit No. ■ M12W-06

Auditee CPB-GC-TV

Lead Auditor *Barbara Parker*

Location CPBGG-JV SITE OFFICE, ELIZABETH DR

Opening Meeting Date 16 MAY 2025, 8:00 AM

Closing Meeting Date 16 MAY 2025, 2:55 PM

Name	Organisation	Position	Signature	
			Opening Meeting	Closing Meeting
Barbara Pater	APP	Lead Auditor		
Joshua Jenkins	CPB	Sr Enviro officer		
Megan Wallis	TFNSW	sr enviro + sw. officer		
Tracey Austin	TFNSW	E+S Mgr		
George Kollias	HBI	Independent Env. Representative		
Paul Ennis	CPBGG JV	CONSTRUCTION DIRECTOR		
J. Sless	TFNSW	ENV Officer		
Daniel Saunders	TFNSW	Sr E+S Mgr		
Michael Watts	CPB	Env Manager		
Elise Marley-Wallace	CPB	Comms Manager		
Catherine Orzanski	TFNSW	comms officer		
Sahiba Gupta	CPB	study coord		
Barbara				

Appendix C – Auditor Approval

NSW Planning ref: SSI-9364-PA-407

Daniel Saunders

Senior Environment and Sustainability Manager

M12 Motorway

Transport for NSW

Sent via the Major Projects Portal only

16/04/2025

Subject: M12 Motorway (West & Central) – Agreement to Independent auditors

Dear Daniel

I refer to your letter dated 1 April 2025, SSI-9364-PA-407, requesting the Planning Secretary's agreement to suitably qualified, experienced, and independent persons to conduct independent audits of the M12 Motorway (West and Central) project (**Project**) under SSI-9364, as modified (**Approval**).

The NSW Department of Planning, Housing and Infrastructure (**NSW Planning**) has reviewed the independent auditor nominations and based on the information you have provided, and with consideration to the current complexity of the relevant West and Central stages of the Project, is satisfied that the proposed persons are suitably qualified, experienced, and independent.

In accordance with Schedule 2, Condition A38 of the Approval and the NSW Planning, *Independent Audit Post Approval Requirements* (2020), as nominee of the Planning Secretary, I agree to the following:

- Barbara Pater, APP Group as lead auditor
- Annabelle Tungol, APP Group/Artea Green Ventures as alternate lead auditor.

Please ensure this correspondence is appended to the independent audit report.

This agreement applies to the next construction phase independent audit of the Project only.

Further agreement from the Planning Secretary must be sought and provided in writing for the above auditors prior to them leading any subsequent independent audits of the Project under the conditions of Approval. This agreement is also conditional on the above auditors maintaining certification as a lead or principal auditor with a relevant industry body.

This agreement supersedes any previous agreement(s) to independent auditors under Condition A38 of the Approval for the West and Central stages of the M12 Motorway.

The independent audit must be prepared, undertaken, and finalised in accordance with the conditions of Approval and the *Independent Audit Post Approval Requirements* (2020).

NSW Planning reserves the right to request an alternate auditor or audit team for future independent audits.

Should you wish to discuss the matter further, please contact compliance@planning.nsw.gov.au.

Yours sincerely



Rob Sherry
Team Leader Compliance
Compliance

As nominee of the Planning Secretary

Appendix D – Independent Audit Declaration

Declaration of Independence Form

Independent Audit Declaration Form	
Project Name:	M12 Motorway Project
Consent Number:	SSI-9364
Description of Project:	A multi-lane road link from the M7 Motorway at Cecil Hills extending for approximately 16 kilometres to the Northern Road at Luddenham, including intersections with existing roads and interchanges with the M7 Motorway (extending approximately four kilometres within the existing M7 Motorway Corridor), and with the proposed Western Sydney International (Nancy-Bird Walton) Airport. Works also include electronic tolling facilities at the M7 interchange, construction of new bridges across 5 creeks and 8 roads, pedestrian and cycling facilities, and ancillary developments.
Project Address:	Cecil Hills NSW, 2171 to Luddenham NSW, 2745
Proponent:	Transport for NSW
Title of Audit:	Independent Environmental Audit
Date:	7 June 2025

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:

- i. the audit has been undertaken in accordance with relevant condition(s) of consent and the Independent Audit Post Approval Requirements (Department 2020);
- ii. the findings of the audit are reported truthfully, accurately and completely;
- iii. I have exercised due diligence and professional judgement in conducting the audit;
- iv. I have acted professionally, objectively and in an unbiased manner;
- v. 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;
- vi. 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;
- vii. 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
- viii. 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:

- a) 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
- b) 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:	Barbara Pater
Signature:	
Qualification:	Lead Environmental Auditor
Company:	APP Corporation Pty Ltd
Company Address:	Level 14, 10 Spring Street, Sydney NSW 2000

Declaration of Independence Form

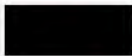
Independent Audit Declaration Form	
Project Name:	M12 Motorway Project
Consent Number:	SSI-9364
Description of Project:	A multi-lane road link from the M7 Motorway at Cecil Hills extending for approximately 16 kilometres to the Northern Road at Luddenham, including intersections with existing roads and interchanges with the M7 Motorway (extending approximately four kilometres within the existing M7 Motorway Corridor), and with the proposed Western Sydney International (Nancy-Bird Walton) Airport. Works also include electronic tolling facilities at the M7 interchange, construction of new bridges across 5 creeks and 8 roads, pedestrian and cycling facilities, and ancillary developments.
Project Address:	Cecil Hills NSW, 2171 to Luddenham NSW, 2745
Proponent:	Transport for NSW
Title of Audit:	Independent Environmental Audit
Date:	10 June 2025

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:

- ix. the audit has been undertaken in accordance with relevant condition(s) of consent and the Independent Audit Post Approval Requirements (Department 2020);
- x. the findings of the audit are reported truthfully, accurately and completely;
- xi. I have exercised due diligence and professional judgement in conducting the audit;
- xii. I have acted professionally, objectively and in an unbiased manner;
- xiii. 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;
- xiv. 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;
- xv. 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
- xvi. 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:

- a) 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
- b) 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:	Anita Rylah
Signature:	
Qualification:	General Manager, Assurance – HSEQ National & Technical Reviewer
Company:	APP Corporation Pty Ltd
Company Address:	Level 14, 10 Spring Street, Sydney NSW 2000

Appendix E – Audit Checklists

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
1	PART	A	ADMINISTRATIVE CONDITIONS				
	A		GENERAL				
1.1	A	A1	<p>The Proponent must carry out the CSSI in accordance with the terms of approval and generally in accordance with:</p> <ul style="list-style-type: none"> (a) M12 Motorway Environmental Impact Statement (dated October 2019); (b) M12 Motorway Submissions Report (dated October 2020); (c) M12 Motorway Amendment Report (dated October 2020); (d) M12 Motorway Amendment Report - Submissions Report (dated December 2020); and (e) M12 Motorway Amendment Report - Submissions Report - Amendment (dated 8 March 2021). 	TFNSW SWC	Based on the outcome of this audit, construction of the M12 Central project was verified to be generally in accordance with the EIS, submissions reports and amendment reports.		Compliant
1.2	A	A2	The CSSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance outcomes and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	TFNSW SWC	Based on the outcome of this audit, the M12 Central project was verified to be in generally accordance with the procedures, preventative actions, performance outcomes and mitigation measures as per the documents listed under Condition A1.		Compliant
1.3	A	A3	<p>In the event of an inconsistency between:</p> <ul style="list-style-type: none"> (a) the terms of this approval and any document listed in Condition A1, the terms 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. <p><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 the term and the document.</i></p>	TFNSW SWC	<p>TfNSW and SWC confirmed that no consistency assessments were approved during the audit period for the Central Package.</p> <p>Based on the outcome of the audit and compliance achieved under Conditions A1 and A2, no inconsistencies are identified.</p>		Not Triggered
1.4	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 CSSI; (b) any document or correspondence in relation to the CSSI (including the provision of such documentation or correspondence); (c) any notification given to the Planning Secretary under the terms of this approval; (d) any independent appointment or withdrawal of an appointment made in relation to the CSSI; (e) any audit of the construction or operation of the CSSI; 	TFNSW SWC	<p>Written directions received from DPHI during the audit period are as follows:</p> <ul style="list-style-type: none"> (a) No written requirements with regards to the environmental performance of the M12 Central project as confirmed by TfNSW. DPHI attended an inspection of the M12 Central site on 10 December 2024 as noted under ER Site Inspection Report No. 156. It was confirmed by all parties that DPHI raised no comments or actions. (b) No written directions received with regards to documents or correspondence as confirmed by TfNSW. 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<ul style="list-style-type: none"> (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. 		<ul style="list-style-type: none"> (c) Notifications as per applicable conditions. (d) ER, independent auditor and experts submitted and approved by the Department as previously evidenced. No withdrawals to date as confirmed by TfNSW. (e) DPHI provided feedback with regards to the previous audit report content as per email directly to the auditors 1 April 2025 "M12 West and Central (SSI-9364) - Independent audit #5 - Auditor feedback" – request to include details and summary of complaint trending and adequacy of responses, as well as management of complaints in accordance with IAPAR 2020 Section 9 + more detailed evidence to be captured to address condition requirements. Refer to Section 6.2 of the audit report for details of the complaints management system. (f) No written directions received regarding the terms of the approval or compliance as confirmed by TfNSW. (g) Noise, surface and groundwater monitoring as per CoA C11 to C18. No additional monitoring has been requested as confirmed by TfNSW. (h) CEMP, sub-plans and monitoring programs continue to be in place as per Part C of the conditions. No additional requests from DPHI as confirmed by TfNSW. 		
1.5	A	A5	<p>Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken and submitted to the Planning Secretary, and the terms of this approval require the document, monitoring program or review to be prepared/undertaken in consultation with identified parties, evidence of the consultation must be submitted to the Planning Secretary with the relevant document, monitoring program or review. 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; (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 	<p>TFNSW</p> <p>SWC</p>	<p>Overarching Construction Noise and Vibration Monitoring Program was updated during the preceding audit period as Rev P, 6 June 2024 including the Overarching OOHV Protocol (also Rev P, 6 June 2024), with the Overarching Construction Soil and Water Monitoring Program was updated to Rev M dated 5 June 2024. TfNSW confirmed that no additional consultation was been required.</p> <p>Seymour Whyte's Construction Soil and Water Monitoring Program (Rev F on 18 January 2025) and Construction Noise and Vibration Monitoring Program (Rev G dated 18 January 2025) were updated during the audit period to align to the Overarching updates. TfNSW confirmed these updates did not trigger any further consultation.</p>		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.				
1.6	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.	TFNSW	The Infrastructure Approval for the M12 Motorway was granted on 23 April 2021 as per Schedule 1, CSSI-9364. The approval has not yet lapsed.		Not Triggered
1.7	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.	TFNSW SWC	Overarching CEMP, Rev M.1 dated 20 June 2024 includes Appendix A1 Legal and Other Requirements lists relevant acts and regulations. CEMP is unchanged during the audit period. Seymour Whyte M12 Central CEMP updated to Rev F dated 18 January 2025 to align with the Overarching update. Includes the following: <ul style="list-style-type: none"> Section 4.2 Relevant legislation and guidelines Section 4.2.1 Legislation Section 4.2.3 Guidelines and standards Appendix A1 Legal and other requirements with table of standards, acts and regulations <p>The M12 Central CEMP is as based on the Overarching CEMP (OCEMP) Appendix 1 e.g., EPA Act 1979 ref S5.14 and S5.25, with the applicable acts, etc. noted for the package.</p>		Compliant
1.8	A	A8	Any document that must be submitted or action taken within a timeframe specified in or under the terms of this approval may be submitted or undertaken within a later timeframe agreed with the Planning Secretary. This condition does not apply to the written notification required in respect of an incident under Condition A44 and Condition A45 .	TFNSW SWC	DPHI letter to TfNSW, ref SSI-9364-PA-393 "Request for Alternate Timeframe to retire Biodiversity Offset Credits" dated 27 February 2025 in response to TfNSW letter submitted 20 February 2025 requesting further extension of time for remaining Biodiversity Offset Credits, required by Condition E3, under Condition A8. Extension to 30 June 2025 approved. Request for later timeframe were made during the audit period for the 13 biodiversity offset credits, however these applied to the M12 East package and are outside the scope of this audit. At-property treatment extended until February 2026 – TfNSW letter presented to DPHI, "Re: Request for extension of time to implement operational noise mitigation measures (CoA E53 and E55) for SSI 9364" dated 27 March 2025 with justification report attached. Approved by DPHI as per letter ref SSI-9364-PA-405 dated 2 May 2025. Letter also states:		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<i>"Accordingly, as nominee of the Planning Secretary and under Condition A9, I agree to 'within 24 months after the commencement of operation' as the alternate timeframe for the Project to complete the installation of the APNT component of operational noise mitigation measures at receivers who have declined or not responded to the Project's APNT offers."</i>		
	A		STAGING				
1.9	A	A9	The CSSI 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 for information. The Staging Report must be endorsed by the ER and then submitted to the Planning Secretary no later than one (1) month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation)	TFNSW	<p>M12 Motorway Staging Report, Rev G, M12PPW-ADAP-ALL-EN-RPT-000001, 3 April 2023 and has not undergone any changes.</p> <ul style="list-style-type: none"> ER endorsement of Staging Report, Rev G dated 10 April 2023, Ref: M12 Staging Report Rev G. ER Endorsement letter of Rev G dated 10 April 2023, ref M12 Staging Report Rev G. TfNSW submission letter to the Department date 11 April 2023 for Revision G. Portal receipt SSI-9364-PA-162 for revised Staging Report (Rev G) also dated 11 April 2023. 		Compliant
1.10	A	A10	<p>The Staging Report must:</p> <ol style="list-style-type: none"> if staged construction is proposed, set out how the construction of the whole of the CSSI 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; if staged operation is proposed, set out how the operation of the whole of the CSSI 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); specify how compliance with conditions will be achieved across and between each of the stages of the CSSI; and set out mechanisms for managing any cumulative impacts arising from the proposed staging. 	TFNSW	<p>M12 Motorway Staging Report, Rev G, M12PPW-ADAP-ALL-EN-RPT-000001, 3 April 2023 (unchanged) includes the following:</p> <ol style="list-style-type: none"> Section 2 Proposed Project Packages, Appendix A CoA applicable to Staging, Table 2-1 Indicative timing of project stages Section 2 Proposed Project Packages, Appendix A CoA applicable to Staging Section 3 Compliance, Appendix A CoA applicable to Staging Section 2.5 Cumulative Impacts, Appendix A CoA applicable to Staging. 		Compliant
1.11	A	A11	The CSSI must be staged in accordance with the Staging Report .	TFNSW	M12 Motorway Staging Report, Rev G, M12PPW-ADAP-ALL-EN-RPT-000001, 3 April 2023, Section 2.2 Project Stages, Appendix A CoA applicable to Staging.		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					Construction of the M12 Motorway Central package commenced August 2022. Timeline of the Central package noted to be in accordance with the staging report with commencement as Q3 of 2022 – August 2022, and completion as mid-2025, however there have been delays in completion due to the remaining grinding and grooving works.		
1.12	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.	TFNSW SWC	M12 Motorway Staging Report, Rev G, M12PPW-ADAP-ALL-EN-RPT-000001, 3 April 2023, Appendix A includes a matrix of the applicable Conditions of Approval based on each stage.		Compliant
1.13	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 for information no later than one (1) month before the proposed change in the staging. The revised Staging Report must be endorsed by the ER before submitting it to the Planning Secretary.	TFNSW	Letter of submission from TfNSW to the Department as previously evidenced: "SSI 9364 - M12 Motorway - CoA A13 Revised Staging Report" confirms that revised Staging Report has been prepared in response to the changes and been endorsed by the ER as per endorsement letter dated 11 April 2023. Section 2.4 Changes to staging detailed in Staging Report. No changes have been required to the Staging Report. This condition is therefore not triggered.		Not Triggered
	A		STAGED SUBMISSIONS OF STRATEGIES, PLANS OR PROGRAMS				
1.14	A	A14	With the approval of the Secretary, the Proponent may submit any strategies plans or programs required by this approval on a progressive basis. <i>Notes:</i> 1. <i>While any strategy, plan or program may be submitted on a progressive basis, the Proponent will need to ensure that the Work being undertaken on site is covered by suitable strategies, plans or programs at all times; and</i> 2. <i>If the submission of any strategy, plan or program is to be submitted on a progressive basis, then the relevant strategy, plan or program must clearly describe the specific Work or stage to which the strategy, plan or program applies, the relationship of the Work or stage to any future Work or stages, and the trigger for updating the strategy, plan or program if and as relevant.</i>	TFNSW SWC	DPHI letter to TfNSW, ref SSI-9364-PA-393 "Request for Alternate Timeframe to retire Biodiversity Offset Credits" dated 27 February 2025 in response to TfNSW letter submitted 20 February 2025 requesting further extension of time for remaining Biodiversity Offset Credits, required by Condition E3, under Condition A8. Extension to 30 June 2025 approved. However, remaining credits apply to the M12 East package and do not form part of this audit scope. This condition is therefore not triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
	A		CONSTRUCTION ANCILLARY FACILITIES				
1.15	A	A15	<p>Additional construction ancillary facilities Construction ancillary facilities (excluding minor construction ancillary facilities established under Condition A20) that are not identified by description and location in the documents listed in Condition A1 may only be established and used in each case if:</p> <ul style="list-style-type: none"> (a) they are located within or immediately adjacent to the construction boundary; and (b) they are not located next to a sensitive receiver(s) (including where an access road is between the facility and the receiver(s)), unless the sensitive receiver(s) (both the landowner(s) and occupier(s)) 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. 	TFNSW SWC	<p>No additional or new Construction Ancillary Facilities as confirmed by SWC with the current facilities undergoing decommissioning as follows:</p> <ol style="list-style-type: none"> AF4 located west of Clifton Avenue, Kemps Creek. This was the former main site compound and was visited during the audit site inspection. The area has been completely demobilised and vegetated with only fencing, signage, weather station and dust monitor remaining. AF5 located north of Elizabeth Drive and west of Mamre Road, Mount Vernon. This is known as the Hi Quality Yard facility which is no longer in use and was being decommissioned at the time of the audit. AF6 located south of Elizabeth Drive, Cecil Hills – Western Sydney Parklands, Water Access Road. SWC confirmed that this was never utilised. AF12a – West of Clifton Avenue – the former batch plant site will be converted into the slurry management area. SWC confirmed that the EWMS-08 was currently under review. Refer to the improvement opportunity and site observations raised at this area under Condition E84. AF12b – West of Clifton Avenue – Tree Serve site with hard stand only. Post-land condition assessment process has commenced. AF13 – East of Salisbury – Salisbury House (existing TfNSW asset). No longer in use. AF15 – South of the intersection of Elizabeth Drive and Mamre Road. No longer in use. AF16 – Range Rd, as per amendment reports. Within the carpark of the existing Wylde Mountain Bike Trail – demobilisation has occurred – refer to photos. 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>9. AF16a – Within the project alignment, approximately 60m south of AF16. No longer in use.</p> <p>Status of the Ancillary Facilities (AF) is reviewed during the coordination meetings: e.g., Meeting No. 70 on 10 December 2024, item No. 3.2.5 - Batch plant decommissioning is underway, except for functional use of the bays for receiving the grinding/grooving slurry as per EWMS process; Meeting No 72 on 6 February 2025. Notes demobilisation of Clifton Compound</p> <p>AF status also reviewed during ER inspections as follows: Report #159 on 21 January 2025: Demobilise AF4 Main Compound with sheds removed tomorrow and remove roadbase (photo ref 159.05); Re-install project signage & amenity screening as required at AF13 Salisbury Ave House (photo ref 159.12).</p> <p>Report #161 on 6 February 2025: AF04 Main Compound foundations removed and site being re-levelled (photo ref 161.06); Signage placed at AF13 Salisbury Ave House (TfNSW office) – close out of 159.12.</p> <p>Report #165 on 6 March 2025: Concrete Batch Plant – Garden bed and permanent fencing ongoing; Mulch placement and permanent fencing in Hi Quality compound completed; Demobilisation from Ancillary Facility AF12b TreeServe site (photo ref 165.01); Spoil material in stockpiles to be sorted before being used as backfill for AF12a Batch Plant sump (photo ref 165.02).</p> <p>Report #168 on 27 March 2025: Topsoil and hydroseeding placed at AF04 Main Compound providing cover and stabilisation (close out of photo ref 167.04); Rural fencing placed on boundary of AF12b Batch Plant (close out of photo ref 167.07).</p> <p>It was confirmed that none of the areas have been handed over and are still to follow the post-condition land assessment process with the former TreeServe (AF12b): Sighted Hutchison Weller Post-construction land condition assessment 90 Clifton Avenue, Kemps Creek, 21030-LCA-POST-1-0, Rev 0 dated 27 February 2025. Section 4 Post-construction site inspection actioned 23 January 2025 for former Tree Serve AF Notes agreement between SWC and TreeServe confirming that remaining 10mm aggregate layer is to remain in-situ. Email confirmed from TreeServe 25 February 2025.</p>		

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>Survey report also provided – 12D Model Survey Conformance Report for Pavement ref DMK241218B on 31 January 2025.</p> <p>Soil Conservationist from Rubicon provided Post-Construction Stabilisation Assessment Report Former Stockpile Area at 90 Clifton Avenue, Kemps Creek 2178, Rev 0, 29 January 2025. Inspection actioned 23 January 2025 and summarised as follows: <i>Based on our inspection, our assessment is that minor erosion and sediment impacts from the crushed rock hardstand area will continue, however, the area has been returned to its pre-existing condition. In our assessment, the former Ancillary Stockpile can be handed back to the Lessor or TfNSW, as required.</i></p> <p>Preliminary Contamination Assessment- Area (AF12b) by ADE Consulting Group Report Reference: PCA1.v1f dated 21 February 2025. Section 7 Conclusions / Recommendations notes: <i>Based on the observations collected during the site inspection and the information provided by Seymour Whyte on 14 February 2025, ADE is of the opinion that that the site is suitable to be handed back to TreeServe as no wastes attributable to the construction project remain on site.</i></p> <p>It was also confirmed by SWC that there is a no longer a main site compound available under the M12 Central package; staff are now utilising the SWC Mamre Road site office (separate project).</p>		
1.16	A	A16	<p>Site Establishment Management Plan</p> <p>Before establishment of a construction ancillary facility(ies) (excluding minor construction ancillary facilities established under Condition A20), the Proponent must prepare a Site Establishment Management Plan which outlines the environmental management practices and procedures to be implemented for the establishment of the construction ancillary facility(ies). The Site Establishment Management Plan must be prepared in consultation with the relevant council(s) and relevant State government agencies. The Plan must be endorsed by the ER and then submitted to the Planning Secretary for approval one (1) month before the establishment of the construction ancillary facility(ies). The Site Establishment Management Plan must detail the management of the construction ancillary facility(ies) and include:</p> <ul style="list-style-type: none"> (a) a description of activities to be undertaken during establishment of the construction ancillary facility(ies) (including scheduling and duration of work to be undertaken at the site); (b) figures illustrating the proposed site layout and the location of the closest sensitive receiver(s); 	SWC	<p>Mod-1 updates as noted in red.</p> <p>The current version of the Overarching CEMP Rev M.1 dated 20 June 2024 remains in place with Seymour Whyte's M12 Central CEMP Rev F dated 18 January 2025, endorsed by the ER as per letter ref: M12C CEMP Rev F dated 12 March 2025.</p> <p>Mod-1 states that once a CEMP is approved a Construction Ancillary Facility Site Establishment Management Plan(s) is not required.</p> <p>This condition is no longer triggered.</p>		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of site establishment work;</p> <p>(d) details of how the site establishment activities described in subsection (a) 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 (c) of this condition; and</p> <p>(e) a program for monitoring the performance outcomes, including a program for noise monitoring consistent with the requirements of Condition C14.</p> <p>The Site Establishment Management Plan must be approved before the establishment of a construction ancillary facility(ies) (excluding minor construction ancillary facilities established under Condition A20).</p> <p>Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each construction ancillary facility.</p> <p>This plan is only needed before a CEMP is approved. Once a CEMP is approved a Construction Ancillary Facility Site Establishment Management Plan(s) is not required. Nothing in this condition prevents a proponent from continuing to implement an approved Construction Ancillary Facility Site Establishment Management Plan in conjunction with an approved CEMP.</p> <p><i>Note: Condition A16 does not apply to minor construction ancillary facilities established under Condition A20.</i></p>				
1.17	A	A17	Where a construction ancillary facility(ies) has been established for any early works listed in Appendix B and is to be used for construction, a new or revised Site Establishment Management Plan must be prepared where additional activities are required to establish the site for the purposes of construction or there is a change to the site layout. The new or revised Site Establishment Management Plan must be prepared in accordance with Condition A16 and approved by the Planning Secretary before commencement of the additional activities or change to site layout.	SWC	No early works ancillary facilities were used for construction. There were no early works as part of the M12 Central package.		Not Triggered
1.18	A	A18	<p>Use of Construction Ancillary Facilities</p> <p>The use of a construction ancillary facility for construction (excluding minor construction ancillary facilities established under Condition A20 and construction ancillary facilities established for the purposes of early works in accordance with Condition A24) must not commence until the CEMP</p>	TFNSW SWC	The current version of the Overarching CEMP Rev M.1 dated 20 June 2024 remains in place as with Seymour Whyte's current M12 Central CEMP Rev F dated 18		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>required by Condition C1, relevant CEMP Sub-plans required by Condition C4 and relevant Construction Monitoring Programs required by Condition C11 have been approved by the Planning Secretary.</p> <p>This condition does not apply to the use of construction ancillary facilities where the ER has determined that the use of the facility will have a minimal impact on the environment and community.</p>		<p>January 2025, endorsed by the ER as per letter ref: M12C CEMP Rev F dated 12 March 2025.</p> <p>Status of Construction Ancillary Facilities is as detailed under Condition A15.</p>		
1.19	A	A19	<p>Construction ancillary facilities established for the purposes of early works in accordance with Condition A24 cannot be used for construction until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C4 and relevant Construction Monitoring Programs required by Condition C11 have been approved by the Planning Secretary.</p> <p>This condition does not apply to the use of construction ancillary facilities where the ER has determined that the use of the facility will have a minimal impact on the environment and community.</p>	TFNSW SWC	No early works ancillary facilities were used for construction of the M12 Central package. Ancillary facilities used are as per EIS and amendment reports.		Not Triggered
1.20	A	A20	<p>Minor Construction Ancillary Facilities Lunch sheds, office sheds, portable toilet facilities, and the like, can be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria:</p> <ul style="list-style-type: none"> (a) are located within or adjacent to the construction boundary; 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 Interim Construction Noise Guideline (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, water and flooding, and (iii) 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. 	SWC	The ER confirmed that no Minor Construction Ancillary Facilities were required for assessment during the audit period.		Not Triggered
1.21	A	A21	<p>Boundary screening Boundary screening must be erected around all construction ancillary facilities that are adjacent to sensitive receivers for the duration of construction of the CSSI unless otherwise agreed with affected residents, business operators and landowners.</p>	SWC	Boundary screening at the former main compound (AF4) has now been removed as confirmed during the audit site inspection. Status of Ancillary Facilities are detailed under Condition A15. This condition is no longer triggered.		Not Triggered
1.22	A	A22	Boundary screening required under Condition A21 of this approval must minimise, as far as practicable, visual impacts on adjacent sensitive receivers.	SWC	No boundary screening observed during audit site inspection. This condition is no longer triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
1.23	A	A23	Project identification The CSSI name; application number; telephone number, postal address and email address required under Condition B7 of this approval must be made available onsite boundary fencing / hoarding at the entrance of each ancillary facility before the commencement of construction.	SWC	No boundary screening observed during audit site inspection. Status of Ancillary Facilities are detailed under Condition A15. This condition is no longer triggered.		Not Triggered
	A		ENVIRONMENTAL MANAGEMENT – EARLY WORKS				
1.24	A	A24	Before undertaking early works specified in Appendix B , the Proponent must prepare an Early Works Environmental Management Plan . The Plan must include: <ul style="list-style-type: none"> (a) a description of the activities to be undertaken and the scheduling and duration for each activity; (b) a site establishment management plan for any proposed construction ancillary facilities (excluding minor construction ancillary facilities established under Condition A20) consistent with the requirements of Condition A16; (c) figures illustrating the proposed location(s) of the early works and the closest sensitive receiver(s); (d) a flora and fauna management sub-plan (prepared in consultation with the EES) which includes - <ul style="list-style-type: none"> (i) details of the measures to avoid and minimise disturbance to native vegetation, and other habitat of native flora and fauna species, (ii) details of the proposed management and mitigation measures for the affected species listed in Table 3, (iii) procedures for undertaking pre-clearing surveys for native fauna, including surveys by a suitably qualified and experienced ecologist to determine the presence of native fauna in the area impacted by the early works, and procedures and measures to manage their relocation, and (iv) unexpected finds protocol for flora and fauna; (e) details of measures to avoid and minimise noise and vibration, soil, water and air quality impacts; and (f) unexpected finds procedures for heritage and contamination. 	TFNSW	No early works specific to the M12 Central package as confirmed by TfNSW. Project wide early works completed by February 2023 as evidenced during the initial audit. This condition is not triggered.		Not Triggered
1.25	A	A25	The Early Works Environmental Management Plan required under Condition A24 must be endorsed by the ER and then submitted to the Planning Secretary for approval at least one (1) month before the commencement of the early works specified in Appendix B . The early works specified in Appendix B must not commence until the environmental management plan is approved. The environmental management plan must be implemented for the duration of the early works which are the subject of the plan.	TFNSW	No early works specific to the M12 Central package as confirmed by TfNSW. Project wide early works completed by February 2023 as evidenced during initial audit. This condition is not triggered.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Nothing in this condition prevents the Proponent from preparing individual environmental management plans for one or more of the early works specified in Appendix B .				
	A		INDEPENDENT APPOINTMENTS				
1.26	A	A26	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).	TFNSW SWC	Nomination of Environmental Representative and Alternate ER unchanged. DPHI letter ref SSI-9364-PA-407 "M12 Motorway (West and Central) – Agreement to additional independent auditors" dated 16 April 2025 for this audit only. Previously evidenced noise specialist approval as per Condition E50. TfNSW confirmed that no other, additional Independent Appointments have been required for the M12 Central package.		Compliant
1.27	A	A27	All Independent Appointments required by this approval must hold current membership of a relevant professional body, unless otherwise agreed by the Planning Secretary.	TFNSW SWC	APP lead independent auditor holds Exemplar Global auditing accreditation: Lead Auditor Certificate No. C-424613.		Compliant
1.28	A	A28	The Planning Secretary may at any time commission an audit of how an independent appointment has exercised their functions. The Proponent must: (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.	TFNSW SWC	Independent appointments have been approved by DPHI as per compliance with Conditions A26, A30, A38 and E50. TfNSW confirmed that no additional audits outside of the frequency as defined by the IAPAR 2020 have been commissioned by DPHI to date.		Not Triggered
1.29	A	A29	The Planning Secretary may withdraw its approval of an independent appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval.	TFNSW SWC	TfNSW confirmed that no withdrawals of independent appointments have occurred to date. Independent appointments have been approved by DPHI as per compliance with Conditions A26, A30, A38 and E50.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
	A		ENVIRONMENTAL REPRESENTATIVE				
1.30	A	A30	Work must not commence until an Environmental Representative (ER) has been approved by the Planning Secretary and engaged by the Proponent.	TFNSW	No changes to the ER team. Works commenced following DPHI approval of the ER as previously evidenced. Timing of this condition is no longer triggered.		Not Triggered
1.31	A	A31	The Planning Secretary's approval of an ER must be sought no later than one (1) week before the commencement of Work.	TFNSW	ER approval in place as verified during previous audits. No changes to the approved ERs. Timing of this condition is no longer triggered.		Not Triggered
1.32	A	A32	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 of the CSSI. The ER must meet the requirements set out in the <i>Environmental Representative Protocol</i> (Department of Planning and Environment, October 2018).	TFNSW	Department letter as evidenced during previous audits approving alternative ER dated 17 November 2022 confirms that the supported CV demonstrates the skills, qualification and experience to undertake the role, that there was no involvement in the preparation of the EIS, etc as per CoA A1 as per previous audit evidence.		Compliant
1.33	A	A33	The Proponent may engage more than one ER for the CSSI, 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 CSSI.	TFNSW	The ER team (lead and alternates) engaged on the project are unchanged from preceding audits.		Compliant
1.34	A	A34	For the duration of the work until the commencement of operation, or as agreed with the Planning Secretary, the approved ER must: <ul style="list-style-type: none"> (a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI; (b) consider and inform the Planning Secretary on matters specified in the terms of this approval; (c) 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; (d) review the documents identified in Conditions A9, A13, A16, A24, C1, C4 and C11 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so; <ul style="list-style-type: none"> (i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or (ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are 	ER	ER Monthly Reports were presented for the 6-month period are as follows: <ul style="list-style-type: none"> • October 2024, Ref: 210309-ER_DPHI-October 2024, 7 November 2024 • November 2024, Ref: 210309-ER_DPHI-November 2024, 6 December 2024 • December 2024, Ref: 210309-ER_DPHI-December 2024, 15 January 2025 • January 2025, Ref: 210309-ER_DPHI-January 2025, 7 February 2025 • February 2025, Ref: 210309-ER_DPHI-February 2025, 7 March 2025 • March 2025, Ref: 210309-ER_10309-ER_DPHI-March 2025, 7 April 2025. Reports contain the following information: <ul style="list-style-type: none"> • Key Activities – M12C Construction Activities • ER Inspection – includes key points raised 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>not required to be submitted to the Planning Secretary / Department);</p> <p>(e) regularly monitor the implementation of the documents listed in Conditions A9, A13, A16, A24, C1, C4 and C11 to ensure implementation is being carried out in accordance with the documents 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 CSSI commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Conditions A38 and A41 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 A20 of this approval;</p> <p>(i) consider any minor amendments to be made to the CEMP, CEMP Sub-plans, Construction Monitoring Programs, Site Establishment Management Plans and Early Works Environmental Management Plan that involve updating or are of an administrative nature and do not increase impacts to nearby sensitive receivers, and ensure they are consistent with the terms of this approval and the documents approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval</p> <p>(j) prepare and submit to the Planning Secretary and relevant regulatory agencies (where requested by those 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 CSSI.</p>		<ul style="list-style-type: none"> Meetings Attended Reviewed, Approved and Endorsed Document/s Non-compliance / Incidents / Repeat Complaints Audits (specific to packages reported in this report) Looking forward – Core Focus Areas Photos – comments included under each photo <p>Reports are combined with the M12 West package.</p> <p>The ER attended the audit and demonstrated the following compliance with Condition A34 as follows:</p> <p>(a) Monthly meetings occur with DPHI e.g., ER & DPHI M12 Meeting 31/03/2025</p> <p>(b) The ER informs DPHI on matters specific to the approval during monthly meetings + submission of monthly ER report to DPHI. DPHI also attended an inspection of the M12 Central site on 10 December 2024 as noted under ER Site Inspection Report No. 156. The ER confirmed that no comments or actions were raised by DPHI.</p> <p>(c) Recommendations are made during the fortnightly ER site inspections e.g.; Inspection Report No. 159 dated 21 January 2025 – ref 159.02: <i>Pavement grinding slurry management being undertaken within former Batch Plant washout bays. New bunded location being installed elsewhere within yard proposed to be used to dry-out semi-solid wastes. Confirm location is appropriate. Revise EWMS to insert additional concrete solids management bund that is being established.</i> Categorised as Low. Close out as per Inspection Report No. 161 dated 6 February 2025: SWC update 31/01/2025 EWMS updated to include additional concrete solids management bund. Notes closed on 31/01/2025. ER Monthly Report for January 2025 notes the following document was reviewed: M12C EWMS-08 Concrete Washout Construction and</p>		

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>Operation Rev G. Discussed during coordination meetings e.g., Meeting No. 77 on 23 April 2025 as attended by TfNSW, SWC and the ER; item No. 7.1 (Hold Point) EWMS at batch plant to be updated to reflect new sump area established to received slurry solids. TB to send update to Transport. Comment made on the size of sump required / volume (note made west had used a large area / 3 settling areas) Copy of EWMS for batch plant receiving of slurry related info to be shared with ER when available, subject to final plant nominations and batch yard configuration. ER comments provided to SWC– EWMS-08 was confirmed by SWC and ER to be still under review and is yet to be finalised.</p> <p>(d) The ER reviews and endorses documents as demonstrated under 'Reviewed Documents' section within the monthly reports e.g., Reviewed documents: M12C EWMS 08 Concrete Washout Construction and Operation Rev G; Endorsed documents: M12C Construction Environmental Management Plan Revision F 18th January 2025 (finalised 12/03/25). ER Approval of Minor Amendments for M12C CEMP Rev F & Sub-plans 12/03/25 as per March 2025 Monthly Report.</p> <p>(e) Monitoring of implementation is undertaken during ER inspections e.g., Report No. 163 on 20 February 2025 – photo ref 163.02 – sweep exit from Batch Plant; photo ref 163.07 – clean-up / rework required where mulch has flowed down median to pits and bioretention basins in various areas including west of Kemps Creek. Close out is actioned in following reports until closed i.e. Report No. 165 dated 6 March 2025 Previous Inspections Actions: SWC update 28/02/2025 – vac-truck has been deployed for cleaning up of the flowed down mulch in drainage pits and bioretention basins throughout the site.</p> <p>(f) This is the sixth CSSI audit on the project whereby the ER is in attendance. The ER also participated in previous audits.</p>		

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>(g) Complaints are monitored as demonstrated in the monthly reports under "Non-compliance/Incidents/Repeat Complaints" section. e.g., November 2024 report: 18/11/24 M12C Complaint Traffic Setup: WC Corporate Office received another complaint from Traffic Controller regarding construction speed zone on Elizabeth Dr, east of Range Rd</p> <p>(h) The ER confirmed that no minor construction ancillary facilities assessed during audit period.</p> <p>(i) M12C Construction Environmental Management Plan Revision F 18th January 2025 (finalised 12/03/25). ER Approval of Minor Amendments for M12C CEMP Rev F & Sub-plans 12/03/25.</p> <p>(j) All ER reports are issued on or before the 7th day of the following month as evidenced, with the exception of the December 2024 report – an ongoing approval extension was granted by DPHI as evidenced at the previous audit for the later timeframe submission of December reports due to the holiday period.</p>		
1.35	A	A35	<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 A34 (including preparation of the ER monthly report), as well as:</p> <p>(a) the complaints register for any complaints received (on the day they are received); and</p> <p>(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).</p>	TFNSW SWC	<p>(a) From November 2024 ER Report: 13/11/24 Unrelated Complaint Litter (Responded to by M12C): Salisbury Ave business complained about Contractors leaving litter on the side of the road; 18/11/24 M12C Complaint Traffic Setup: WC Corporate Office received another complaint from Traffic Controller regarding construction speed zone on Elizabeth Dr, east of Range Rd. These were included on the ER Report November 2024 Ref: 210309-ER_DPHI-November 2024 dated 6 December 2024. Issued to ER on same day as confirmed by the ER via phone call with the register issued to DPHI and ER as per standard timeframe.</p> <p>(b) No Consistency Assessments during the audit period for the M12 Central package.</p>		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
	A		NOTIFICATION OF COMMENCEMENT				
1.36	A	A36	The Department must be notified in writing of the dates of commencement of early works, construction and operation at least one (1) month before those dates	TFNSW	No further notifications required since the original notification for commencement of construction. No notifications have been triggered during the audit period.		Not Triggered
1.37	A	A37	If the construction or operation of the CSSI is to be staged, the Department must be notified in writing at least one (1) month before the commencement of each stage, of the date of the commencement of that stage.	TFNSW	No additional stages requiring submission for the M12 Central package.		Not Triggered
	A		AUDITING				
1.38	A	A38	<p>The Proponent must engage an independent auditor and conduct auditing and audit reporting of the CSSI in accordance with the document <i>Independent Audit Post Approval Requirements</i> (DPIE, 2020).</p> <p><i>Note: The independent auditor must be approved by the Planning Secretary no later than two weeks following the commencement of construction as required by Independent Audit Post Approval Requirements (DPIE, 2020).</i></p>	TFNSW	<p>TfNSW letter dated 1 April 2024 "Re: SSI 9364 - M12 Motorway - CoA A38 – Appointment of Alternate Lead Independent Auditors". Submitted to DPHI and lodged as per portal receipt SSI-9364-PA-407 on 1 April 2024.</p> <p>DPHI approval letter: ref SSI-9364-PA-407 "M12 Motorway (West and Central) – Agreement to additional independent auditors" dated 16 April 2025. Noted the approval is in place for this audit only.</p>		Compliant
1.39	A	A39	Operational compliance auditing is only required at 26 weeks following the commencement of operation unless an alternative timeframe is agreed to by the Planning Secretary.	TFNSW	The project is currently under construction. Operational compliance auditing is not yet triggered.		Not Triggered
1.40	A	A40	The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to that set out in <i>Independent Audit, Post Approval Requirements</i> (DPIE, 2020), upon giving at least one (1) month's notice to the Proponent of the date upon which the audit must be commenced.	TFNSW	<p>Initial and subsequent audits are being conducted in accordance with the IAPAR 2020 guidelines as follows (note that timing of audits are combined with the M12 West package as scheduled to ensure subsequent timeframe of 26-weeks is met):</p> <ol style="list-style-type: none"> 1. Initial audit – 31 October 2022 2. Audit No. 2 – 2 May 2023 3. Audit No. 3 – 30 October 2023 4. Audit No. 4 – 9 May 2024 5. Audit No. 5 – 14 November 2024 6. Audit No. 6 (this IEA) – 15 May 2025. <p>TfNSW confirmed that no requests have been received from DPHI in accordance with Condition A40.</p>		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
1.41	A	A41	The Planning Secretary may direct the Proponent to undertake Independent Audits in addition to those provided for in Condition A38 when considered necessary to address a particular issue.	SWC	TfNSW confirmed that no directions have been received from DPHI to date, to undertake additional audits to those under Condition A38. Audits are being undertaken as per the IAPAR 2020 timing i.e. during construction audits every 26-weeks.		Not Triggered
1.42	A	A42	In accordance with the specific requirements in the <i>Independent Audit Post Approval Requirements</i> , the Proponent must: <ul style="list-style-type: none"> (a) review and respond to each Independent Audit Report prepared under Condition A38 or Condition A41; (b) submit the response to the Planning Secretary; and (c) make each Independent Audit Report and response to it publicly available 60 days after submission to the Planning Secretary. 	TFNSW	In accordance with the IAPAR 2020, the followed was verified: <ul style="list-style-type: none"> (a) Review and response email from TfNSW to auditors, email dated 28 January 2025 in response to Draft V1. Finalised report dated 30 January 2025. (b) TfNSW letter dated 25 February 2025 "Re: SSI 9364 - M12 Motorway - CoA A42 and A43 Independent Audit Report and Proponent's Response". Submitted as per portal receipt SSI-9364-PA-337. (c) Previous IEA Report No. 5 + Response to M12 Independent Audit Report No. 5 findings – January 2025 made publicly available as sighted on the project website under "Independent environmental audits" menu. 		Compliant
1.43	A	A43	Independent Audit Reports and the Proponent's response to audit findings must be submitted to the Planning Secretary for information within two (2) months of undertaking the independent audit site inspection as outlined in the <i>Independent Audit Post Approval Requirements</i> (DPIE, 2020).	TFNSW	TfNSW letter to DPHI "SSI 9364 - M12 Motorway - CoA A42 and A43 Independent Audit Report and Proponent's Response" dated 22 July 2024. Submitted as per portal receipt SSI-9364-PA-337. TfNSW requested an extension for the submission of the previous audit report to 28 February 2025 (as per letter dated 29 October 2024 and submitted to DPHI, ref SSI-9364-PA-369) which DPHI approved on 4 November 2024 to extend the submission timeframe of the audit report and response to three months instead of two. TfNSW letter dated 25 February 2025 "Re: SSI 9364 - M12 Motorway - CoA A42 and A43 Independent Audit Report and Proponent's Response" was presented as evidence, submitted as per portal receipt SSI-9364-PA-337.		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
	A		INCIDENT NOTIFICATION AND REPORTING				
1.44	A	A44	The Planning Secretary must be notified in writing via the Major Projects Website as soon as possible and no later than 12 hours after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI) and the date, time, location and nature of the incident.	TFNSW SWC	No reportable, material harm incidents to date. Incidents are classified as Report Only, Incident (minor, major), or Non-Conformance. All incidents recorded during the audit period were C5 Minor or Report Only.		Not Triggered
1.45	A	A45	Subsequent notification must be given, and reports submitted to the Planning Secretary in accordance with the requirements set out in Appendix A .	TFNSW SWC	No reportable incidents / material harm environmental incidents to date.		Not Triggered
	A		NON-COMPLIANCE NOTIFICATION				
1.46	A	A46	The Planning Secretary must be notified in writing via the Major Projects website within seven (7) days after the Proponent becomes aware of any non-compliance.	TFNSW SWC	Non-Compliance notified during the audit period as follows: Non-Compliance as identified during IEA No. 5 (Overarching): TfNSW letter (undated) "Re: SSI 9364 - M12 Motorway - Notification of non-compliance (CoA A43)". The previous audit report was finalised by the auditor on 19 July 2024 and was submitted by Transport to DPHI 22 July 2024. However, the audit was 16 May 2024, exceeding the timeframe submission timeframe by 6 days (due within 2-months of undertaking the audit site inspection). Notified as 'NC25' to DPHI on 21 November 2024, within seven days of the previous audit undertaken 14 & 18 November 2024. Portal receipt SSI-9364-PA-375. DPHI responded via email 2 December 2024: "Communication regarding Non-compliance Notification - A43 SSI-9364-PA-375" and noted that the non-compliance had been appropriately addressed and had recorded a breach in its system.		Compliant
1.47	A	A47	A non-compliance notification must identify the CSSI and the application number for it, set out the condition of approval that the CSSI is non-compliant with, the way in which it does not comply and the reasons for the non-	TFNSW SWC	Non-compliance notification letter (undated) as per Condition A46 included reference SSI-9364, conditions of		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.		<p>approval references: "Re: SSI 9364 - M12 Motorway - Notification of non-compliance (CoA A43)</p> <p>CSSI name and application number: M12 Motorway (SSI 9364)</p> <p>CoA that the CSSI is non-compliant with: A43</p> <p>Date proponent became aware of non-compliance: 18.11.2024</p> <p>The way in which it does not comply and the reasons for the non-compliance (if known): A non-compliance by the auditor (APP) with condition of approval A43 was identified during the Independent Environmental Audit on 18th May 2024.</p> <p>The previous audit report was finalised by the auditor on 19 July 2024 and was submitted by Transport to DPHI 22 July 2024. However, the audit was 16 May 2024, exceeding the timeframe submission timeframe by 6 days (due within 2-months of undertaking the audit site inspection).</p> <p>A Non-Compliance is raised against the auditor as the report was submitted to Transport beyond the 2-month timeframe, leading to the submission timeframe not being met.</p> <p>What actions have been, or will be, undertaken to address the non-compliance: The auditors are aware of the timeframe requirements and have committed to provide the next Independent Audit Report in a timely manner to enable submission to be made in accordance with CoA A43.</p>		
1.48	A	A48	A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	TFNSW SWC	Non-compliance identified was not notified as an incident. No material harm incidents to date.		Compliant
	A		IDENTIFICATION OF SPOIL HAULAGE VEHICLES				
1.49	A	A49	All heavy vehicles used for construction spoil haulage must be clearly marked on the sides and rear with the CSSI name (or where the CSSI is staged, the name of that stage) to enable immediate identification by a person viewing the heavy vehicle. Details of the CSSI identification markings	TFNSW SWC	SWC confirmed no spoil haulage occurring. No importation of spoil as per M12 Central Materials Movement Register. Internal movements within site only.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			must be submitted to the Planning Secretary for approval and approved prior to the heavy vehicles being used for construction spoil haulage. There must only be one CSSI form of signage on a heavy vehicle at any one time.				
2	PART	B	COMMUNITY INFORMATION AND REPORTING				
	B		COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT				
2.1	B	B1	<p>Communication Strategy</p> <p>A Communication Strategy must be prepared to provide mechanisms to facilitate communication about Work, construction and operation of the CSSI with:</p> <ul style="list-style-type: none"> (a) the community (including adjoining affected landowners and businesses, and others directly impacted by the CSSI); and (b) the relevant councils and relevant government agencies. <p>The Communication Strategy must address who (the Proponent, Independent Appointments and/or construction contractor) will engage with the community, relevant councils and agencies, how they will engage and the timing of engagements.</p>	TFNSW SWC	<p>M12 Motorway Overarching Communication Strategy Rev 6 dated March 2024. Unchanged since the previous audit and previously approved by DPHI as per letter dated 10 May 2024, ref SSI-9364-PA-305.</p> <p>For (a) and (b): Section 5 Stakeholders and community overview includes Table 5.1 Key stakeholders and communications proposed.</p> <p>For engagement: Section 4 Community relations for project, including community relations protocols (4.1), community relations team (4.2), and liaison between community relations teams + Section 8 Engagement methods, including Table 8.1: Communication Activities and Tools for M12 Motorway.</p>		Compliant
2.2	B	B2	<p>The Communication Strategy must:</p> <ul style="list-style-type: none"> (a) identify people, organisations, councils and agencies to be consulted during the design and Work phases; (b) identify details of the community demographics; (c) set out procedures and mechanisms for the regular distribution of accessible information, including to Language Other than English and Culturally and Linguistically Diverse and vulnerable communities, about or relevant to the CSSI; (d) detail the measures for advising the community in advance of upcoming Work, including utility works and upcoming out-of-hours work as required by Condition E47; (e) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant community(ies); and (f) set out procedures and mechanisms - <ul style="list-style-type: none"> (i) through which the community can discuss or provide feedback to the Proponent 24 hours a day, seven days per 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 	TFNSW SWC	<p>The M12 Motorway Overarching Communication Strategy had no changes to the following sections and continues to address condition requirements:</p> <ul style="list-style-type: none"> (a) Section 5 Stakeholders and community overview (b) Section 8.3 Basic demographics (c) Table 5.1 Key stakeholders and communications proposed (d) Section 4.1 Community relations protocol, and Table 8.1 Communication Activities and Tools for M12 Motorway (e) Table 8.1 Communication Activities and Tools for M12 Motorway (f) <ul style="list-style-type: none"> i. Table 8.1 Communication Activities and Tools for M12 Motorway; Section 9 Complaints management system ii. Section 4.1 Community relations protocol, Section 9 Complaints management system, and Table 8.1 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			delivery of the CSSI, including disputes regarding rectification or compensation.		Communication Activities and Tools for M12 Motorway iii. Section 9.4 Escalating complaints		
2.3	B	B3	The Communication Strategy must be submitted to the Planning Secretary for approval no later than one (1) month before the commencement of any Work.	TFNSW	Previously updated M12 Motorway Overarching Communication Strategy (OCS), Rev 6 dated March 2024 submitted to DPHI as per email to TfNSW: M12 Motorway - Post Approval Document Received - (SSI-9364-PA-305) dated 3 May 2024. Also noted within the OCS Section 1.1 and 1.2		Compliant
2.4	B	B4	Work for the purposes of the CSSI must not commence until the Communication Strategy has been approved by the Planning Secretary.	TFNSW	Current version approved by DPHI as per letter dated 10 May 2024, ref SSI-9364-PA-305. Also noted within the OCS Section 1.1		Compliant
2.5	B	B5	The Communication Strategy , as approved by the Planning Secretary, must be implemented for the duration of Work and for 12 months following the completion of construction.	TFNSW SWC	The Project Website continues to include community notifications and project updates for the M12 Central package. 52 complaints have been received to date. Consultation Manager database continues to be used to store all correspondence associated with complainants. Section 9.5.1 of the OCS states: At a minimum and on the provision that such details are provided, the detail recorded on Consultation Manager will include: <ul style="list-style-type: none"> • Date and time of complaint • Cumulative number of complaints (if there are a multiple complaints about the same issue) • Number of people affected in relation to the complaint • Type of communication (telephone, letter, meeting, etc.) • Name, address and contact number of complainant • Nature of the complaint • Action taken in response, including follow up contact with the complainant • Where no action is taken, the reasons for no action will be recorded • Details of whether resolution was reached • Details of whether mediation was required or used 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<ul style="list-style-type: none"> Any monitoring to confirm that the complaint has been satisfactorily resolved. If no personal details are provided by the complainant, Consultation Manager will include a note to that effect. <p>Consultation Manager reviewed. Complaint No. 51 received regarding culvert at property access at Clifton Ave – TfNSW visited the resident prior to complaint on 21 March 2025 to discuss initial concerns. Further concerns then raised by resident on 2 May 2025 – TfNSW responded by phone call, however, there was no response, but tried again 12 May 2025 and confirmed to the resident that the drainage was installed as per design and confirmed by GHD who assessed and advised there were no concerns. TfNSW tried calling again on 13 May 2025 as resident still not appeased; they raised another recent issue regarding temporary open drain – request to remove which has since been actioned. Ongoing status as complaint has not been fully resolved. Recorded as No. 51 as per complaints register. Consultation Manager is used to track individual complaints and is used to show relationships and history. 196 events listed for this particular complainant – however this includes campaign emails. Ongoing complainant marked as 'Open' as not yet fully resolved.</p>		
	B		COMPLAINTS MANAGEMENT SYSTEM				
2.6	B	B6	<p>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 for 12 months following completion of construction of the CSSI. The Complaints Management System must require complainants to be advised that:</p> <ul style="list-style-type: none"> (e) the Complaints Register may be forwarded to Government agencies, including the Department, to allow them to undertake their regulatory duties; (f) by providing personal information, the complainant authorises the Proponent to provide that information to government agencies; (g) the supply of personal information by the complainant is voluntary; and (h) the complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information (Collection Statement). 	TFNSW SWC	<p>The M12 Motorway Overarching Communication Strategy includes a Complaints Management System under Section 9.</p> <p>Complaint (recorded under complaints register, ref No. 50) was received during the audit period on 18 November 2024 @ 5:06pm via phone call. Complaint received about the roadwork signs and speed limit signs along Elizabeth Drive between Mamre Road and Duff Road as there are no road works being undertaken in that area and motorists are getting booked by the police.</p> <p><u>Response noted in register:</u> Stakeholder emailed on 20/11/24 and advised that the project team are targeting late December 2024 for the completion of works and at that time, the roadwork signage will be removed and the speed limit reinstated to 80km/h.</p>	<p>Opportunity for Improvement M12C-06_OFI-01: The Overarching Communication Strategy (OCS) and the SWC Community & Stakeholder Engagement Plan (CSEP) appeared misaligned i.e., written response timeframe noted to be 7 business days within the OCS, however the CSEP specified 10 working days.</p> <p><u>Recommendation:</u></p>	Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			The Collection Statement must be included on the Proponent's or project website to make prospective complainants aware of their rights under the <i>Privacy and Personal Information Protection Act 1998</i> . For any complaints made in person, the complainant must be made aware of the Collection Statement.		<p><u>Action taken noted in register:</u> A follow up email was sent to stakeholder on 16/01/25 advising that the speed reduction signage along Elizabeth Drive will be reinstated in early March when construction work is now expected to be completed.</p> <p><u>Status:</u> Closed</p> <p>Complaint No 50 on 18/11/2024 discussed during the audit and reviewed on Consultation Manager. Confirmed that speed signs have been corrected – however, comment still to be updated. Last contact with complainant recorded as made 16/01/2025 and sighted in Consultation Manager + email outgoing No. 395 on 16/05/2025. Phone call, incoming 27/02/2025.</p> <p>Ref No. 51 on 2 May 2025 as detailed under B5. Complaint still open as not yet resolved.</p> <p>Ref No. 52: on 14/04/25, Penrith City Council received a complaint of illegal dumping located near 316 Clifton Avenue, Kemps Creek, Dungowan Road adjacent to Cul-De-Sac. The waste has been inspected and consists of demolition waste where fibro cement sheeting (suspected asbestos) was located throughout the pile. Council records indicate this land belongs to TfNSW therefore council has referred this report of illegal dumping to clean appropriately. Transport has asked the Contractor Seymour to carry out the clean up on their behalf. Left open until waste assessed and removed.</p> <p>The process for managing complaints as described within the strategy (Section 9.2, Table 9-1 Responsibilities for Complaints) is as follows:</p> <ul style="list-style-type: none"> Develop and implement procedures for managing and resolving stakeholder and community complaints directed to the project team. Seymour Whyte's Community & Stakeholder Engagement Plan (SWC-CSEP) was updated 28 October 2024 as Rev G Section 8 describes the enquiries and complaints handling process. Copy in word as the document is considered 'live' Investigate and determine the source of a complaint immediately, including an immediate call to the complainant (when received by phone within 2 hours). This timeframe is also included under the SWC-CSEP Section 8.1.5 (Process) Table 13 – Complaints Management Process & Table 14 	An update to the CSEP is therefore required to align to the 7-business day timeframe for written responses. It is also recommended to undertake the scheduled 6-monthly review for any changes as works are still ongoing throughout 2025, and to ensure the CSEP aligns to the OCS.	

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>– Enquiries and complaints response and resolution timeframes</p> <ul style="list-style-type: none"> • Provide an initial response to all complaints within 2 hours (where a phone number is provided) from the time of the complaint unless the enquirer agrees otherwise. • Provide an initial written response to email complaints within 24 hours (or during the next business day if received out-of-hours) and provided within 7 business days, if the complaint cannot be resolved in the initial contact. The SWC-CSEP notes 10 working dates for written response which conflicts with the OCS timeframe (refer to OFI). • Keep the complainant informed of the process until the complaint is resolved. All correspondence, including phone calls, were recorded within Consultation Manager. • Close out complaints within agreed timeframe (with complainant). Complaints noted to remain Open until complainant is satisfied (e.g., Complaint ID 51). • Escalate complaints in accordance with the Complaints Management Procedure. SWC confirmed no escalation as yet. • Inform Transport for NSW of complaint when resolved and if not resolved escalate to Transport for NSW C&SE Manager for further resolution. Complaint Registers regularly provided + complaints are discussed during meetings e.g., Meeting Minutes 27 March 2025. • Record all complaints in the Complaints Register (Consultation Manager) within 24 hours. (Refer to OFI-02) <p>Consultation Manager is used to store all correspondence associated with complainants and shows how many are open and closed. SWC confirmed that trend analysis is through the register as per 'Construction site/work complaint relates to' e.g., Out of Hours Work.</p> <p>Complaints registers are regularly submitted to the Department as listed under Condition C9. No comments have been received e.g., M12 Motorway - Complaints Register - 31 March 2025 "This email is to acknowledge receipt of the Complaints Register - 31 March 2025 for</p>		

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>the M12 Motorway. The Department has no comments on the document at this time"</p> <p>A collection statement continues to be in place on the home page of the project website with a link to Transport's privacy guidelines. No changes have been made to the collection statement.</p>		
2.7	B	B7	<p>The following information must be available to facilitate community enquiries and manage complaints one (1) month 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 CSSI; (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 and must be provided on the website required under Condition B10.</p>	TFNSW SWC	<p>The M12 Motorway portal and project website: www.rms.nsw.gov.au/m12 continues to be in place and includes the following on the home page and Contact Us page:</p> <ul style="list-style-type: none"> (a) 24-hour Phone number: 1800 517 155 (b) Postal address: Transport for NSW, PO Box 973 Parramatta NSW 2124 (c) Email: m12motorway@transport.nsw.gov.au (d) Mediation as per collection statement <p>Notifications include a Contact us section with the Project Infoline and 24-hour Construction Response Line 1800 517 155, email M12central@seymourwhyte.com.au + the 131 450 number for interpreter services. Notifications as per the project website during the audit period for Night work in Kemps Creek and Cecil Park M12 Motorway – Central:</p> <ul style="list-style-type: none"> • November 2024, 21 nights between Friday 1 November and Friday 29 November 2024. • December 2024, 15 nights between Monday 2 December 2024 and Friday 20 December 2024. • January 2025, 16 nights between Tuesday 7 January 2025 and Friday 31 January 2025. • February 2025, 20 nights from Monday 3 February 2025 to Friday 28 February 2025. • March 2025, 21 nights from Saturday 1 March 2025 to Monday 31 March 2025 • April 2025, 14 nights from Tuesday 1 April 2025 to Wednesday 30 April 2025. <p>Additional notification: Pavement grinding and grooving on the M12 Motorway – Central, January 2025, Tuesday 7 January to Friday 31 January between 7am and 6pm, Monday to Friday and 8am to 1pm, Saturday.</p>		Compliant
2.8	B	B8	<p>A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any work and</p>	TFNSW	<p>Seymour Whyte's Complaints Register continues to be maintained and records the following information:</p>	<p>Opportunity for Improvement M12C-06_OFI-02:</p>	Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>for a minimum of 12 months following the completion of construction. The Complaints Register must record the:</p> <ul style="list-style-type: none"> (h) number of complaints received; (i) the date and time of the complaint; (j) the method by which the complaint was made; (k) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; (l) nature of the complaint; (m) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and (n) if no action was taken, the reason(s) why no action was taken. 	SWC	<ul style="list-style-type: none"> (a) No. of complaints received for Central package: 52 in total. (b) Date and time of complaint are recorded e.g., Complaint ID No. 50 received 18 November 2024 @ 5:06pm. (c) Method of complaint (by phone, email) – No. 50 received via phone. (d) Complainant details included (full name, contact details, related suburb, location of complaint) (e) Type of complaints selected – Construction site/work complaint relates to e.g., No. 50 for Traffic Signals. (f) As per “Response provided to stakeholder by community team”, “Action Taken” “Resolution Date” (g) “If no action taken, explain reason why no action taken” column – blank for all entries. None showing without action. 	<p>As linked to the implementation of the OCS, the M12 Central Complaints Register did not always reflect the entries recorded within Consultation Manager.</p> <p><u>Recommendation:</u> It is recommended to update the register to include more detail when recording actions taken, detail of communication with the complainant including their response (or note if no response received), and a close out date, to fully align to the Consultation Manager entries and provide full transparency to DPHI.</p>	
2.9	B	B9	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request	TFNSW SWC	<p>The Complaints Register is provided by TfNSW to the Department via the portal as evidenced for all packages:</p> <ul style="list-style-type: none"> • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-370), 5 November 2024 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-374), 19 November 2024 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-377), 3 December 2024 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-381), 17 December 2024 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-382), 7 January 2025 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-385), 21 January 2025 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-387), 4 February 2025 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-392), 18 February 2025 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<ul style="list-style-type: none"> M12 Motorway - Post Approval Document Received - (SSI-9364-PA-398), 4 March 2025 M12 Motorway - Post Approval Document Received - (SSI-9364-PA-403), 18 March 2025 M12 Motorway - Post Approval Document Received - (SSI-9364-PA-406), 1 April 2025 M12 Motorway - Post Approval Document Received - (SSI-9364-PA-411), 15 April 2025 M12 Motorway - Post Approval Document Received - (SSI-9364-PA-413), 29 April 2025 		
	B		PROVISION OF ELECTRONIC INFORMATION				
2.10	B	B10	<p>A website or webpage providing information in relation to the CSSI must be established before commencement of Work and be maintained for the duration of construction, and for a minimum of 24 months following the completion of construction. The following up-to-date information (excluding confidential, private, commercial information or any other information that the Planning Secretary has approved to be excluded) must be published before the relevant Work commencing 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 CSSI; (b) a copy of the documents listed in Condition A1 of this approval, and any documentation relating to any modifications made to the CSSI 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 (ordered in a logical sequence and easy to navigate); (d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; (e) a current copy of the final version of each document required under the terms of this approval; and (f) a copy of the audit reports required under Conditions A38 and A41 of this approval. <p>Where the information / document relates to a particular Work or is required to be implemented, it must be published on the Proponent's website before the commencement of the relevant Work to which it relates or before its implementation.</p>	TFNSW SWC	<p>The M12 Motorway portal and project website: www.rms.nsw.gov.au/m12 continues to be implemented with the following information published:</p> <ul style="list-style-type: none"> (a) Project Documents > Community updates showing as current (b) Project Documents > Reports – includes the EIS, Amendment Report, Submissions Report + Amendment, plus Consistency Assessments. (c) Project Documents > Post approval documentation > NSW Infrastructure Approval (CSSI-9364). No modifications to date. (d) EPL 21596 specific for the M12 Central package under Seymour Whyte (e) Post approval documentation includes current M12 Central plans including M12 Central CEMP verified as current Rev F dated 18 January 2025 as updated during audit period + sub-plans (also revised January 2025). (f) The independent environmental audit reports for the M12 Central package (combined with M12 West since audit No. 3) are included on the website, separated by audit No. 1 2, 3, 4 and 5 with Proponent's response to each audit. <p>All documentation published was noted to be current.</p>		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
3	PART	C	CONSTRUCTION ENVIRONMENTAL MANAGEMENT				
	C		CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN				
3.1	C	C1	A Construction Environmental Management Plan (CEMP) must be prepared having regard to the <i>Environmental Management Plan Guideline for Infrastructure Projects</i> (Department Planning, Industry and Environment, 2020). The CEMP must detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during construction.	TFNSW	<p>TFNSW M12 Motorway Overarching Construction Environmental Management Plan, M12PPW-ADAP-ALL-EN-PLN-000003, Rev M.1, 20 June 2024 is unchanged since the previous audit.</p> <p>Seymour Whyte's CEMP for the Central package: M12 Central CEMP, M12CCO-SYW-ALL-EN-PLN-000003, was updated to Rev F, 18 January 2025. Endorsed by the ER, letter ref: M12C CEMP Rev F, 12 March 2025. Changes actioned to align to the OCEMP.</p> <p>Implementation of the CEMP was reviewed and detailed under Condition C10.</p>		Compliant
3.2	C	C2	<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); (b) details of environmental policies, guidelines and principles to be followed in the construction of the CSSI; (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 CSSI; (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 (c) 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 requirements; (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 C4. Where staged construction of the CSSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction; 	TFNSW SWC	<p>Seymour Whyte M12 Central CEMP, M12CCO-SYW-ALL-EN-PLN-000003, current version Rev F, 18 January 2025. Continues to include the following:</p> <ul style="list-style-type: none"> (a) Section 2 Project Description (2.4 Construction activities), Table 2-1 Indicative construction sequence of the M12 Central package, Table 2-2 Indicative construction program of the M12 Central package (b) Section 3.2 M12 Central – Environment and Sustainability Policy, Section 4.2 Relevant legislation and guidelines, Appendix A3 Environment and Sustainability Policy (c) Section 4.1.2 Ongoing risk analysis, Appendix A2 Initial Risk Register. Environmental Risk Workshop presented – dated 21 September 2020, initial risk workshop June 2022. Only initial workshop undertaken as required. (d) Section 4.3 Environmental and sustainability objectives and targets, Appendix A2 Initial Risk Register, relevant sub-plans. Environmental and sustainability objectives and targets Table 4-2 are monitored by monthly environmental reports. (e) Section 7.1 Environmental inspections, relevant sub-plans. (f) Section 6 Emergency and incident planning, management and reporting, Section 7.3 Compliance management and monitoring, Appendix A7 Environmental incident classification and reporting (g) Section 7.3.5 Corrective and preventative action 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating																								
			(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; and (l) the outcomes of consultation with government agencies in accordance with Condition A5.		(h) Section 3.3.1 Environmental Management Sub-plans and Monitoring Programs (i) Section 5.1 Resources, roles, responsibilities and authority (j) Section 5.3 Competence, training and awareness. (k) Section 1.12 Revision, Section 7.7 Environmental Management System review. (l) Section 1.10 Consultation + Appendix A consultation records included in the OCEMP sub-plans																										
3.3	C	C3	The CEMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged no later than one (1) month before the commencement of that stage.	TFNSW SWC	Overarching CEMP Revision M endorsed by ER as per letter ref: M12 OCEMP Rev M dated 12 July 2024 as evidenced during the previous audit and submitted to DPHI as per portal receipt ref SSI-9364-PA-336 dated 22 July 2024. Seymour Whyte's CEMP for the Central package: M12 Central CEMP, M12CCO-SYW-ALL-EN-PLN-000003, was updated to Rev F, 18 January 2025 and endorsed by the ER, letter ref: M12C CEMP Rev F, 12 March 2025.		Compliant																								
3.4	C	C4	<div>The following CEMP Sub-plans must be prepared in consultation with the relevant government and other agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A5.</div> <table><thead><tr><th></th><th>Required CEMP Sub-plan</th><th>Relevant government and other agencies to be consulted for each CEMP Sub-plan</th></tr></thead><tbody><tr><td>(a)</td><td>Traffic and transport</td><td>Relevant council(s)</td></tr><tr><td>(b)</td><td>Noise and vibration</td><td>WaterNSW, Sydney Water and pipeline operators (where vibration generating activities will impact on their assets) and relevant council(s)</td></tr><tr><td>(c)</td><td>Flora and fauna</td><td>DPI Fisheries, EES, DAWE and relevant council(s)</td></tr><tr><td>(d)</td><td>Soils and contamination</td><td>DPIE Water, WaterNSW and relevant council(s)</td></tr><tr><td>(e)</td><td>Surface water and groundwater</td><td>DPIE Water, WaterNSW and Sydney Water (if there are discharges to its assets) and relevant council(s)</td></tr><tr><td>(f)</td><td>Heritage (including Aboriginal and non-Aboriginal heritage)</td><td>Heritage Council of NSW, Heritage NSW, WaterNSW and relevant council(s)</td></tr><tr><td>(g)</td><td>Air quality</td><td>Relevant council(s)</td></tr></tbody></table> <div>Note: Nothing in this condition prevents the Proponent from combining any of the above CEMP Sub-plans.</div>		Required CEMP Sub-plan	Relevant government and other agencies to be consulted for each CEMP Sub-plan	(a)	Traffic and transport	Relevant council(s)	(b)	Noise and vibration	WaterNSW, Sydney Water and pipeline operators (where vibration generating activities will impact on their assets) and relevant council(s)	(c)	Flora and fauna	DPI Fisheries, EES, DAWE and relevant council(s)	(d)	Soils and contamination	DPIE Water, WaterNSW and relevant council(s)	(e)	Surface water and groundwater	DPIE Water, WaterNSW and Sydney Water (if there are discharges to its assets) and relevant council(s)	(f)	Heritage (including Aboriginal and non-Aboriginal heritage)	Heritage Council of NSW, Heritage NSW, WaterNSW and relevant council(s)	(g)	Air quality	Relevant council(s)	TFNSW SWC	Overarching sub-plans continue to be in place with copies of correspondence included as Appendix A, Consultation correspondence for all plans included: (a) Appendix B1: Construction Traffic and Transport Management Sub-plan (b) Appendix B3: Construction Noise and Vibration Management Sub-plan (minor amendments made relevant to the East package) (c) Appendix B2: Construction Flora and Fauna Management Sub-plan (d) Appendix B4: Construction Soil and Water Management Sub-plan (e) Appendix B6: Construction Cultural Heritage Management Sub-plan (f) Appendix B7: Construction Air Quality Management Sub-plan M12 Central CEMP sub-plans (updated as dated 18 January 2025) in place as follows: (a) Appendix B1: Construction Traffic and Transport Management Sub-plan (b) Appendix B2: Construction Noise and Vibration Management Sub-plan (c) Appendix B3: Construction Flora and Fauna Management Sub-plan (d) Appendix B4: Construction Soil and Water Management Sub-plan; and Appendix B5:		Not Triggered
	Required CEMP Sub-plan	Relevant government and other agencies to be consulted for each CEMP Sub-plan																													
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Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>Construction Contaminated Land Management Sub-plan</p> <p>(e) Appendix B6: Construction Cultural Heritage Management Sub-plan</p> <p>(f) Appendix B7: Construction Air Quality Management Sub-plan</p> <p>TfNSW confirmed that no additional consultation was required during the audit period. Timing of this condition is no longer triggered.</p>		
3.5	C	C5	<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 (d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART (Specific, Measurable, Achievable, Realistic and Timely) principles. 	<p>TFNSW</p> <p>SWC</p>	<p>Seymour Whyte CEMP Sub-Plans were updated during the audit period as dated 18 January 2025. Changes were to align to the Overarching Sub-Plans and continue to address the Condition C5 requirements with the below unchanged:</p> <ul style="list-style-type: none"> (a) Section 2.3 of the CNVMP and AQMP. REMMs are filtered into all sub-plans and monitoring programs e.g., Section 2.2 of the Construction Noise and Vibration Monitoring Program. (b) Section 3, Table 3-1: Noise Catchment Areas for the M12 Central package of the Noise and Vibration MP are aligned to those identified in the Noise and Vibration EIS Chapter 7.7, Table 7-123 Receivers considered for additional noise mitigation, which will be mitigated with the application of the noise monitoring procedure (Table 3-10). Section 3.4 of the AQMP. Sections 6 and 7. (c) Section 8 Environmental Control Measures of the Construction Noise and Vibration MP (CNVMP), includes management of noise and vibration levels by implementing mitigation measures included within the Noise and Vibration Impact Statements (NVIS). (d) Addressed in Section 4 Existing Environment, and Section 6 Environmental aspects and impacts (with the application of SMART principals), of the CNVMP. Section 6.3 Cumulative impacts, and monitoring program (SMART principles). Section 1.4 of both CNVMP and AQMP. AQMP also issues requiring management and ongoing risk analysis are discussed in Section 5. How the issues will be managed is in Section 6 and 7. Cumulative impacts and how they are identified and managed are addressed in Section 5.6. 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
3.6	C	C6	<p>The Noise and Vibration CEMP Sub-Plan must include, but not be limited to:</p> <ul style="list-style-type: none"> (a) details of all sensitive land uses (including noise and/or vibration sensitive working areas) that are potentially exposed to construction noise and vibration; (b) construction noise and vibration performance criteria for the CSSI; (c) details of mitigation and management measures and procedures that will be implemented to manage construction noise and vibration impacts; (d) construction timetabling, in particular construction activities outside of standard hours; and (e) measures to minimise cumulative construction impacts and the likelihood for construction fatigue from both concurrent activities and other projects in the area. 	TFNSW SWC	<p>Seymour Whyte M12 Central CEMP: Appendix B2 Construction Noise and Vibration Management Sub-plan, M12CCO-SYW-ALL-EN-PLN-000005, updated during the audit period to Rev G, 18 January 2025 to align to the OCNVMS.</p> <p>The Noise and Vibration Management Sub-Plan (NVMS) continues to include the following:</p> <ul style="list-style-type: none"> (a) Section 4.1 Sensitive receivers (b) Section 5 Noise and vibration criteria for NSW (c) Section 8 Environmental control measures (d) Section 5.3 Working hours (e) Section 6.3 Cumulative impacts, respite and construction fatigue, Section 8 Environmental control measures. 		Compliant
3.7	C	C7	<p>The Surface Water and Groundwater CEMP Sub-Plan must be based on a detailed site investigation of contamination risk and include, but not be limited to:</p> <ul style="list-style-type: none"> (a) details of water pollution mitigation measures including measures to avoid and minimise discharges; (b) identification of the relevant ambient water quality objectives for receiving waterways and water quality management criteria for achieving the objectives; and (c) a Trigger Action Response Protocol for potential discharge waters, identifying alternative disposal options for water with contaminant concentrations exceeding water quality management criteria. 	TFNSW SWC	<p>Seymour Whyte M12 Central CEMP: Appendix B4 Construction Soil and Water Management Sub-plan (SWMS), M12CCO-SYW-ALL-EN-PLN-000013, Rev F, 18 January 2025 updated during the audit period to align to the Overarching plan. It continues to address the following:</p> <ul style="list-style-type: none"> (a) Section 6 Environmental mitigation and management measures (b) Appendix B Construction Soil and Water Quality Monitoring Program (c) Appendix C Dewatering Management Plan 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
3.8	C	C8	<p>The Flora and Fauna CEMP Sub-plan must be endorsed by a suitably qualified and experienced ecologist and include, but not be limited to:</p> <ul style="list-style-type: none"> (a) details of the measures to avoid and minimise disturbance to native vegetation, and other habitat of native flora and fauna species; (b) procedures for undertaking pre-clearing surveys for native fauna, including surveys by a suitably qualified and experienced ecologist to determine the presence of native fauna in the area impacted by the CSSI, and procedures and measures to manage their relocation; (c) pre-clearing measures for Cumberland Plain Land Snail known and potential habitat and measures to protect the White-bellied Sea Eagle nest; (d) a Habitat Compensation Plan and Snag Management Plan as committed to in the document listed in Condition A1(d); (e) details of proposed management and mitigation measures for each threatened species listed in Table 3 and <i>Pimelea spicata</i> (Spiked Rice-flower) if recorded in the surveys carried out under Condition E8; (f) a weed, pest and pathogen management plan, including measures to minimise the spread of <i>Phytophthora cinnamomic</i>; (g) procedures for the dewatering of farm dams, including the relocation of aquatic fauna; and (h) protocols for incidental finds of threatened species and ecological communities within the construction boundary. 	TFNSW SWC	<p>Seymour Whyte M12 Central CEMP: Appendix B3 Construction Flora and Fauna Management Sub-plan, M12CCO-SYW-ALL-EN-PLN-000006, current version now Rev G, 18 January 2025.</p> <ul style="list-style-type: none"> (a) Section 6 Environmental mitigation and management measures, Table 6-2 Flora and fauna mitigation and management measures (b) Section 6.1 Pre-clearing process, Appendix B – Vegetation Clearing Procedure (Section 2.1.2 Threatened flora surveys) (c) Appendix B – Vegetation Clearing Procedure (Section 2.1.3 Cumberland Plain Land Snail; Section 2.1.5 Green and Golden Bell Frog). The white-bellied Sea Eagle nest is not relevant to the Central package. (d) Appendix F – Habitat Compensation Plan, Appendix G – Snag Management Plan (e) Section 4.1.2 Threatened or otherwise significant flora species, Section 6.3 Exclusion zones, Section 6.7 Unexpected threatened species finds (f) Appendix E – Weed, Pest and Pathogen Management Plan (g) Appendix H – Farm Dewatering Management Plan (h) Appendix D – Unexpected Threatened Species and Threatened Ecological Communities (TECs) Finds Procedure 		Compliant
3.9	C	C9	Any of the CEMP Sub-plans may be submitted to the Planning Secretary for approval along with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before the commencement of construction.	TFNSW	<p>Minor changes to Overarching plans, submitted to DPHI 22 July 2024, SSI-9364-PA-336 as evidenced during the previous audit.</p> <p>M12 Central plans endorsed by the ER as per letter Ref: M12C CEMP Rev F dated 12 March 2025 "ER Approval of Minor Amendments M12 Motorway Central – Contractor Construction Environmental Management Plan and Sub-Plans Revision F":</p> <ul style="list-style-type: none"> • M12 Motorway West (error in name noted that this should refer to Central) – Construction Environmental Management Plan Revision F, 18 January 2025 • Appendix B1 Construction Traffic and Transport Management Sub-plan Revision F, 18 January 2025 • Appendix B2 Construction Noise and Vibration Management Sub-plan Revision F, 18 January 2025 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<ul style="list-style-type: none"> Appendix B3 Construction Flora and Fauna Management Sub-plan Revision G, 18 January 2025 Appendix B4 Construction Soil and Water Management Subplan Revision F, 18 January 2025 Appendix B5 Construction Contamination Land Management Sub-plan Revision F, 18 January 2025 Appendix B6 Construction Cultural Heritage Management Sub-plan Revision F, 18 January 2025 Appendix B7 Construction Air Quality Management Sub-plan Revision F, 18 January 2025 Appendix B8 Construction Flood Management Sub-plan Revision F, 18 January 2025 Appendix B9 Waste and Resources Management Sub-plan Revision F, 18 January 2025 Appendix B10 Change Monitoring and Adaptive Management Framework Revision F, 13 January 2025 <p>The suite of plans was updated following minor amendments to Overarching plans (overarching updates for consistency assessments, and other administrative changes). Amendments were closed out with the ER as per TeamBinder sighted: ref M12CCO-TFNSW-SYW-CORR-000628 on 17 January 2025 from TfNSW to SWC + ER 12 March 2025 M12PPW-HBI-SYW-CORR-000151.</p>		
3.10	C	C10	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans , as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.	TFNSW SWC	<p>Implementation of the CEMP was reviewed with evidence presented as follows:</p> <p>Weekly inspections still occurring under PSEM – SWC platform. Sighted for the M12 Central project.</p> <p>1 April 2025 post rain PSEM inspection 24185 for ERSED controls. All showing as acceptable.</p> <p>Actions are under Reports > PIP Register:</p> <p>No. 2307 on 28 November 2024 for ERSED controls. Closed 3 December 2024. No. 2377 for ERSED controls – closed 11 April 2025.</p> <p>Environmental Coordinator actions inspections and actions and sends to the ESR for review. Sighted</p>	<p>Non-Compliance M12C-06_NC-01:</p> <p>The Environmental and Sustainability Representative (ESR) as defined within the Seymour Whyte CEMP is still engaged, however, they are not based onsite. It is crucial that a nominated person be present and available in person for the project, to fully meet the requirements of the role.</p>	Non-Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>correspondence for Easter shutdown checklist dated 24/04/2025.</p> <p>In addition to Section 5.1.1 of SWC CEMP, the Environmental and Sustainability Representative (ESR) role has several authorities and responsibilities for implementation. However, the assigned ESR is no longer based onsite with implementation of the CEMP unable to be fully demonstrated, triggering a non-compliance against Condition C10.</p> <p>Further review of the CEMP Sub-Plans and their implementation has resulted in additional non-compliances applicable to Condition C10. For ease of identification and close out, these have been separated as below. Refer to M12C-06_NC-02 and M12C-06_NC-03.</p>	<p>In addition to this, implementation of the construction environmental management plan (CEMP) could not be fully demonstrated by the ESR during the presentation of records including the general location of records, with the environmental coordinator currently actioning the physical tasks (e.g., weekly site inspections), not present at the audit.</p> <p>Compliance could not be fully verified for the effective implementation of the CEMP.</p> <p><u>Recommendation:</u> It is recommended that a discussion between Transport for NSW and Seymour Whyte occur to decide upon the best approach for the effective delivery of the ESR role for the remaining works.</p>	
3.11	C	C10	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans , as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.	TFNSW SWC	<p>Implementation of the Construction Noise and Vibration Management Sub-Plan (CNVMSP) was reviewed as part of this audit. Noise monitoring was actioned by the environmental coordinator during the audit period with one exceedance recorded on 3 December 2024 under OOHW Permit (ref 24-11-OOHW-152). This was also reported as part of the Quarterly Monitoring Report for the December 2024 to February 2025 period.</p> <p>CNVMSP Section 4.2 (Data Analysis and Management Response) states:</p> <p><i>If the exceedance is determined to be attributable to M12 Central package, the event will be classified (NC / incident / reportable event). Exceedance to be reported to TfNSW and the ER within 7-working days with corrective and preventative actions implemented.</i></p>	<p>Non-Compliance M12C-06_NC-02: As linked to Condition E38, a noise exceedance was recorded on 3 December 2024 under OOHW Permit (ref 24-11-OOHW-152) and reported as part of the Quarterly Monitoring Report for the December 2024 to February 2025 period.</p> <p>However, no action was taken to demonstrate implementation with the Construction Noise and Vibration Management Sub-Plan (CNVMSP) Section 4.2 (Data Analysis and Management Response) which states:</p>	Non-Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>Based on the results recorded and commentary detailed under the OOHW Permit, it appears that an exceedance caused by the M12 Central package did occur, however the above process was not demonstrated.</p> <p>This triggers a non-compliance with Condition C10 and E38 as implementation of the CNVMSP could not be fully demonstrated.</p>	<p><i>If the exceedance is determined to be attributable to M12 Central package, the event will be classified (NC / incident / reportable event). Exceedance to be reported to TfNSW and the ER within 7-working days with corrective and preventative actions implemented.</i></p> <p>A non-compliance is therefore raised as implementation of the CNVMSP could not be fully demonstrated.</p> <p><u>Recommendation:</u> It is recommended that the ESR facilitate a training for this process to ensure effective implementation of the CNVMSP.</p>	
3.12	C	C10	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans , as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.	TFNSW SWC	<p>Implementation of the CEMP Sub-Plans, including the Construction Contaminated Lands Management Sub-Plan (CCLMSP) was undertaken as part of the audit process.</p> <p>Four illegal dumping events were recorded with suspected asbestos as follows:</p> <ol style="list-style-type: none"> 1. INC070 dated 10 January 2025 (no asbestos confirmed to be identified) 2. INC072 dated 6 February 2025 (material was removed by unknown source) 3. INC077 dated 14 April 2025 4. INC079 dated 16 April 2025 <p>Upon review of the Asbestos Register, it was identified that these events were not captured, which is non-compliant with the Asbestos Management Plan (Appendix C of the CCLMSP), Section 3.3, which states the following:</p> <p><i>An Asbestos Register will be maintained that documents all identified or potential asbestos containing material in</i></p>	<p>Non-Compliance M12C-06_NC-03:</p> <p>There have been 3 x instances of illegal dumping with suspected asbestos in 2025 which have been captured under the Environmental Event Reports process. However, evidence of close out in a timely manner was not demonstrated, with the material still present during the audit site inspection. The Asbestos Register, which is defined within the Asbestos Management Plan, Appendix C of the Construction Contaminated Land Management Sub-Plan</p>	Non-Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating												
					<p>the M12 Central package. The Asbestos Register will contain the following information:</p> <ul style="list-style-type: none">• Identification of any potential or asbestos-containing material• Location, type and condition of the asbestos-containing material• Date when the asbestos was identified• Labelling of the asbestos• Maps, photographs or diagrams detailing the location of the asbestos within the M12 Central package. <p>The Asbestos Register will be made available to the TfNSW ESM (or delegate) on request for inclusion in Monthly Reports.</p> <p>It is also noted that the illegal dumping cases were outstanding for several weeks, with timely close out of the events not occurring.</p>	<p>(CCLMSP), Section 3.3, was not maintained, with the entries for 2025 not recorded. A non-compliance is therefore raised as implementation of the CCLMSP could not be fully demonstrated.</p> <p><u>Recommendation:</u></p> <p>It is recommended that the ESR conduct a training for this process to ensure effective implementation of the CCLMSP.</p>													
	C		CONSTRUCTION MONITORING PROGRAMS																
3.13	C	C11	<p>The following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in Condition A1 or in the CEMP:</p> <table><tr><th></th><th>Required Construction Monitoring Programs</th><th>Relevant government agencies to be consulted for each Construction Monitoring Program</th></tr><tr><td>(a)</td><td>Noise and vibration</td><td>Relevant council(s)</td></tr><tr><td>(b)</td><td>Surface water quality</td><td>DPIE Water, Sydney Water (if there are any discharges to their assets) and relevant council(s)</td></tr><tr><td>(c)</td><td>Groundwater</td><td>DPIE Water</td></tr></table>		Required Construction Monitoring Programs	Relevant government agencies to be consulted for each Construction Monitoring Program	(a)	Noise and vibration	Relevant council(s)	(b)	Surface water quality	DPIE Water, Sydney Water (if there are any discharges to their assets) and relevant council(s)	(c)	Groundwater	DPIE Water	TFNSW SWC	<p>Seymour Whyte Construction Monitoring Programs continue to be in place as follows:</p> <p>(a) Appendix B – Construction Noise and Vibration Monitoring Program, M12CCO-SYW-ALL-EN-PLN-000005, updated as Rev G, 18 January 2025 (attached as part of M12 Central CEMP: Appendix B2 NVMP).</p> <p>(b) Appendix B – Construction Soil and Water Quality Monitoring Program, M12CCO-SYW-ALL-EN-PLN-000013, updated as Rev F, 18 January 2025 (as part of the M12 Central CEMP: Appendix B3 SWMP)</p> <p>(c) Groundwater is included within the program as per b) above.</p> <p>Seymour Whyte’s monitoring programs have been updated during the audit period to align to the following operational plans:</p> <ul style="list-style-type: none">• Overarching Construction Noise and Vibration Monitoring Program. Revision P dated 6 June 2024.		Not Triggered
	Required Construction Monitoring Programs	Relevant government agencies to be consulted for each Construction Monitoring Program																	
(a)	Noise and vibration	Relevant council(s)																	
(b)	Surface water quality	DPIE Water, Sydney Water (if there are any discharges to their assets) and relevant council(s)																	
(c)	Groundwater	DPIE Water																	

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<ul style="list-style-type: none"> Overarching Construction Soil and Water Monitoring Program, Revision M dated 5 June 2024. <p>TfNSW confirmed that no additional consultation was required during audit period or for the overarching documents as evidenced during the previous audit.</p> <p>Timing of this condition is no longer triggered.</p>		
3.14	C	C12	Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant Construction Monitoring Programs , including copies of all correspondence from those agencies as required by Condition A5 .	TFNSW	<p>Overarching Construction Noise and Vibration Monitoring Program (Revision P, 6 June 2024) and Overarching Construction Soil and Water Monitoring Program (Revision M, 5 June 2024) detail the consultation under Section 1.5 and Appendix A.</p> <p>However, no additional consultation has been required during the audit period as confirmed by TfNSW (programs as updated during the previous audit period). Timing of this condition is no longer triggered.</p>		Not Triggered
3.15	C	C13	<p>Each Construction Monitoring Program must provide:</p> <ul style="list-style-type: none"> (a) details of baseline data available; (b) details of baseline data to be obtained and when; (c) details of all monitoring of the CSSI to be undertaken; (d) the parameters of the CSSI to be monitored; (e) the frequency of monitoring to be undertaken; (f) the location of monitoring; (g) the reporting of monitoring results and analysis of results against the relevant criteria; (h) details of methods that will be used to analyse monitoring data; (i) procedures to identify and implement additional mitigation measures where results of monitoring indicate unsatisfactory CSSI impacts; (j) a consideration of SMART principles; (k) any consultation to be undertaken in relation to the monitoring programs; and (l) any specific requirements as required by Condition C14. 	TFNSW SWC	<p>M12 Central Construction Soil and Water Monitoring Program (Appendix B of the Soil and Water Management Sub-plan), Rev F, 18 January 2025 and Construction Noise and Vibration Monitoring Program (Appendix B of the Noise and Vibration Management Sub-plan), Rev G, 18 January 2025 were updated during the audit period to reflect the Overarching monitoring programs. However, no changes were triggered for the baseline data, parameters, methodology, etc.</p> <ul style="list-style-type: none"> (a) CSWMP Section 5 Baseline data, Annexure 1: Baseline Surface Water Data, Annexure 2: Baseline Groundwater Data; CNVMP Section 3.2 Existing environment (baseline data) (b) CSWMP Section 5 Baseline data as per M12 Motorway Surface Water Monitoring Biannual Report (e.g. Oct-20 to Mar-21, GHD, 2021) and M12 Motorway Groundwater Monitoring Biannual Report (e.g. Oct-20 to Mar-21, GHD, 2021). (c) CSWMP Section 4 Monitoring methodology and procedures (d) CSWMP Section 4 Monitoring methodology and procedures; CNVMP Section 3.5 Noise Monitoring Methods + Section 3.6 Vibration monitoring methods. 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					(e) CSWMP Section 4 Monitoring methodology and procedures (f) CNVMP Section 3.7 Noise and vibration monitoring locations (g) CSWMP Section 3, Section 6 Reporting; CNVMP Section 4.3 Reporting (h) CSWMP Section 4 Monitoring methodology and procedures; CNVMP Section 3.5 Noise Monitoring Methods + Section 3.6 Vibration monitoring methods. (i) CSWMP Section 4.5 Adaptive management (j) CSWMP Section 1.3, Section 4 Monitoring methodology and procedures; CNVMP Section 1.3 (k) CSWMP Section 1.8 Consultation (l) Refer to below as addressed in C14.		
3.16	C	C14	The Construction Noise and Vibration Monitoring Program must include, but not be limited to: <ul style="list-style-type: none"> (a) noise and vibration monitoring at representative residential and other locations (including at the worst- affected residences), subject to property owner approval, 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 monitoring results; and (d) procedures to identify and implement additional mitigation measures where monitoring indicates noise and/or vibration levels in excess in excess of noise and vibration criteria. 	TFNSW SWC	Construction Noise and Vibration Monitoring Program (Appendix B of CNVMSP), Rev G dated 18 January 2025 was updated to align to the previously updated Overarching monitoring program. No changes were triggered for the below: <ul style="list-style-type: none"> (a) Section 3.2 Existing environment (baseline data) (b) Section 3.5 Noise monitoring methods, Section 3.6 Vibration monitoring methods, Table 3-10: Noise monitoring procedure, Table 3-11: Vibration monitoring procedure (c) Section 4.3 Reporting. Monthly environmental reports. Section 7.11.2 Noise and 7.11.3 Vibration. Quarterly Construction Monitoring Report also reports on Noise and Vibration (Section 6.2). (d) Section 4.2 Data analysis and management response. 		Compliant
3.17	C	C15	The Construction Monitoring Programs must be endorsed by the ER and then submitted to the Planning Secretary for approval at least one (1) month before the commencement of construction.	TFNSW	Prior to commencement of construction compliance was verified at the initial audit. Timing of this condition is no longer triggered.		Not Triggered
3.18	C	C16	Unless otherwise agreed with the Planning Secretary, construction must not commence until all of the relevant Construction Monitoring Programs have been approved by the Planning Secretary, and all relevant baseline data for the specific construction activity has been collected.	TFNSW SWC	Original approval letter from the Department was received 21 December 2021 for the Overarching Construction Environmental Management Plan, sub-plans and associated monitoring programs. Construction of the M12 Central package occurred 10 August 2022. Timing of this condition is no longer triggered.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
3.19	C	C17	The Construction Monitoring Programs , as approved by the Planning Secretary, including any minor amendments approved by the ER , must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.	TFNSW SWC	Original approval letter from the Department was received 21 December 2021 for the Overarching Construction Environmental Management Plan, sub-plans and associated monitoring programs. Construction of the M12 Central package occurred 10 August 2022. There is no requirement for DPHI to approval contractor plans, only TfNSW Overarching plans. Monitoring programs were updated to align to the Overarching monitoring programs and endorsed by the ER during the audit period as per ER letter ref: M12C CEMP Rev F, dated 12 March 2025. Implementation demonstrated as per Quarterly Monitoring Reports (refer below – Condition C18).		Compliant
3.20	C	C18	The results of the Construction Monitoring Programs must be submitted to the Planning Secretary, and relevant government agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program . <i>Note: Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.</i>	TFNSW	Quarterly Monitoring Reports issued in accordance with the Construction Monitoring Programs as follows: Seymour Whyte Quarterly Monitoring Report – September to November 2024. Submission as per letter from TfNSW to DPHI dated 7 February 2024 (intended to be 2025) "Re: SSI 9364 - M12 Motorway - CoA C18 Quarterly Monitoring Reports (M12 West and M12 Central)" and submitted as per portal receipt SSI-9364-PA-391 – lodged 7 February 2025. Noted that there is no timeframe for the submission of reports as part of the Construction Monitoring Programs (Overarching + Seymour Whyte) with delays likely the cause of the holiday shutdown period. Seymour Whyte Quarterly Monitoring Report – December 2024 to February 2025 dated 3 March 2025. Submission as per letter from TfNSW to DPHI dated 18 March 2025 "Re: SSI 9364 - M12 Motorway - CoA C18 Quarterly Monitoring Reports (M12 West and M12 Central)" and submitted as per portal receipt SSI-9364-PA-404 – lodged 25 March 2025. Submission of Six-Monthly Water Monitoring Reports from TfNSW to DPHI as per letter dated 6 March 2025 "Re: SSI 9364 - M12 Motorway - CoA C18 Six Monthly Water Monitoring Reports" for the M12 Surface Water Monitoring Report #11 and M12 Groundwater Monitoring Report #12. Portal receipt SSI-9364-PA-401 – lodged 10 March 2025. Submitted to Government agencies Water NSW and Councils as per TeamBinder Transmittal No. M12PPW-		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					TFNSW-TX-000655 dated 4 March 2025 as presented as evidence. Transmitted to Department of Planning, Industry and Environment, Fairfield City Council, Penrith City Council, Liverpool City Council and Water NSW.		
4	PART	D	OPERATIONAL ENVIRONMENTAL MANAGEMENT				
	D		OPERATIONAL ENVIRONMENTAL MANAGEMENT				
4.1	D	D1	An Operational Environmental Management Plan (OEMP) must be prepared having regard to the <i>Environmental Management Plan Guideline for Infrastructure Projects</i> (Department Planning, Industry and Environment 2020). The OEMP must detail how the performance outcomes, commitments and mitigation measures made and identified in the documents listed in Condition A1 will be implemented and achieved during operation. Condition D1 does not apply if Condition D2 of this approval applies.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered. Until the full project is complete, full handover will not occur, expected completion end of 2025 to SRAP.		Not Triggered
4.2	D	D2	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Planning Secretary, and demonstrates, to the satisfaction of the Planning Secretary, that through the EMS or equivalent: (a) the performance outcomes, commitments and mitigation measures, made and identified in the documents listed in Condition A1, and specified relevant terms of this approval can be achieved; (b) issues identified through ongoing risk analysis can be managed; and (c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered
4.3	D	D3	The OEMP or EMS or equivalent as agreed with the Planning Secretary, must be submitted to the Planning Secretary for information no later than one (1) month before the commencement of operation.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered
4.4	D	D4	The OEMP or EMS or equivalent as agreed with the Planning Secretary, as submitted to the Planning Secretary and amended from time to time, must be implemented for the duration of operation. The OEMP or EMS or equivalent must be made publicly available before the commencement of operation.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating									
	D		OPERATIONAL MONITORING PROGRAM													
4.5	D	D5	<div>The following Operational Monitoring Programs must be prepared in consultation with the relevant government agencies identified for each Operational Monitoring Program to compare actual operational performance against predicted performance. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant Operational Monitoring Program, including copies of all correspondence from those agencies as required by Condition A5.</div> <table><tr><td></td><td>Required Operational Monitoring Programs</td><td>Relevant government agencies to be consulted for each Operational Monitoring Program</td></tr><tr><td>(a)</td><td>Surface water quality</td><td>DPIE Water and relevant council(s)</td></tr><tr><td>(b)</td><td>Groundwater</td><td>DPIE Water</td></tr></table>		Required Operational Monitoring Programs	Relevant government agencies to be consulted for each Operational Monitoring Program	(a)	Surface water quality	DPIE Water and relevant council(s)	(b)	Groundwater	DPIE Water	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered
	Required Operational Monitoring Programs	Relevant government agencies to be consulted for each Operational Monitoring Program														
(a)	Surface water quality	DPIE Water and relevant council(s)														
(b)	Groundwater	DPIE Water														
4.6	D	D6	<div>Each operational monitoring program must include:</div> <div>(a) details of baseline data; (b) details of all monitoring to be undertaken; (c) the parameters to be monitored; (d) the frequency and duration of monitoring to be undertaken; (e) the location of monitoring; (f) the reporting of monitoring and analysis results against relevant criteria; (g) details of the methods that will be employed to analyse the monitoring data; (h) procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory; and (i) any consultation to be undertaken in relation to the monitoring programs.</div>	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered									
4.7	D	D7	The Operational Monitoring Program(s) must be submitted to the Planning Secretary for information at least one (1) month before the commencement of operation.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered									
4.8	D	D8	Operation must not commence until all relevant baseline data has been collected.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered									
4.9	D	D9	The Operational Monitoring Programs must be implemented for the duration specified in the relevant Operational Monitoring Program .	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered									

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
4.10	D	D10	The results of the Operational Monitoring Programs must be submitted to the relevant government agencies for information in the form of an Operational Monitoring Report at the frequency identified in the relevant Operational Monitoring Program .	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered
4.11	D	D11	Where a relevant OEMP Sub-plan exists, the relevant Operational Monitoring Program may be incorporated into that OEMP Sub-plan .	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered
5	PART	E	KEY ISSUE CONDITIONS				
	E		AIR QUALITY				
5.1	E	E1	In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 , all practicable measures must be implemented to minimise and manage the emission of dust and other air pollutants during the construction of the CSSI.	SWC	<p>Seymour Whyte Quarterly Monitoring Report – December 2024 to February 2025 dated 3 March 2025. Section 1.6 and 1.7 details the air quality and monitoring undertaken during the reporting period. Nil complaints were received. Unattended and attended monitoring results show no exceedances. The Quarterly Monitoring Report for September to November 2024 was also presented as evidence. No exceedances recorded during the audit period.</p> <p>Air quality is also reviewed onsite by the ER. Dust generation as noted within ER Inspection Report No. 156 dated 10 December 2024 – ref 156.07 Dust generated with movements through carpark of AF5 Former Hi-Quality Yard. ER recommended to apply water to car park and/or slow movement of vehicles through the area. Categorised as Low. Noted to be closed within ER Inspection Report No. 159 dated 21 January 2025, closed on 11 December 2024. Also included SWC update dated 19 December 2024 with photos: Water cart deployed for regular dust suppression through the carpark of AF5 Former Hi-Quality Yard. All vehicle operators have been addressed to lower the speeds to minimize dust generation at pre-start meeting. Additionally, 156.09 Watercart required to suppress dust at stockpile Gate 14 – closed 16 December 2024; SWC update 19 December 2024 with photo included: Water cart deployed for regular dust suppression at the stockpile at Gate 14.</p> <p>ER endorsement Air Quality Monitoring Program updated to remove No. AF5 and No. 9 Irfan College, 24 October 2024 – signed 12 November 2024 Rev E.</p>		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					AF4 still remains. Monitor sighted during inspection of AF4. No dust observed during audit site inspection.		
	E		BIODIVERSITY				
5.2	E	E2	The clearing of native vegetation must be minimised with the objective of reducing impacts to threatened ecological communities and threatened species habitat.	TFNSW SWC	SWC/TFNSW confirmed that no clearing occurred during the audit period.		Not Triggered
5.3	E	E3	<p>The Proponent must meet the biodiversity offset obligations for ecosystem and species credits as set out in Table 1, Table 2 and Table 3 in accordance with the <i>M12 Motorway Amendment Report - Submissions Report</i> (December 2020) and <i>M12 Motorway Amendment Report -Submissions Report - Amendment</i> (dated 8 March 2021) within 12 months of the commencement of construction. The offset obligations must be carried out in accordance with the <i>NSW Biodiversity Offsets Policy for Major Projects</i> and can be achieved by:</p> <ul style="list-style-type: none"> (a) acquiring and retiring "biodiversity credits" within the meaning of the <i>Biodiversity Conservation Act 2016</i>; and/or (b) properties secured with the NPWS, on the basis of a draft credit report to show what the property would provide and written confirmation from NPWS that the financial contributions for acquisition and management have been received; and/or (c) making a payment into the Biodiversity Conservation Fund; or (d) a Biodiversity Offset Strategy prepared in consultation with EES and DAWE that provides supplementary measures or where the Proponent intends to utilise the biodiversity credit variation rules. <p>Notes</p> <ol style="list-style-type: none"> 1. <i>Following repeal of the Threatened Species Conservation Act 1995 on 25 August 2017, "biodiversity credits" created under that Act are taken to be "biodiversity credits" under the Biodiversity Conservation Act 2016 by virtue of clause 19 of the Biodiversity Conservation (Savings and Transitional) Regulation 2017.</i> 2. <i>The determination of biodiversity credits under the Biodiversity Conservation Act 2016 that are reasonably equivalent to biodiversity credits created under the Threatened Species Conservation Act 1995 remaining to be retired must be carried out in accordance with clause 22 of the Biodiversity Conservation (Savings and Transitional) Regulation 2017.</i> 	TFNSW SWC	<p>All biodiversity offset obligations met for M12 Central as per previously presented evidence:</p> <p>Request for extension of time submitted by TfNSW to DPHI, portal receipt SSI-9364-PA-332 dated 5 July 2024, letter dated 4 July 2024 noting the following: Biodiversity Offset Report and all Credit Retirement Reports for the Central package were submitted to the Planning Secretary by 18 February 2024.</p> <p>Submission to DPHI for offset report and credit requirements as verified during previous audit, submitted 16 February 2024 ref SSI-9364-PA-279. DPHI request for further information was issued 23 February 2024:</p> <p>Documents submitted on 16 February 2024 under Conditions E4-E7 of the Project Approval, including:</p> <ul style="list-style-type: none"> • Update to Ecosystem and Species Credits Requirements for M12 West and Central (rev J, 2 Feb 2024) • Credit Retirement Report 202402-RT-909 • Credit Retirement Report 202402-RT-910 • Credit Retirement Report 202402-RT-911 • Credit Retirement Report CT-2901 • BCF Invoice BCF662 • Statement of Reasonable Equivalency <p>Additional documents (Update Report) submitted to DPHI on 20 February 2024, including:</p> <ul style="list-style-type: none"> • M12 Motorway Update to Ecosystem and Species Credits Requirements for M12 West and M12 Central • Retirement report credit holder 218 • Retirement report credit holder 691 • Retirement report credit holder 554 		Not Triggered

Transport for NSW & Seymour Whyte

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					<ul style="list-style-type: none">Statement of reasonable equivalenceRetirement report for credit holder C-021436BCT payment statement for pultenaea parviflora <p>DPHI Letter dated 5 June 2024 (SSI-9364-PA-286) acknowledging receipt of the Update Report and stating that the report “contains the information required by Conditions E4-E7 of SSI-9364.</p> <p>13 remaining credits applicable to the M12 East package only. Extension granted to 30 June 2025 by DPHI as per letter ref SSI-9364-PA-393 dated 27 February 2025. Timing of this condition with regards to the M12 Central package is no longer triggered.</p>																													
5.3.1	E	E3	<p>Table 1: Ecosystem Credits for Direct Impacts to be Retired</p> <table><thead><tr><th colspan="3">Ecosystem Credits</th></tr><tr><th>Plant Community Type (PCT) ID and name</th><th>Refined construction footprint (hectares)</th><th>Number of Credits</th></tr></thead><tbody><tr><td>724: Broad-leaved Ironbark – Grey Box - Melaleuca decora grassy open forest on clay/gravel soils of the Cumberland Plain, Sydney Basin Bioregion</td><td>6.91</td><td>372</td></tr><tr><td>830: Forest Red Gum - Grey Box shrubby woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion</td><td>0.44</td><td>15</td></tr><tr><td>835: Forest Red Gum – Roughbarked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion</td><td>3.18</td><td>105</td></tr><tr><td>849: Grey Box - Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion</td><td>6.34</td><td>210</td></tr><tr><td>850: Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion</td><td>60.52</td><td>1908</td></tr><tr><td>1800: Swamp Oak open forest on riverflats of the Cumberland Plain and Hunter Valley</td><td>2.82</td><td>75</td></tr><tr><td>TOTAL ECOSYSTEM CREDITS</td><td>80.21</td><td>2685</td></tr></tbody></table> <p>Table 2: Ecosystem Credits for Indirect Impacts to be Retired</p>	Ecosystem Credits			Plant Community Type (PCT) ID and name	Refined construction footprint (hectares)	Number of Credits	724: Broad-leaved Ironbark – Grey Box - Melaleuca decora grassy open forest on clay/gravel soils of the Cumberland Plain, Sydney Basin Bioregion	6.91	372	830: Forest Red Gum - Grey Box shrubby woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion	0.44	15	835: Forest Red Gum – Roughbarked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion	3.18	105	849: Grey Box - Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion	6.34	210	850: Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion	60.52	1908	1800: Swamp Oak open forest on riverflats of the Cumberland Plain and Hunter Valley	2.82	75	TOTAL ECOSYSTEM CREDITS	80.21	2685	TFNSW SWC	<p>Extension of time letter submitted by TfNSW to DPHI, portal receipt SSI-9364-PA-332 dated 5 July 2024, letter dated 4 July 2024 noting the following: Biodiversity Offset Report and all Credit Retirement Reports for the Central package were submitted to the Planning Secretary by February 2024.</p> <p>Submission to DPHI for offset report and credit requirements as verified during previous audit, submitted 16 February 2024 ref SSI-9364-PA-279. DPHI request for further information was issued 23 February 2024:</p> <p>Documents submitted on 16 February 2024 under Conditions E4-E7 of the Project Approval, including:</p> <ul style="list-style-type: none">Update to Ecosystem and Species Credits Requirements for M12 West and Central (rev J, 2 Feb 2024)Credit Retirement Report 202402-RT-909Credit Retirement Report 202402-RT-910Credit Retirement Report 202402-RT-911Credit Retirement Report CT-2901BCF Invoice BCF662Statement of Reasonable Equivalency <p>Additional documents (Update Report) submitted to DPHI on 20 February 2024, including:</p> <ul style="list-style-type: none">M12 Motorway Update to Ecosystem and Species Credits Requirements for M12 West and M12 CentralRetirement report credit holder 218		Not Triggered
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5.4	E	E4	Proponent may review and update the ecosystem and species credit requirements in Table 1 , Table 2 and Table 3 to reflect the final construction footprint and resulting extent and type of plant community types to be cleared and the extent of threatened species habitat impacted by the construction of the CSSI (excluding certified areas). Where the construction of the CSSI is staged, the Proponent may review and update the ecosystem and species credit requirements in Table 1 , Table 2 and Table 3 for each stage of the CSSI. Amendments to the ecosystem and species credit requirements must be undertaken in consultation with EES and DAWE and submitted to the Planning Secretary for approval within six (6) months of determining the final construction footprint and, where the CSSI is staged,	TFNSW SWC	<p>As per extension of time letter submitted by TfNSW to DPHI, portal receipt SSI-9364-PA-332 dated 5 July 2024, letter dated 4 July 2024 noting the following: Biodiversity Offset Report and all Credit Retirement Reports for the Central package were submitted to the Planning Secretary by February 2024.</p> <p>Submission to DPHI for offset report and credit requirements as verified during previous audit, submitted 16 February 2024 ref SSI-9364-PA-279. DPHI request for further information was issued 23 February 2024:</p>		Not Triggered																																							

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			within six (6) months of determining the final construction footprint for each stage.		<p>Documents submitted on 16 February 2024 under Conditions E4-E7 of the Project Approval.</p> <p>Additional documents (Update Report) submitted to DPHI on 20 February 2024.</p> <p>DPHI Letter dated 5 June 2024 (SSI-9364-PA-286) acknowledging receipt of the Update Report and stating that the report "contains the information required by Conditions E4-E7 of SSI-9364.</p> <p>13 remaining credits applicable to the M12 East package only. Extension granted to 30 June 2025 by DPHI as per letter ref SSI-9364-PA-393 dated 27 February 2025. Timing of this condition with regards to the M12 Central package is no longer triggered.</p>		
5.5	E	E5	<p>The review and update of credit requirements must be undertaken by:</p> <ul style="list-style-type: none"> (a) using the vegetation mapping in the EIS, <i>M12 Motorway Amendment Report - Appendix A Biodiversity supplementary technical report</i> (October 2020), and <i>M12 Motorway Amendment Report – Submissions Report</i> (December 2020); and/or (b) completing verification surveys to confirm the extent, type and condition of threatened species and ecological communities to be impacted. 	SWC	<p>As per above Condition E4.</p> <p>Previously evidenced report by ecologist, Leneco. Post Completion Clearing Report April 2023 (Rev 0, 24 April 2023). Summary of clearing to date report provided 2 May 2023.</p>		Not Triggered
5.6	E	E6	Where verification surveys are required, they must be undertaken in consultation with EES. Any additional surveys must be undertaken at the time of year when groundcover is most likely to be predominantly native. If verification surveys are not possible at a time when groundcover is most likely to be native, the assumed presence of any relevant species and ecosystems may be applied to conservatively evaluate impacts and associated credit requirements.	TFNSW SWC	M12 East applicable for survey only.		Not Triggered
5.7	E	E7	<p>The Proponent must submit to the Planning Secretary and DAWE for information:</p> <ul style="list-style-type: none"> (a) a copy of the Credit Retirement Report; and/or (b) a receipt confirming payment to the Biodiversity Conservation Fund; and/or (c) correspondence from NPWS <p>for the retirement of the ecosystem and species credits required by Condition E3 within one (1) month of receiving the report and/or making the payments and/or receiving correspondence from NPWS.</p>	TFNSW	<p>Submission of credit retirement reports in accordance with Condition E7 – portal receipt SSI-9364-PA-331 lodged 5 July 2024. Letter from TfNSW to DPHI as presented, dated 4 July 2024 submitting credit retirement report from DPE Environment and Heritage. Letter lists 920 total ecosystem credits retired, and 377 total species credits retired.</p> <p>Final credit retirement report will be issued on completion of works.</p>		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.8	E	E8	Additional Surveys of <i>Pimelea spicata</i> The Proponent must undertake additional surveys of <i>Pimelea spicata</i> (Spiked Rice-flower) in potential habitat for this species within the refined construction footprint to the north of Elizabeth Drive and west of the existing Wallgrove Road as identified in Figure 6-5 of the <i>M12 Motorway Amendment Report – Submissions Report</i> (December, 2020). The surveys must be undertaken during optimal conditions as defined by the <i>NSW Bionet Threatened Biodiversity Profile Data Collection</i> (DPIE) or as agreed by the Planning Secretary. The surveys must be undertaken in consultation with EES and DAWE and the results of the surveys provided to the Planning Secretary, EES and DAWE for information within one (1) month of completion of the surveys.	TFNSW	This requirement is applicable to M12 East package only.		Not Triggered
5.9	E	E9	<i>Pimelea spicata</i> is recorded in the surveys carried out under Condition E8 , any impacts to the species must be offset in accordance with the options available under Condition E3 and in consultation with EES. The Proponent must provide details of the required biodiversity credits to the Planning Secretary, EES and DAWE for information prior to works that impact the threatened species.	TFNSW	<i>Pimelea spicata</i> is applicable to the M12 East Package only.		Not Triggered
5.10	E	E10	Biobanking Site Within one (1) month before the commencement of operation of the CSSI, or where the operation of the CSSI is staged one (1) month before the commencement of operation of the relevant stage, the Proponent must provide evidence to the Planning Secretary, for information, that it has implemented measures agreed with the Western Sydney Parklands Trust to compensate the acquisition of land from the Western Sydney Parklands Biobank Site (Biobanking Agreement Site ID 199) for the CSSI.	TFNSW	The M12 Motorway project is currently under construction. This condition is not yet triggered.		Not Triggered
5.11	E	E11	Key Fish Habitat The Proponent must minimise impacts to Key Fish Habitat (KFH) as defined in <i>Policy and Guidelines for Fish Habitat Conservation and Management</i> (DPI, 2013 update). Residual impacts to KFH must be offset at a ratio of 2:1 habitat offset requirement in accordance with the <i>Policy and Guidelines for Fish Habitat Conservation and Management</i> (DPI, 2013 update) and in consultation with DPI Fisheries.	TFNSW SWC	Payment as per Department of Primary Industries letter, ref C22/237, 22 April 2022 to TfNSW RE: Transport for NSW – payment into the Conservation Trust Fund for M12 Motorway impacts to Key Fish Habitat – advice regarding condition E11 and E12, which confirms that relevant conditions of approval for SSI-9364 are satisfied. This condition is no longer triggered.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.12	E	E12	Payment of the habitat offset requirement must be made to the DPI Fish Conservation Trust Fund prior to the commencement of Work that impacts KFH in Badgerys Creek, Cosgroves Creek, Kemps Creek and South Creek.	TFNSW SWC	Payment made as per evidence to DPI Fisheries, letter (ref C22/237, 22 April 2022 to TfNSW RE: Transport for NSW – payment into the Conservation Trust Fund for M12 Motorway impacts to Key Fish Habitat – advice regarding condition E11 and E12), confirms payment of the calculated offset requirement as communicated in C22/150 (21/03/2022), received by the Conservation Trust Fund on 04/04/2022 (Invoice No. 4000063134). No further payments required. This is no longer triggered.		Not Triggered
5.13	E	E13	The Proponent must submit to the Planning Secretary a receipt confirming payment to the DPI Fish Conservation Trust Fund within one (1) month of making the payment.	TFNSW	As per TfNSW letter dated 22 April 2022 to the Department + remittance advice 100099159, invoice dated 28 March 2022, paid 5 April 2022. Timing of this condition is no longer triggered.		Not Triggered
5.14	E	E14	Fauna Connectivity Design Principles A minimum width of three (3) metres and a minimum height of 1.5 metres must be provided to maintain fauna passage below the Badgerys Creek, Cosgroves Creek, South Creek and Kemps Creek bridges. The three-metre wide passage must consist of a natural substrate or other surface type that will not hinder fauna movement.	TFNSW SWC	Bridges BR06 and BR08 RFI changes – design gap identified. From Urban Designer and Landscape Architect – RFI references as follows: M12CCO-SYW-RFI-000628 - Bridge 06 Crane Pad Flood Modelling, created and last updated 22 August 2023. M12 Motorway Twin Bridges over South Creek on M2 at 22.2km south of Penrith, Drawing No. M12CDD-GHDA-ML2BR06-BR-DRG-656010, Rev 00, 1 April 2023. M12CCO-SYW-RFI-000470 - BR08 Crane Platform and Earthworks Remediation, 29 May 2023, last updated 17 October 2023. M12 Central Piling Pads As-Built, 25 May 2023. M12 Central Bridge 8 – Piling Pads As-Built, 25 May 2023. Fauna passages now constructed. Email dated 28 November 2024 to confirm "Rope bridges on M12 Central" – email as sighted from Ecologist, Leneco. Confirms agreement with the rope connections from tree to tree within WSP to link rope bridge crossing to the larger areas of canopy. For Kemps Creek, the installation is as per the design to meet the linkage along Kemps Creek corridor. Email was in response to TfNSW email		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					sent 21 November 2024 with photos attached following discussion with ecologist.		
5.15	E	E15	Re-use of Timber Prior to vegetation clearing, the Proponent must identify where it is practicable for the CSSI to reuse native trees and vegetation that are to be removed. If it is not possible for the CSSI to reuse all removed native trees and vegetation, the Proponent must consult with the relevant council(s), Western Sydney Parklands Trust and Landcare groups and relevant government agencies to determine if: <ul style="list-style-type: none"> (a) hollows, tree trunks, mulch, bush rock and root balls salvaged from native vegetation impacted by the CSSI; and (b) collected plant material, seeds and/or propagated plants from native vegetation impacted by the CSSI, could be used by others in habitat enhancement, beneficial re-use and rehabilitation work, before pursuing other disposal options.	SWC	Ecologist Report April 2025 M12C Replacement Hollow Monitoring as presented as evidence – Leneco Rev 0 dated 9 May 2025 – 13 hollows noted for maintenance. Sighted email dated 12 May 2025 “M12C – Treehouse Ecology – Contract Execution” confirming that works have been actioned. Treehouse Ecology were noted to have been sub-contracted from Leneco.		Compliant
	E		FLOODING				
5.16	E	E16	Measures identified in the documents listed in Condition A1 that are aimed at minimising the impact of the CSSI on flood behaviour must be incorporated into the detailed design of the CSSI. The incorporation of these measures into the detailed design must be reviewed and endorsed by a suitably qualified and experienced person in consultation with directly affected landowners, DPI Water, DPI Fisheries, EES, Infrastructure NSW (INSW) and relevant councils.	TFNSW SWC	M12 Motorway - Central Package Detailed Design 100% Detailed Design Report – Final Civil Works M12CDD-GHDA-ML2-CV-RPT-000001 by GHD, Rev F dated 22 November 2021 – confirmed by TfNSW to still apply. The report documents the development of the Civil Detailed Design for the M12 Central Package. Includes reference under Section 5.2 (Flooding and hydrology) to the M12 Central Flooding Report M12CDD-GHDA-ML2-SD-RPT-000100 whereby flood modelling indicates that the Motorway has immunity to the 1% AEP flood event. No changes to model have occurred during this audit period.		Compliant
5.17	E	E17	Unless otherwise agreed by the Planning Secretary, the CSSI must be designed and constructed to limit impacts on flooding characteristics in areas outside the project boundary during any flood event up to and including the 1% AEP flood event, to the following: <ul style="list-style-type: none"> (a) a maximum increase in inundation time of one hour; (b) a maximum increase of 10 mm in above-floor inundation to habitable rooms where floor levels are currently exceeded; (c) no above-floor inundation of habitable rooms which are currently not inundated; (d) a maximum increase of 50 mm in inundation of land zoned as residential, industrial or commercial; 	TFNSW SWC	No changes during audit period. GHD Detailed Design Flooding and Hydrology Report, Rev E, 12 July 2022 (Central), Lyalls and Associates as peer reviewer. Included an increased afflux above criteria. Two Consistency Assessments also detailed during the initial audit. GHD M12 Motorway - Central Package Detailed Design Detailed Design Report Stormwater Drainage ref M12CDD-GHDA-ALL-SD-RPT-000001 Rev F, dated 22 December 2022 includes Table 15, Design Compliance		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(e) a maximum increase of 100 mm in inundation of land zoned as rural, primary production, environment zone or public recreation;</p> <p>(f) no significant increase in the flood hazard or risk to life; and</p> <p>(g) maximum relative increase in velocity of 10%, where the resulting velocity is greater than 1.0 m/s, unless adequate scour protection measures are implemented and/or the velocity increases do not exacerbate erosion as demonstrated through site-specific risk of scour or geomorphological assessments.</p> <p>Where the Proponent cannot meet the requirements set out in clauses (d), (e) and (g) alternative flood levels or mitigation measures may be agreed to with the affected landowner.</p> <p>In the event that the Proponent and the affected landowner cannot agree on the measures to mitigate the impact as described in clauses (d), (e) and (g), the Proponent must engage a suitably qualified and experienced independent person to advise and assist in determining the impact and relevant mitigation measures.</p>		<p>with a summary of AEP (Annual Exceedance Probability) confirmed at 1% for flood immunity.</p> <p>The following flood design maps as per previously evidenced are unchanged and still apply:</p> <ul style="list-style-type: none"> GHD – M12 Motorway – Central – Detailed Design (100% Design) Flood Level Impact – South Creek (12 spans @ 33m), Figure A1, 1 August 2021 GHD – M12 Motorway – Central – Detailed Design (100% Design) Flood Level Impact – South Creek (Culverts), Figure A2, 2 August 2021 GHD – M12 Motorway – Central – Detailed Design (100% Design) Flood Level Impact – Kemps Creek (5 spans @ 30m), Figure A3, 1 August 2021 GHD – M12 Motorway – Central – Detailed Design (100% Design) Flood Level Impact – Kemps Creek (Culverts), Figure A4, 2 August 2021 		
5.18	E	E18	All updated hydrologic and hydraulic assessments undertaken during detailed design must be consistent with the <i>Australian Rainfall and Runoff – A Guide to Flood Estimation</i> (GeoScience Australia, 2019).	TFNSW SWC	<p>No changes during audit period.</p> <p>GHD Detailed Design Flooding and Hydrology Report, Rev E, 12 July 2022 (Central), and GHD M12 Motorway Central Section Consistency Assessment – Flooding and Hydrology impact assessment, M12CDD-GHDA-ALL-EV-MEM-000004, October 2021, determined consistency with the guidelines as per 'References' section.</p>		Compliant
5.19	E	E19	Updated flood modelling must be undertaken for the full range of flood events, including 5% AEP, 1% AEP, PMF and 0.5% AEP or 0.2% AEP and must have regard to the <i>Wianamatta (South) Creek Catchment Flood Study - Existing Conditions (Revision H)</i> (Advisian Worley Group, November 2020) when validating existing flood behaviour and constraints. The modelling must identify changes in post-development flood behaviour including cumulative flood impacts associated with Western Sydney International Airport and Sydney Metro Western Sydney Airport, where this information is available, prior to detailed design being finalised.	TFNSW SWC	<p>No changes during audit period.</p> <p>GHD Detailed Design Flooding and Hydrology Report, Rev E, 12 July 2022 (Central).</p> <p>GHD M12 Motorway Central Section Consistency Assessment – Flooding and Hydrology impact assessment, M12CDD-GHDA-ALL-EV-MEM-000004, October 2021.</p>		Compliant
5.20	E	E20	Flood information including flood summary reports, models and geographic information system outputs, and work as executed information on finished ground levels and the dimensions and finished levels of all structures within the flood prone land, must be provided to the relevant council, EES and INSW in order to assist in preparing relevant documents and to reflect changes in flood behaviour as a result of the CSSI. The relevant council(s), EES and INSW must be notified in writing that the information is available no later than one month following the operation of the CSSI. Information requested by the relevant council(s), EES or INSW must be provided no	TFNSW SWC	The M12 Motorway is still under construction. This is not yet triggered.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			later than six (6) months following the completion of construction or within another timeframe agreed with the relevant council(s), EES and INSW.				
5.21	E	E21	The flood models, data and summary reports must be uploaded to the NSW Flood Data Portal and access provided to the relevant councils, EES and INSW.	TFNSW SWC	The M12 Motorway is still under construction. This is not yet triggered.		Not Triggered
5.22	E	E22	The designs of all bridge, culvert and other cross drainage structures must include for potential blockages consistent with the procedures in the <i>Australian Rainfall and Runoff – A Guide to Flood Estimation</i> (GeoScience Australia, 2019).	TFNSW SWC	No changes during audit period. GHD Detailed Design Flooding and Hydrology Report, Rev E, 12 July 2022 (Central) + GHD M12 Motorway – Central – Detailed Design (100% Design) unchanged: <ul style="list-style-type: none"> Flood Level Impact – South Creek (Culverts), Figure A2, 2 August 2021 Flood Level Impact – Kemps Creek (Culverts), Figure A4, 2 August 2021 Change in Velocity – South Creek (Culverts), Figure A7, 2 August 2021 Change in Velocity – Kemps Creek (Culverts), Figure A9, 2 August 2021 		Compliant
5.23	E	E23	The CSSI must not preclude the future raising of Elizabeth Drive to achieve a minimum of 1% AEP level of flood immunity, unless otherwise agreed by the Planning Secretary.	TFNSW SWC	Applicable to the M12 East package only.		Not Triggered
5.24	E	E24	For property/ies zoned primary production and where hydrologic modelling predicts that the CSSI will potentially reduce and adversely affect the available stormwater runoff yield to a farm dam, the Proponent must, in consultation with the affected landowner: (a) calculate the nature and extent of impacts on water supply; (b) determine what measures may be implemented to prevent, mitigate, compensate or offset a loss in water supply; and (c) implement the measures agreed with the landowner at no cost to the landowner. The agreed measures must be implemented prior to undertaking any works that would directly affect the flow of water into a landowner's farm dam. In the event that the Proponent and landowner cannot agree on the measures to mitigate the impact, the Proponent shall engage a suitably qualified and experienced independent person to advise and assist in determining appropriate mitigation measures.	TFNSW	No changes during audit period. Consistency Assessment – flooding tech memo by GHD, as previously evidenced. Agreements for stormwater compensation with landowners as required. M12 C Property Adjustment Completion Register. Lists addresses, lot No. details, contact, etc. More applicable to driveways, access, etc, not landowner's farm dams.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
	E		HERITAGE				
5.25	E	E25	Construction and operation of the CSSI should aim to not diminish the potential of the following heritage items for nomination to the State Heritage Register beyond the impacts to significance already identified in the documents listed in Condition A1 : McGarvie Smith Farm, McMaster Field Station and Fleurs Radio Telescope Site.	TFNSW SWC	Fleurs Radio Telescope Site, which is relevant to the Central package, is partially located within the construction footprint (shared with West package). Reuse of concrete plinths incorporated as part of heritage interpretation at Shared User Path. Refer to photos.		Compliant
5.26	E	E26	An experienced and qualified heritage specialist(s) must prepare and/or endorse the: (a) Heritage Interpretation Plan required by Condition E27 ; (b) archival photographic digital recording required by Condition E28 ; and (c) Heritage Report required by Condition E29 .	TFNSW SWC	M12 Motorway Project Heritage Interpretation Plan as presented during previous audits remains unchanged. No additional archival photographic digital recording required during the audit period. The final Heritage Report is not yet finalised.		Not Triggered
5.27	E	E27	Heritage Interpretation Plan must be prepared that identifies and interprets the key heritage values and stories of the heritage items impacted by the CSSI. The Heritage Interpretation Plan must include, but not be limited to: (a) integration of heritage themes and values in the design of the CSSI; design elements (form and fabric) and themes for the CSSI; (b) consideration of the design concepts for Western Sydney International Airport and Sydney Metro Western Sydney Airport; and (c) opportunities for design responses for Aboriginal and non-Aboriginal heritage. The Heritage Interpretation Plan must be provided to Western Sydney International Airport and Sydney Metro Western Sydney Airport to assist in guiding opportunities for integration of heritage themes and values into their design. The Heritage Interpretation Plan must be prepared in accordance with the <i>Interpreting Heritage Places and Items Guidelines</i> (NSW Heritage Office, 2005), and in consultation with Heritage NSW, Aboriginal Cultural Heritage Advisory Committee, LALC and relevant council(s). The Plan must be implemented and inform the Place, Design and Landscape Plan required by Condition E69 .	TFNSW	M12 Motorway Project Heritage Interpretation Plan is unchanged since previous audits, Version 3, 15 April 2022. Submissions as verified during initial audit. Artwork installation on bridges sighted during inspection. Integrated design across the whole project with leaf structure canopies now installed (Fleur Telescope site interpretation for the M12 Central package).		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>The Heritage Interpretation Plan must be submitted to the Planning Secretary and Heritage NSW for information prior to finalising the Place, Design and Landscape Plan required by Condition E69.</p> <p><i>Note: Nothing in this condition prevents the Proponent from preparing separate Heritage Interpretation Plans for Aboriginal and Non-Aboriginal Heritage.</i></p>				
5.28	E	E28	<p>Archival photographic digital recording must be undertaken as outlined in the documents listed in Condition A1 for all listed heritage items and for all sites assessed to have heritage significance which will be affected by the CSSI. The recordings must be undertaken prior to the commencement of Work which may impact the items. The recordings must include buildings, structures and landscape features and detailed maps showing the location of features. The archival recording must be prepared in accordance with How to Prepare Archival Records of Heritage Items (NSW Heritage Office, 1998) and Photographic Recording of Heritage Items Using Film or Digital Capture (NSW Heritage Office, 2006).</p>	TFNSW SWC	<p>Archival recording previously actioned for the Fleurs Radio Telescope Site as evidenced during the initial audit.</p> <p>No additional archival recording undertaken during the audit period. No activities have impacted the Fleurs Radio Telescope site. No other heritage items applicable to the Central package.</p> <p>Timing of this condition is no longer triggered.</p>		Not Triggered
5.29	E	E29	<p>Following completion of all Work described in the documents listed in Condition A1 in relation to heritage items, a Heritage Report including the details of archival recordings, further historical research either undertaken or to be carried out and archaeological excavations (with artefact analysis and identification of a final repository for finds), must be prepared in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW.</p> <p><i>Note: Nothing in this condition prevents the Proponent from preparing separate Heritage Reports for Aboriginal and Non-Aboriginal Heritage.</i></p>	TFNSW SWC	<p>Works not yet complete. This is not yet triggered and will be finalised towards completion.</p>		Not Triggered
5.30	E	E30	<p>The Heritage Report must be submitted to the Planning Secretary and Heritage NSW for information within 12 months of completing all Work described in the documents listed in Condition A1 in relation to heritage items. Copies of the Heritage Report must also be provided to relevant local libraries and relevant local historical societies.</p>	TFNSW SWC	<p>Heritage Report will be developed separately, one for non-Aboriginal Heritage, other to follow. Timing of this is not yet triggered. To be finalised towards completion.</p>		Not Triggered
5.31	E	E31	<p>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 and Heritage NSW. The Procedure must be prepared in consultation with Heritage NSW and form part of the Heritage CEMP Sub Plan required by Condition C4.</p>	TFNSW SWC	<p>M12 Central CEMP Appendix B6: Seymour Whyte Construction Cultural Heritage Management Sub-plan, M12CCO-SYW-ALL-EN-PLN-000007. Plan updated to Rev F dated 18 January 2025. Unexpected Heritage Finds and Human Remains Procedure continues to be included as Appendix A.</p> <p>Compliance with consultation as reviewed during initial audit.</p>		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.32	E	E32	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>	TFNSW SWC	TFNSW and SWC confirmed that no unexpected heritage finds during the audit period.		Not Triggered
5.33	E	E33	Where previously unidentified Aboriginal objects are discovered, all work must immediately stop in the vicinity of the affected area. Works potentially affecting the previously unidentified objects must not recommence until Heritage NSW has been informed. The measures to consider and manage this process must be specified in the Unexpected Heritage Finds and Human Remains Procedure required by Condition E31 and include registration in the Aboriginal Heritage Information Management System (AHIMS).	TFNSW SWC	TFNSW and SWC confirmed that no unexpected heritage or human remains finds to date.		Not Triggered
	E		NOISE AND VIBRATION				
5.34	E	E34	Work Hours Work must only be undertaken during the following hours: (d) 7:00am to 6:00pm Mondays to Fridays, inclusive; (e) 8:00am to 6:00pm Saturdays; and (f) at no time on Sundays or public holidays.	SWC	SWC confirmed that works are either within standard hours or under the EPL + OOHW Permit process as per Condition E36.		Compliant
5.35	E	E35	Highly Noise Intensive Work Except as permitted by an EPL, highly noise intensive works that result in an exceedance of the applicable noise management level (NML) at the same receiver must only be undertaken: (a) between the hours of 8:00am to 6:00pm Monday to Friday; (b) between the hours of 8:00am to 1:00pm Saturday; and (c) if continuously, then not exceeding three hours, with a minimum cessation of work of not less than one hour. For the purposes of this condition, 'continuously' includes any period during which there is less than one hour between ceasing and recommencing any of the Work.	SWC	No highly noise intensive work undertaken over the audit period. Upcoming grinding and grooving works will trigger this condition. NVIS actioned for trials under E40, however this was not approved for use with SWC investigate the use of the M12 West grinding and grooving sub-contractor.		Not Triggered
5.36	E	E36	Variation to Work Hours Notwithstanding Conditions E24 and E35 , Work may be undertaken outside the hours specified in any of the following circumstances: (a) Safety and Emergencies , including: (i) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or	SWC	Seymour Whyte Out-of-Hours Work Procedure, Ref M12CCO-SYW-ALL-EN-PLN-000005, Rev G, 18 January 2025 was updated in response to the Overarching updates. The procedure has been developed to ensure compliance with the EPL, the OCEMP and OOHW Protocol. SWC confirmed that:		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(ii) 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.</p> <p>On becoming aware of the need for emergency work in accordance with Condition E36(a), the Proponent must notify the ER, the Planning Secretary and the EPA of the reasons for such emergency work. The Proponent must use best endeavours to notify all noise and/or vibration affected sensitive receivers of the likely impact and duration of the emergency work.</p> <p>(b) Work that causes:</p> <p>(i) LAeq(15 minute) noise levels:</p> <ul style="list-style-type: none"> no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and <p>(ii) LAeq(15 minute) noise levels no more than 15 dB(A) above the rating background level at any residence during the night time period; and</p> <p>(iii) continuous or impulsive vibration values, measured at the most affected residence, that are no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006); and</p> <p>(iv) intermittent vibration values measured at the most affected residence that are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006).</p> <p>(c) By Approval, including:</p> <p>(i) where different construction hours are permitted or required under an EPL in force in respect of the CSSI;</p> <p>(ii) works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E37; or</p> <p>(iii) negotiated agreements with directly affected residents and sensitive land user(s).</p>		<p>(a) No emergency works have been required.</p> <p>(b) One OOHW exceedance as recorded under Condition E38.</p> <p>(c) OOHW undertaken under the EPL or OOHW Protocol only.</p> <p>OOHW Register M12 Central presented – last entry noted to be 163 on 28 April 2025: OOHW for speed signs back to 80kms, line marking and survey. Monitoring actioned between 6-7 April 2025 under OOHW Permit No. 163.</p> <p>Copy of Permit No. 163; signed by SWC 29 April 2025 and Community Relations Manager on 30 April 2025. TeamBinder presented M12CC0-SYW-TFNSW-CORR-001361 showing submission on 1 May 2025 to TfNSW and the ER.</p> <p>Refer to Condition E38 for further details.</p>		
5.37	E	E37	<p>Out-Of-Hours Work Protocol – Works Not Subject to an EPL</p> <p>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 E34, and that are not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of the out-of-hours Work. The Protocol must be prepared in consultation with the ER. The Protocol must provide:</p> <p>(a) identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where:</p>	SWC	<p>Seymour Whyte Out-of-Hours Work Procedure, Ref M12CCO-SYW-ALL-EN-PLN-000005, Rev G, 18 January 2025 was updated during the audit period to align with the OCEMP. Notes Approved by the OOHW Protocol (for works not subject to the EPL) under Section 3.32.</p> <p>Out-Of-Hours Work (OOHW) Protocol as included as Appendix C of the Overarching Construction Noise and Vibration Management Sub-plan, M12PPW-ADAP-ALL-</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(a) the ER reviews all proposed out-of-hours activities and confirm their risk levels,</p> <p>(b) low risk activities can be approved by the ER, and</p> <p>(c) high risk activities that are approved by the Planning Secretary;</p> <p>(b) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria;</p> <p>(c) a process for selecting and implementing mitigation measures for residual impacts in consultation with the community at each affected location, including respite periods consistent with the requirements of Condition E47. The measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land user(s) would be exposed to, including the number of noise awakening events;</p> <p>(d) 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; and</p> <p>(e) notification arrangements for affected receivers for all approved out-of-hours Work and notification to the Planning Secretary of approved low risk out-of-hours Work.</p> <p>This condition does not apply to Work where the requirements of Condition E36(a) or (b) are met.</p>		<p>EN-PLN-000008, Rev P, 6 June 2024, and is unchanged during the audit period.</p> <p>The protocol includes:</p> <p>(a) Section 2, OOHW noise and vibration assessment, Section 4.3 OOHW process and approval</p> <p>(b) Section 2, OOHW noise and vibration assessment</p> <p>(c) Section 3 OOHW noise and vibration management measures, Attachment 2 - Application of OOHW mitigation measures</p> <p>(d) Section 2.3 Co-ordination of OOHW with third parties</p> <p>(e) Section 3 OOHW noise and vibration management measures including: Stakeholder notifications, specific notifications, phone calls, individual briefings, respite offers, respite periods, duration respite, alternative accommodation.</p>		
5.38	E	E38	<p>Noise Management Levels and Vibration Criteria for Work</p> <p>Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration objectives:</p> <p>(a) construction 'Noise affected' NML established using the <i>Interim Construction Noise Guideline</i> (DECC, 2009);</p> <p>(b) vibration criteria established using the <i>Assessing vibration: a technical guideline</i> (DEC, 2006) (for human exposure);</p> <p>(c) BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and</p> <p>(d) the vibration limits set out in the <i>German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures</i> (for structural damage).</p> <p>Any construction or early works identified as exceeding the noise management levels and/or vibration criteria must be managed in accordance with the respective Noise and Vibration CEMP Sub-plan or Early Works Environmental Management Plan.</p> <p><i>Note: The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.</i></p>	SWC	<p>Seymour Whyte Quarterly Monitoring Report – September to November 2024 (date reference incorrect), and December 2024 to February 2025 dated 3 May 2025.</p> <p>Monitoring events during the reporting periods and within the audit period are as follows:</p> <p>3 December 2024, OOHW Permit No. 24-11-OOHW-152 – BR09 Lighting and Signage at Elizabeth Dr @ 22:15. NCA – 4; Modelled Value – 57.7; NML – 42; LAeq – 65.7. Comments: Heavy influence of traffic from ED and Mamre Road. Noise from work was audible to the monitoring location when no traffic on roads.</p> <p>Monitoring report sighted for the works on 3 December 2024 under Permit No. 152. Recorded as: LAeq – 65.7, LAmax – 87.7, L90 – 54.9.</p> <p>Permit No. 152 sighted applied 12 November 2024 – noise calculator presented for BR09 light and signage install assessment report. Cumulative predicted noise level at LAeq 58dB(A) under Section 3.2.</p>	<p>Non-Compliance M12C-06_NC-04:</p> <p>Commentary contained within the OOHW Permit (ref 24-11-OOHW-152) during monitoring undertaken on 3 December 2024 was unclear and did not align to the process as described within the Noise and Vibration CEMP Sub-Plan should any exceedances be recorded.</p> <p><u>Recommendation:</u> It is recommended to update the OOHW Permit to include a section for the predicted noise criteria for the works, commentary on the steps to action if an exceedance occurs in accordance with the</p>	Non-Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>From CNVMSP Section 4.2 (Data Analysis and Management Response): <i>If the exceedance is determined to be attributable to M12 Central package, the event will be classified (NC / incident / reportable event). Exceedance to be reported to TfNSW and the ER within 7-working days with corrective and preventative actions implemented.</i></p> <p>No vibration monitoring has been triggered.</p>	Noise and Vibration CEMP Sub-Plan, + an update to the heading referring to the "measured 15min noise level" to accurately reflect the associated columns (i.e. LAmax, LAeq, L90).	
5.39	E	E39	Noise generating work in the vicinity of potentially-affected community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas (such as theatres, laboratories and operating theatres) resulting in noise levels above the NMLs must not be timetabled within sensitive periods, unless offers of other reasonable arrangements have been made to the affected institutions and are implemented at no cost to the affected institution.	SWC	<p>Those potentially affected are noted within the Communication Strategy as follows:</p> <ul style="list-style-type: none"> Educational institute: 2 Place of worship: 1 <p>SWC confirmed that no sensitive periods were required during the audit period.</p>		Not Triggered
5.40	E	E40	Noise and Vibration Impact Statements (NVIS) must be prepared for any Work that may exceed the noise management levels and vibration criteria specified in Condition E38 at any residence outside the construction hours identified in Condition E34 , or where receivers will be highly noise affected. The NVIS must include specific mitigation measures identified through consultation with affected sensitive land user(s) and the mitigation measures must be implemented for the duration of the Work. A copy of the NVIS must be provided to the ER prior to the commencement of the associated Work. The Planning Secretary may request a copy/ies of the NVIS .	SWC	<p>Assessment for grinding and grooving actioned during the audit period. Sighted M12CCO-SYW-TFNSW-CORR-001168 issued 29 November 2024 from SWC to TfNSW and the ER. Notes 13 attachments including EB BR11 to Eastern Limit Assessment Report</p> <p>NVIS for grinding and grooving – Western limit to BR06 sent 20 November 2024 to the ER. Trial impact assessment on 13/11/2024 to 18/11/2024 2024-11-NVIS. Includes map of grinding test area. Section 2.4.4 for mitigation measures. Also includes map of area, sensitive receivers + predicted noise level table.</p>		Compliant
5.41	E	E41	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 must be provided with 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 required by Condition C4 and the Communication Strategy required by Condition B1 .	TFNSW SWC	<p>Properties at risk are noted within the Communication Strategy as follows:</p> <ul style="list-style-type: none"> Residential: 11 Commercial: 5 Educational institute: 2 Place of worship: 1 Shed or garage: 15 <p>Low impact as previously confirmed in Construction Noise and Vibration Impact Statement Doc no. 21030-NV-RP-1-1, 17 July 2022 by Hutchinson Weller.</p>		Not Triggered
5.42	E	E42	Construction Vibration Mitigation – Heritage The Proponent must conduct vibration testing during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent cosmetic damage. In addition,	SWC	Low risk determined for Fleurs Radio Telescope structures as per Construction Noise and Vibration Impact Statement Doc no. 21030-NV-RP-1-1, 17 July		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			vibration monitoring must be undertaken during construction for relevant remaining Fleurs Radio Telescope structures, the Upper Canal (in consultation with WaterNSW) and McMaster Farm and McGarvie-Smith Farm group of remaining buildings. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the Proponent must review the construction methodology and, if necessary, implement additional mitigation measures.		2022 by Hutchinson Weller, unchanged since previous audit. Upper Canal relevant for East package only. McMaster Farm and McGarvie-Smith Farm applicable to the West package.		
5.43	E	E43	Advice from a heritage specialist must be sought on methods and locations for installing equipment used for vibration, movement and noise monitoring at heritage-listed structures.	SWC	Low risk determined for Fleurs Radio Telescope structures as per Construction Noise and Vibration Impact Statement.		Not Triggered
5.44	E	E44	Before conducting at-property treatment at any heritage item identified in the documents listed in Condition A1 , the advice of a suitably qualified and experienced built heritage specialist must be obtained and implemented to ensure such work does not have an adverse impact on the heritage significance of the item.	TFNSW	Low risk determined for Fleurs Radio Telescope structures as per Construction Noise and Vibration Impact Statement, therefore this condition is not triggered.		Not Triggered
5.45	E	E45	Utility Coordination and Respite All Work undertaken for the delivery of the CSSI, including that undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. The Proponent must: <ul style="list-style-type: none"> (a) reschedule any work to provide respite to impacted noise sensitive land user(s) so that the respite is achieved in accordance with Condition E47; or (b) where respite outlined in Condition E47 cannot be achieved, consider the provision of alternative respite or mitigation to impacted noise sensitive land user(s); and (c) provide documentary evidence to the ER in support of any decision made by the Proponent in relation to respite or mitigation. The consideration of respite must also include all other CSSI, SSI and SSD projects which may cause cumulative and/or consecutive impacts at receivers affected by the delivery of the CSSI.	SWC	Out-of-Hours Work are scheduled as no more than two consecutive nights in the one place. The project coordinates cumulative impacts with the M7-M12 integration projects. Fortnightly meetings occur to discuss interface. M12 Central Construction Meeting Minutes No. 72 dated 6 February 2025 – Section 8 Stakeholder / Interface – Sydney Water / Quick way Management of interface at Dungowan place.		Compliant
5.46	E	E46	Out-of-Hours Works – Mitigation Mitigation measures such as temporary alternative accommodation or other agreed mitigation measures, must be offered/ made available to residents affected by out-of-hours Work (including where utility works are being undertaken for the CSSI or under a road occupancy licence) where the construction noise levels between: <ul style="list-style-type: none"> (a) 10:00 pm and 7:00 am, Monday to Friday; (b) 10:00 pm Saturday to 8:00 am Sunday; and 	SWC	No alternate accommodation required. Work does not occur more than two nights in a row. No other out of hours work mitigation required.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(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,</p> <p>are predicted to exceed the NML by 25 dB(A) or are greater than 75 dBA (LAeq(15 min)), whichever is the lesser and the impact is planned to occur for more than two (2) nights over a seven (7) day rolling period.</p> <p>The NML must be reduced by 5 dB 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 this condition may be changed through an EPL applying to the CSSI.</p>				
5.47	E	E47	<p>Out-of-Hours Works – Community Consultation on Respite</p> <p>In order to undertake out-of-hours Work outside the hours specified under Condition E34, the Proponent must identify appropriate respite periods for the out-of-hours work in consultation with the community at each affected location on a regular basis.</p> <p>This consultation must include (but not be limited to) providing the community with:</p> <ul style="list-style-type: none"> (a) a progressive schedule for periods no less than three (3) months, of likely out-of-hours Work; (b) a description of the potential Work, location and duration of the out-of-hours Work; (c) the noise characteristics and likely noise levels of the Work; and (d) likely mitigation and management measures which aim to achieve the relevant noise management levels and vibration criteria under Condition E38(a) and (b) (including the circumstances of when respite or relocation offers will be available and details about how the affected community can access these offers). <p>The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour Work must be provided to the ER, EPA and the Planning Secretary for information prior to Work scheduled for the subject period being undertaken.</p> <p><i>Note: 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 noise level at any residence.</i></p>	SWC	<p>OOHW notifications for the M12 Central are available on the project website monthly for Night work in Kemps Creek and Cecil Park</p> <ul style="list-style-type: none"> • November 2024 - 21 nights between Friday 1 November and Friday 29 November 2024 • December 2024 - 15 nights between Monday 2 December 2024 and Friday 20 December 2024. Includes out of hours work lookahead for paving and line marking and finishing works until January 2025. • January 2025 - Tuesday 7 January to Friday 31 January 2025 • February 2025 - 20 nights from Monday 3 February 2025 to Friday 28 February 2025 • March 2025 - 21 nights from Saturday 1 March 2025 to Monday 31 March 2025 • April 2025 - 14 nights from Tuesday 1 April 2025 to Wednesday 30 April 2025. Includes Out-of-hours work lookahead for finishing work (bridge lighting and removal of temporary signage and fencing), 6pm to 7am Monday - Friday <p>Each notification states: <i>Our work schedules - We will work between 6pm and 7am, from Monday night to Saturday morning. We will not work more than two nights in a row and three nights in a week, in the same location.</i></p> <p>OOHW are as per EPL.</p> <p>Every 3-months there is a quarterly update as per website notifications – presented as follows: Out-of-hours work lookahead – finishing work, work hours 6pm to 7am Monday to Friday until May 2025 – Night work in Kemps</p>		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					Creek and Cecil Park – M12 Motorway Central - May 2025.		
5.48	E	E48	Crushing and Grinding Works Crushing and grinding works must only be undertaken during the hours specified in Condition E34 unless otherwise approved by the Planning Secretary or through an EPL or it meets the requirements of Condition E36(a) .	SWC	No crushing or grinding works during the audit period. Upcoming grinding works predicted to occur in the next audit period.		Not Triggered
5.49	E	E49	Blasting Blasting is not permitted as part of this CSSI approval.	SWC	No blasting is approved to occur as part of the M12 Central package. SWC confirmed no instances of blasting have occurred.		Compliant
5.50	E	E50	Operational Noise An independent and experienced noise specialist must be approved by the Planning Secretary to verify the validity (including being accurate and consistent with the requirements of this approval) of the: <ul style="list-style-type: none"> (a) operational noise modelling required under Conditions E51; (b) Operational Noise Review required under Condition E52; and (c) Operational Noise Compliance Report required under Condition E60. The Planning Secretary's approval of the noise specialist must be sought no later than one (1) month before undertaking operational noise modelling. Each verification must be submitted to the Planning Secretary for information within 30 days of the verification and be attached to submitted documentation as relevant.	TFNSW	The M12 Motorway Operational Noise and Vibration Review (ONVR), 25 January 2023 was prepared for both Central and West projects by GHD: <ul style="list-style-type: none"> (a) Section 2.4 – approval of Renzo Tonin & Associates by DPE 9 December 2021. (b) Section 2.4 – Renzo Tonin & Associates verified the validity of the noise modelling and operational noise review. Included as Appendix A of the ONVR. (c) Section 11.5 + refer to conditions E53 and E54. Support independent noise specialist approved by the Department on 29 August 2023 as per letter presented. Applicable for the M12 East package. No other changes for the M12 Central package.		Compliant
5.51	E	E51	Noise Mitigation - Operational Noise Modelling Noise modelling of the detailed design must be undertaken and address the following parameters: <ul style="list-style-type: none"> (a) application of source emission corrections to take into account the proportions of heavy vehicles; (b) modelling heavy vehicles using three distinct sources in line with Appendix B4 of the NSW <i>Road Noise Policy</i> (DECCW, 2011); (c) road surface corrections to address the assessment timeframes outlined in the NSW <i>Road Noise Policy</i> (DECCW, 2011) corresponding to the year of opening, and ten (10) years after opening; and (d) meteorological conditions in accordance with the NSW <i>Road Noise Policy</i>. 	TFNSW	As previously evidenced, the M12 Central Operational Noise and Vibration Review (ONVR) (January 2023) was prepared for the project by GHD: <ul style="list-style-type: none"> (a) Section 5.3 Noise modelling inputs (b) Section 5.3 Noise modelling inputs (c) Section 5.4 Identified roads (d) Section 3.4 Meteorological conditions, Section 4.1 Noise criteria guideline No changes to note for the M12 Central, however, updates were made to the ONVR for the M12 East package.		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.52	E	E52	<p>Operational Noise Mitigation Measures</p> <p>An Operational Noise Review (ONR) must be prepared (based on the detailed design of the CSSI) to confirm noise mitigation measures that would be implemented for the operation of the CSSI. The ONR must be prepared in consultation with the Planning Secretary and relevant council(s) and must:</p> <ul style="list-style-type: none"> (a) confirm the appropriate operational noise objectives and levels for existing sensitive receivers; (b) confirm the operational noise impacts based on the final design of the CSSI and modelling undertaken under Condition E51, including operational daytime LAeq,15 hour and night-time LAeq, 9-hour traffic noise contours; (c) review the suitability of the operational noise mitigation measures identified in the documents listed in Condition A1 and, where necessary, investigate and identify additional noise and vibration mitigation measures required to achieve the noise criteria outlined in the <i>NSW Road Noise Policy</i> (DECCW, 2011), including the timing of implementation; (d) include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures; and (e) procedures for the management of operational noise and vibration complaints. <p>The ONR must be undertaken at the Proponent's expense and be submitted to the Planning Secretary for information prior to implementing at-property noise mitigation, unless otherwise agreed by the Planning Secretary.</p> <p>The Proponent must implement the identified noise mitigation measures and make the ONR publicly available following its submission to the Planning Secretary for information.</p> <p><i>Note: The design of noise barriers and the like must be undertaken in consultation with the community as part of the Place, Design and Landscape Plan required under Condition E69.</i></p>	TFNSW	<p>M12 Motorway Operational Noise and Vibration Review by GHD, Rev 1, 25 January 2023 for both Central and West projects.</p> <ul style="list-style-type: none"> (a) Section 1.1 – Purpose of this report. Operational Noise and Vibration Review (ONVR) for the final design of the M12 Central package. (b) Section 7 Operational noise assessment – 7.2 M12 Central, Section 8, Appendix E, Appendix F (c) Section 7 Operational noise assessment – 7.2 M12 Central, Section 8 Operational noise mitigation (d) Section 10 Community consultation strategy (e) Section 10 Community consultation strategy <p>The ONR is available on the project website.</p> <p>SSD-9364-PA-121 – DPHI Approval of ONR, dated 6 March 2023. No changes to the ONR.</p>		Compliant
5.53	E	E53	<p>Operational noise mitigation measures as identified in Condition E52 that will not be physically affected by construction and where the noise management level in Condition E38(a) is likely to be exceeded, must be implemented within six (6) months of the commencement of construction in the vicinity of the impacted residence(s) to minimise construction noise impacts, unless otherwise agreed by the Planning Secretary in accordance with Condition E55. The operational noise mitigation measures must be</p>	TFNSW	<p>Extension requested by TfNSW and issued to DPHI as per letter "Re: Request for extension of time to implement operational noise mitigation measures (CoA E53 and E55) for SSI 9364", dated 27 March 2025, submitted via planning portal, receipt ref SSI-9364-PA-405.</p> <p>Extension approved as per DPHI letter, ref SSI-9364-PA-405 dated 2 May 2025.</p>		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			detailed in the Noise and Vibration CEMP Sub-plan required by Condition C4 .				
5.54	E	E54	If the ONR required by Condition E52 is not prepared within six (6) months of the commencement of construction, the at-property operational noise mitigation measures required by Condition E53 must be consistent with the measures and the properties identified in Appendix G of the <i>M12 Motorway Amendment Report</i> (October, 2020).	TFNSW	Extension requested by TfNSW and issued to DPHI as per letter "Re: Request for extension of time to implement operational noise mitigation measures (CoA E53 and E55) for SSI 9364", dated 27 March 2025, submitted via planning portal, receipt ref SSI-9364-PA-405. Extension approved as per DPHI letter, ref SSI-9364-PA-405 dated 2 May 2025.		Compliant
5.55	E	E55	All requests to the Planning Secretary under Condition E53 must be accompanied by a report justifying why operational noise mitigation measures will not be implemented within six (6) months, along with details of the temporary measures that the Proponent would implement to reduce construction noise impacts, until such time that the operational noise mitigation measures are implemented. The report must be submitted to the Planning Secretary before the commencement of construction which would affect identified residences. All temporary measures must be implemented within six (6) months of the commencement of construction in the vicinity of the impacted residences. <i>Note: Not having finalised detailed design is not sufficient justification for not implementing the proposed mitigation measures.</i>	TFNSW	Extension approved as per DPHI letter, ref SSI-9364-PA-405 dated 2 May 2025, approval of February 2026 as the alternate timeframe to finalise and complete the installation of APNT at the 11 remaining sensitive receivers. At-property noise mitigation treatment March 2025 by TfNSW presented, includes status of treatment implementation (Section 4) – Status in July 2024 shows 68 properties to be treated for the M12 Central package; 67 checked & measured, 39 treatment completed, 17 treatment in progress, 8 for materials to be delivered, 3 noted as consultation ongoing to reach agreement. Summary as at March 2025 shows 66 properties to be treated, 66 complete, 0 remaining for the M12 Central.		Compliant
5.56	E	E56	The implementation of at-property treatment does not preclude the application of other noise and vibration mitigation and management measures including temporary accommodation to address construction noise.	SWC	Demonstrated as per compliance to preceding conditions. Standard construction noise and vibration mitigation measures have been utilised.		Compliant
5.57	E	E57	All operational noise mitigation measures must be implemented prior to operation of the CSSI.	TFNSW	The M12 Motorway Project is still under construction. This condition is not yet triggered. M12 Motorway Operational Noise and Vibration Review by GHD, Rev 1, 25 January 2023 for both Central and West projects, Section 8. Operation will be triggered for completion of whole project, not by package.		Not Triggered
5.58	E	E58	Operational Noise Validation Within 12 months of the commencement of operation of the CSSI, the Proponent must undertake monitoring of operational noise to compare actual noise performance of the CSSI against the noise performance	TFNSW	The M12 Motorway Project is still under construction. This condition is not yet triggered. M12 Motorway Operational Noise and Vibration Review by GHD, Rev 1, 25 January 2023 for both Central and West projects, Section 11.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			predicted in the review of operational noise mitigation measures required by Condition E52 .				
5.59	E	E59	Classified traffic counts must be undertaken simultaneously with noise measurements to confirm traffic volumes and traffic mix assumptions.	TFNSW	The M12 Motorway Project is still under construction. This condition is not yet triggered. M12 Motorway Operational Noise and Vibration Review by GHD, Rev 1, 25 January 2023 for both Central and West projects, Section 11.		Not Triggered
5.60	E	E60	Operational Noise Compliance Report An Operational Noise Compliance Report (ONCR) must be prepared to document the findings of the operational noise monitoring carried out under Condition E58 . The ONCR must be prepared in accordance with the Model Validation Guideline (RMS, 16 May 2018 Version 1.1) and must address the following: <ul style="list-style-type: none"> (d) compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under Condition E52; (e) compliance with the operational noise levels in terms of criteria and noise goals established in the <i>NSW Road Noise Policy</i> (DECCW, 2011); (f) methodology, location and frequency of noise monitoring undertaken, including grouping monitoring sites at which CSSI noise levels are ascertained with specific reference to locations indicative of impacts on receivers. Monitoring locations must be grouped by – <ul style="list-style-type: none"> (e) pavement type, (f) topography; (g) visibility of sensitive receivers, i.e. line of sight and shielded by mounds and/or noise walls; (h) model light and heavy vehicles separately; (i) pavement corrections for light and heavy vehicles; (j) details on the acoustic performance of the different pavement types used for the CSSI ; (k) effects of meteorological conditions on traffic noise consistent with the requirements of the <i>NSW Road Noise Policy</i> (DECCW, 2011); (l) details of any complaints and enquiries received in relation to operational noise generated by the CSSI between the date of commencement of operation and the date the report was prepared; (m) any required recalibrations of the noise model taking into consideration factors such as noise monitoring, and actual traffic numbers and proportions; (n) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of mitigation measures; and 	TFNSW	The M12 Motorway Project is still under construction. This condition is not yet triggered. M12 Motorway Operational Noise and Vibration Review by GHD, Rev 1, 25 January 2023 for both Central and West projects, Section 11. Operation will be triggered for completion of whole project, not by package.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(o) identification of additional measures to those identified in the review of noise mitigation measures required by Condition E52, that are to be implemented with the objective of meeting the criteria outlined in the <i>NSW Road Noise Policy</i> (DECCW, 2011), when these measures are to be implemented and how their effectiveness is to be measured and reported to the Planning Secretary and the EPA.</p> <p>The ONCR must be submitted to the Planning Secretary and the EPA for information within 60 days of completing the operational noise monitoring (required by Condition E58) and be made publicly available.</p> <p>Any additional measures identified in Condition E60(l) must be implemented within 18 months of submitting the ONCR to the Planning Secretary, unless an alternative timeframe is agreed to by the Planning Secretary.</p>				
	E		PLACE, DESIGN AND LANDSCAPING				
5.61	E	E61	<p>Construction Ancillary Facilities</p> <p>The CSSI must be constructed in a manner that minimises visual impacts of construction ancillary facilities, including but not limited to, providing temporary landscaping and vegetative screening of the construction sites, minimising light spill, and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the construction sites are located.</p>	SWC	Ancillary Facilities are unchanged from previous audit and are currently being decommissioned with status recorded under Condition A15.		Compliant
5.62	E	E62	<p>Lighting and Security</p> <p>The CSSI 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 CSSI must be consistent with the requirements of <i>Australian Standard 4282-2019 Control of the obtrusive effects of outdoor lighting</i>, relevant Australian Standards in the series <i>AS/NZ 1158 – Lighting for Roads and Public Spaces</i>, and the <i>National Airports Safeguarding Framework (NASF) Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports</i>.</p> <p>Additionally, mitigation measures must be provided to manage residual night lighting impacts to protect properties adjoining or adjacent to the CSSI, in consultation with affected landowners.</p>	TFNSW SWC	No lighting complaints during the audit period. Permanent lighting installed as per design as confirmed by TFNSW, however not yet commissioned.		Compliant
5.63	E	E63	<p>Active Transport</p> <p>Active transport facilities must be designed, constructed and/or rectified in accordance with the <i>Guide to Road Design Part 6A: Paths for Walking and</i></p>	TFNSW	Shared User Path nearing completion with landscaping, and line marking remaining. Refer to photos.		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

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			<i>Cycling (Austroads, 2017) and relevant Australian Standards (AS) such as AS 1428.1-2009 Design for access and mobility. The active transport links must also incorporate relevant Crime Prevention Through Environmental Design principles.</i>	SWC			
5.64	E	E64	<p>Place, Design and Landscape Outcomes</p> <p>The place, design and landscape outcomes of the CSSI must be informed by and be consistent with the Urban Design Concept and have consideration of the Urban Design Opportunities as detailed in <i>Appendix G Landscape character, visual impact assessment and urban design report</i> of the EIS.</p> <p>Advice on how the Urban Design Opportunities have been considered and progressed must be provided to the Planning Secretary for information when submitting the Place, Design and Landscape Plan (as required by Condition E69) to the Planning Secretary. Where an Urban Design Opportunity has not progressed, advice as to why must also be provided to the Planning Secretary for information.</p>	TFNSW	<p>Submission of Place, Design and Landscape Plan as per initial audit – lodged with letter via the portal (receipt ref SSI-9364-PA-78) to the Department on 24 May 2022. Acknowledgement letter received from the Department 5 July 2022 as previously evidenced.</p> <p>Meetings with experts undertaken as per CoA E69.</p> <p>No changes. Implementation noted as ongoing with areas sighted during audit site inspection. Refer to photos.</p>		Compliant
5.65	E	E65	Landscaping must improve parkland, open space and native vegetation and fauna connectivity, including between areas of existing parkland and open space adjacent to and intersecting the CSSI, and through the revegetation of areas with local provenance species, where practicable, between adjoining areas of remnant Cumberland Plain Woodland to re-link them. In implementing these requirements, the Proponent must have regard to wildlife strike risk in proximity to the Western Sydney International Airport.	TFNSW SWC	<p>Landscaping works are ongoing. Refer to photos.</p> <p>Mulch at median strips currently being replaced with grass.</p> <p>Marked up areas of B&K Landscaping works as per April 2025 – daily diary dated 26 March 2025 project No. 10452.1. Includes whipping with photos, 27, 28, 30, 31 March. 2,3,7 April 2025.</p> <p>9 April 2024 included Hydromulching.</p> <p>8 April 2025 included weed treatment + 11 April 2025.</p> <p>HL Landscaping are engaged for planting.</p> <p>During the audit site inspection, some areas are still requiring rectification. It was also noted that there was evidence of weed spraying.</p>	<p>Site Observation</p> <p>M12C-06_OBS-01:</p> <p>The former SWC main site compound (AF4) driveway required landscaping maintenance with sediment run off observed onto Clifton Avenue.</p> <p>There is overall continued maintenance of landscaping and weeding required, including a review of the area under Bridge 06 at South Creek where seeding has not germinated.</p>	Compliant
5.66	E	E66	All active transport infrastructure and facilities (including the connection through the Western Sydney Parklands or its alternative) must be completed prior to operation, unless otherwise agreed by the Planning Secretary.	TFNSW SWC	The M12 Motorway Project is still under construction. This condition is not yet triggered. Shared user path is still being completed.		Not Triggered
5.67	E	E67	The CSSI must minimise impacts on useable open space. Impacts to the Western Sydney Parklands must be mitigated and offset by an agreed direct payment for improved recreation and access infrastructure and a land compensation payment for the Western Sydney Parkland Trust to use in expanding the parklands. These payments will be in accordance with an agreement established with the Western Sydney Parkland Trust. All offsets	TFNSW SWC	Offsets are as per East package. This is not triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			must be delivered prior to operation, unless agreed by the Planning Secretary.				
5.68	E	E68	<p>Design Independence and Review</p> <p>Place making, design and landscape outcomes must be informed by input and review by independent and qualified practitioners in the following fields (practitioners may cover more than one field if suitably qualified):</p> <ul style="list-style-type: none"> (a) public art / cultural interpretation public art; (b) Aboriginal cultural heritage; (c) European cultural heritage; (d) landscape architecture; and (e) active transport. <p>These practitioners must be approved by the Planning Secretary at least one (1) month before the commencement of construction and must hold current membership of a relevant professional body, unless otherwise approved by the Planning Secretary. These practitioners must be involved through participation in the Design Review Panel committed to by the Proponent in the documents listed in Condition A1, and in the development and review of the Place, Design and Landscape Plan.</p> <p>Advice and recommendations made by the practitioners must be provided to the Planning Secretary for information when submitting the Place, Design and Landscape Plan to the Planning Secretary.</p> <p><i>Note: The considerations that the Department will take into account when deciding to approve a practitioner are set out in 'Seeking Approval from the Department for the appointment of independent experts, Post approval guidance for Infrastructure Projects' (DPIE, 2020).</i></p>	TFNSW	<p>Department approval letter as per initial audit evidence for the nominated Independent Experts, 14 September 2021 (PDLP), prior to commencement of construction (10 August 2022).</p> <p>As listed in the letter, the practitioners specialise in:</p> <ul style="list-style-type: none"> • Public art/cultural interpretation public art and Aboriginal cultural heritage (one individual) • European cultural heritage (one individual) • Landscape architecture and Active transport (two individuals, one lead, one consultant) <p>Original meeting minutes as per initial audit:</p> <ul style="list-style-type: none"> • 11 December 2020 DD Urb Des Review Panel • 13 October 2021 DD Urb Des Review Panel <p>Includes issues, actions, and response from TfNSW.</p> <p>Timing of this condition is no longer triggered.</p>		Not Triggered
5.69	E	E69	<p>A Place, Design and Landscape Plan must be prepared to inform the final design of the CSSI and to give effect to the commitments made in the documents listed in Condition A1. The Plan does not apply to works, which for technical, engineering, or ecological requirements, or other requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes.</p>	TFNSW	<p>The Place, Design and Landscape Plan (Rev C dated 17 March 2022) remains unchanged and was prepared as previously evidenced.</p> <p>Timing of this condition is no longer triggered.</p>		Not Triggered
5.70	E	E70	<p>The Place, Design and Landscape Plan must be prepared by a suitably qualified and experienced person in consultation with relevant councils, Western Sydney Parklands Trust, Heritage NSW, the community and affected landowners and businesses. The Place, Design and Landscape Plan must include, but not be limited to:</p>	TFNSW	<p>The Place, Design and Landscape Plan (PDLP) was prepared as previously evidenced:</p> <ul style="list-style-type: none"> (a) Section 2 Contextual Analysis 		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(a) an analysis of the built, natural, heritage and community context and the urban design objectives, principles and standards for the CSSI;</p> <p>(b) identification of opportunities for heritage interpretation during design and construction consistent with the Heritage Interpretation Plan required by Condition E27;</p> <p>(c) the design of the CSSI elements including their form, materials and detail;</p> <p>(d) the design of the CSSI landform and earthworks;</p> <p>(e) the location of existing vegetation, areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities.</p> <p>(f) active transport infrastructure, including amenities to be provided along the shared user path;</p> <p>(g) developed visualisations, cross sections and plans showing the proposed design outcome;</p> <p>(h) demonstrated integration of Crime Prevention Through Environmental Design principles into the detailed design process; and</p> <p>(i) details of strategies to rehabilitate, regenerate or revegetate disturbed areas including riparian corridors and successfully establish and maintain the resulting new landscape and associated elements.</p>		<p>(b) Section 3 Urban Design, specifically 3.7 Aboriginal cultural interpretation, 3.8 Non-Aboriginal heritage interpretation. Also Appendices D and E.</p> <p>(c) Section 3 Urban Design and Section 5 Bridges and walls</p> <p>(d) Section 4.6 Landform and earthworks</p> <p>(e) Section 4 Landscape Design including 4.7 Restoration of local vegetation communities and 4.8 Seed collection and plant propagation</p> <p>(f) Section 3.6 Shared corridor and Section 5.6 Shared path connections</p> <p>(g) Appendix A, B and C as well as throughout the plan.</p> <p>(h) Section 3.11 Crime prevention through environmental design.</p> <p>(i) Section 4.10 Strategies to revegetate disturbed areas.</p> <p>Unchanged from initial audit. Team and contributors included: TfNSW, Hassell, GHD Woodhead, Balarinji, Extent Heritage Advisors, and Toolijooa.</p> <p>Timing of this condition is no longer triggered.</p>		
5.71	E	E71	<p>Revegetation and the provision of replacement trees must be informed by a Tree Survey undertaken during detailed design. The Tree Survey must identify the number, type and location of any trees to be removed. The Tree Survey must be submitted to the Planning Secretary for information with the Place, Design and Landscape Plan.</p> <p>Where trees are to be removed, the Proponent must provide a net increase in the number of replacement trees at a ratio of 2:1, except trees that are offset under Condition E3. Replacement trees must have a minimum pot size consistent with the relevant authority's plans / programs / strategies for vegetation management, street planting, or open space landscaping, or as agreed by the relevant authority(ies).</p> <p><i>Note: For the purposes of this condition, the relevant authority is that State or local government authority that owns or manages the land on which the replacement trees will be planted.</i></p>	TFNSW SWC	<p>Tree Survey has been included as Appendix F of the Place, Design and Landscape Plan with the following relevant to Central:</p> <ul style="list-style-type: none"> Map 7: 1,578 trees in stands, 206 individual trees Map 8: 1,546 trees in stands, 117 individual trees Map 9: 6,486 trees in stands, 490 individual trees Map 10: 5,864 trees in stands, 55 individual trees Map 11: 4,646 trees in stands, 161 individual trees <p>Maps were developed by Cadence Consulting Surveyors.</p> <p>All clearing complete as evidenced during the previous audit.</p> <p>Tree Planting Register presented. Lists species, size, quantity and zone by month showing up to March 2025 e.g., November 2024 x 19 narrow-leaved ironbark trees in Zone 4 and x 202 in December 2024 for Zones 2, 3 and 8. 31 x forest red gums, Node 2 in December 2024; 64 x weeping acacias, Node 1, January 2025; 230 x Blue Box</p>		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					in Zone 1, January 2025; 882 x Sweet Bursarias, Zone 1, February 2025.		
5.72	E	E72	Construction of permanent surface built works or landscaping that are the subject of the Place, Design and Landscape Plan must not be commenced (in the area to which the Place, Design and Landscape Plan applies) until the Place, Design and Landscape Plan has been submitted to the Planning Secretary for information, after considering advice received from the Design Review Panel committed to by the Proponent.	TFNSW SWC	<p>PDLP submitted and approved, unchanged from initial audit. Department approval letter as per initial audit evidence for the nominated Independent Experts, 14 September 2021 (PDLP), prior to commencement of construction (10 August 2022).</p> <p>Construction of permanent surface-built works and landscaping commenced under the PDLP and are progressing with the M12 Central package under its defects phase.</p> <p>Timing of this condition is no longer triggered.</p>		Not Triggered
5.73	E	E73	The Place, Design and Landscape Plan must be implemented during construction and operation.	TFNSW SWC	GHD overarching compliant report – interpretation included and incorporated into Issued for Construction unchanged since previous audit. The PDLP is unchanged. Construction of the Shared User Path is as per design and undergoing line marking and landscaping.		Compliant
5.74	E	E74	Operational Maintenance The ongoing maintenance and operation costs of place, open space, landscaping and recreational items and work implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Before the transfer of assets, the Proponent must maintain items and work to at least the maintenance requirements established in the Place, Design and Landscape Plan , required by Condition E69 .	TFNSW	The M12 Motorway Project is still under construction. The M12 Central package is currently under its defects phase with landscaping ongoing. This condition is not yet triggered.		Not Triggered
	E		SOCIO-ECONOMIC, LAND USE AND PROPERTY				
5.75	E	E75	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 CSSI are avoided where possible and where unavoidable, customers are advised in accordance with the Communication Strategy required under Condition B1 .	TFNSW SWC	SWC confirmed no services relocation or diversions during audit period. No consultation has been required.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

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5.76	E	E76	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, including all listed heritage items and buildings/structures of heritage significance as identified in the documents listed in Condition A1 . 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 one (1) month before the commencement of all other potentially impacting works.	SWC	Unchanged since previous audit. 19 out of 20 dilapidation surveys accepted and complete. One declined over the phone on Elizabeth Drive. No changes to the M12 Central Property Dilapidation Property List – register in place to track condition survey reports. Timing of this condition is no longer triggered.		Not Triggered
5.77	E	E77	Where pre-construction surveys have been undertaken in accordance with Condition E76 , subsequent post-construction 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 four (4) months following the completion of construction activities that have the potential to impact on the structure / asset.	SWC	SWC confirmed that there had been no damage to structures to date. M12 Central Property Post-Dilapidation Property List as sighted Dilapidation reports actioned by Aus Dilaps – 13 reports actioned – one to be redone as wrong shed inspected; 12 reports issued; 4 awaiting response. Sighted the following Post-Construction Condition Survey Reports OPT-33994, M12 Motorway (Central) - Badgerys Creek, Sydney NSW 17 December 2024, Previous Survey Name: ADN22209E Clifton Avenue KEMPS CREEK Previous Survey ID: ADN22209E Date of Previous Inspection: 19 July 2022. Figure 45 notes fine cracking in the pit lid at northeast corner of house (but confirmed that cracks categorised as fine do not require repair). 17 December 2024. No changes were noted during the Previous Survey Name: ADN22209H Elizabeth Drive KEMPS CREEK Previous Survey ID: ADN22209H Date of Previous Inspection: 22 July 2022. 31 January 2025. Previous Survey Name: ADN22209F Clifton Avenue KEMPS CREEK Previous Survey ID: ADN22209F Date of Previous Inspection: Jul 26, 2022. Figure 0004 notes fine cracking showing compromised visibility, however as per classification table, <1mm fine cracks do not need repair. Remaining items were noted as no changes, with some areas previously not included in the original report.		Compliant
5.78	E	E78	Where damage has been determined to occur as a result of the CSSI, 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 activities that have the potential to create	SWC	SWC confirmed no damage, or rectification was required during this audit period.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			damage unless another timeframe is agreed with the owner. Alternatively, the Proponent may pay compensation for the damage as agreed with the owner.				
5.79	E	E79	Agricultural Operations The CSSI must be delivered in a manner that minimises intrusion, as far as reasonably practicable, and disruption to agricultural operations/activities in surrounding properties (e.g. stock access, access to farm dams, etc.), unless otherwise agreed by the landowner.	SWC	TfNSW and SWC confirmed that no agricultural operations or activities affected by the project.		Not Triggered
5.80	E	E80	Where the viability of existing agricultural operations will be impacted by the CSSI, the Proponent must, at the request of the landowner, employ a suitably qualified and experienced independent agricultural expert to assist in identifying management measures to address the identified impacts. Where the Proponent has commenced the requirements of this condition, prior to determination of the CSSI, the Proponent may rely on these activities to fulfil this requirement.	TFNSW SWC	TfNSW and SWC confirmed that no agricultural operations or activities affected by the project.		Not Triggered
5.81	E	E81	Upper Canal System The Proponent must have regard to the <i>Upper Canal Pheasants Nest to Prospect Reservoir Conservation Management Plan</i> (NSW Public Works Governments Architect's Office, 2016) and <i>Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines</i> (WaterNSW, 2020) when constructing the CSSI.	TFNSW	Applicable to M12 East package only.		Not Triggered
5.82	E	E82	Construction and operation of the CSSI must not destroy, modify or otherwise cause direct or indirect damage to the Upper Canal System, including the Cecil Hills Tunnel, and Tunnel Shafts 3 and 4.	TFNSW	Applicable to M12 East package only.		Not Triggered
5.83	E	E83	Property Access Any property access that is physically affected by the CSSI must be reinstated to at least an equivalent standard, in consultation with the landowner or alternative access provided in consultation with the landowner.	SWC	SWC confirmed no reinstatement required during audit period. Property adjustments as actioned during previous audit period. Rectification as per property adjustments.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
	E		SOILS				
5.84	E	E84	All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise water pollution. When implementing such controls, any relevant guidance in the <i>Managing Urban Stormwater, Soils and Construction Vol.1</i> (Landcom, 2004) and <i>Vol. 2D Main Road Construction</i> (DECC, 2008) must be considered.	SWC	<p>Progressive Erosion and Sediment Control Plans in place as follows:</p> <ul style="list-style-type: none"> Progressive Erosion and Sediment Control Plan (PESCP_03) Location: Elizabeth Drive to Range Road (Rev L), 5 March 2025 Progressive Erosion and Sediment Control Plan (PESCP_05) Location: South Creek to Clifton Road (Rev O), 4 March 2025 Progressive Erosion and Sediment Control Plan (PESCP_07) Location: Clifton Avenue to Kemps Creek Stage (Rev J), 4 March 2025 Progressive Erosion and Sediment Control Plan (PESCP_09) Location: Kemps Creek to Hi-Quality (Rev. H), 4 March 2025 Progressive Erosion and Sediment Control Plan (PESCP_12) Location: East of Range Road (Rev. M), 7 March 2025 Progressive Erosion and Sediment Control Plan (PESCP_13) Location: West of South Creek (Rev. N), 4 March 2025 Progressive Erosion and Sediment Control Plan (PESCP_15) Location: Batch Plant (Rev. F), 6 March 2025 <p>M12-Central ERSED Register lists the PESCP No, Revision No., Revised date, PESCP title, Status (current), Signed Copy (Y/N), Note – reviewed by CPESC 7 March 2025. Sighted email from Soil Conservationist from Rubicon dated 7 March 2025 which states the following: <i>I have reviewed the final set of PESCPs for the Project alignment and have no other comments or recommendations, and as such, I endorse the plan for submission to the Client.</i></p> <p>M12 Central – Post Construction Stabilisation Report on 18 April 2025 from CPESC sent to SWC.</p> <p>29 March 2025 for Sediment Basin 3 delicensing memo and PCSA report for WSP. Memo attached 28 March 2025 – assessment confirmed sediment basin 3 has achieved in excess of 70% soil surface cover over and area exceeding 90% catchment and endorses delicensing of the basin.</p>	<p>Opportunity for Improvement M12C-06_OFI-03: The former batch plant Ancillary Facility (12a) is planned to be used for the upcoming management of grinding and grooving slurry; however, there are areas for improvement to the erosion and sedimentation controls currently installed at this site.</p> <p><u>Recommendation:</u> Erosion and sediment controls are required to be refreshed for the sump, and water diversion to be improved upon i.e., construction of channels to manage the flow of dirty water to prepare the site for use. A site observation has also been raised against this area (refer to M12C-06_OBS-02).</p> <p>Site Observation M12C-06_OBS-02: The former Ancillary Facility (AF12a) is planned to be used for the slurry management site in preparation for the upcoming grinding and grooving works, with the EWMS-08 for Concrete Washout Construction and Operation currently under review with the ER. However, preparation</p>	Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
						<p>of the site is also required as follows:</p> <ul style="list-style-type: none"> • exclusion zone should be clearly defined • sump controls to be improved upon (lifesaving device accessible, tidy up of geofabric), and • management of water diversion throughout the area e.g., construction of channel to divert water into sump. 	
5.85	E	E85	<p>Contaminated sites</p> <p>Prior to the commencement of any Work that would result in the disturbance of potential or contaminated soils, materials, groundwater or sediments, a Detailed Site Investigation Report(s) 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 Detailed Site Investigation Report(s) must be prepared in accordance with guidelines made or approved under section 105 of the <i>Contaminated Land Management Act 1997</i>.</p> <p><i>Note: Where Preliminary and Detailed Site Investigations 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>	SWC	All contaminated areas have been cleared and closed within the last audit period. SWC confirmed that no additional Detailed Site Investigations have been required.		Not Triggered
5.86	E	E86	<p>The Detailed Site Investigation Report(s) must provide details on:</p> <ul style="list-style-type: none"> (a) primary sources of contamination, for example potentially contaminating activities, infrastructure (such as underground storage tanks, fuel line, sumps or sewer lines) or site practices; (b) contaminant dispersal in air, hazardous ground gases, surface water, groundwater, soil vapour, separate phase contaminants, sediments, infrastructure (e.g. concrete), biota, soil and dust; (c) contaminant characterisation and behaviour (volatility, leachability, speciation, degradation products and physical and chemical conditions on-site which may affect how contaminants behave); 	SWC	<p>No additional Detailed Site Investigations required.</p> <p>As per previous audit evidence: Detailed Site Investigation by ADE Consulting Group ref 22.0468.DSI dated 11 April 2023, prepared, reviewed and issued as signed. Includes Section 9 Conclusions and Recommendations, Section 9.4 summarised as follows:</p> <ul style="list-style-type: none"> • Notification is not required to be provided to the NSW EPA • A Remedial Work Plan (RWP) addendum should be prepared for removal of general unexpected 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(d) potential effects of contaminants on human health, including the health of occupants of built structures (for example arising from risks to service lines from hydrocarbons in groundwater, or risks to concrete from acid sulphate soils) and the environment;</p> <p>(e) potential and actual contaminant migration routes including potential preferential pathways;</p> <p>(f) the adequacy and completeness of all information available for use in the assessment of risk and for making decisions on management requirements, including an assessment of uncertainty;</p> <p>(g) the review and update of the conceptual site model from the preliminary and detailed site investigations;</p> <p>(h) nature and extent of any existing remediation (such as impervious surface cappings); and/or</p> <p>(i) whether the land is suitable (for the intended final land use) or can be made suitable through remediation.</p>		<p>finds ... The asbestos contaminated material should be transferred to the encapsulation cell.</p> <ul style="list-style-type: none"> Any soils and other waste noted on site requiring removal from site as part of future site works should be appropriately classified in accordance with the Waste Classification Guidelines, Part 1: Classifying Waste, NSW EPA (2014) <p>Report concluded that the investigation successfully assessed gaps in the historical data for the site in regard to potential soil contamination, updated the Conceptual Site Model (CSM) for the site and successfully assessed the potential for soils to be impacted by current and historical activities. ADE detailed the suitability of the site regarding the proposed land use and outlined possible remediation options if required.</p>		
5.87	E	E87	<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 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 endorsed 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>	SWC	<p>A Remediation Action Plan for containment cell unchanged from preceding audits, developed by ADE Consulting Group 18 October 2022 ref 22.0468. Section 9 Containment Cell and Capping Design, Appendix B Containment Cells, constructed and located between Range Road and Elizabeth Drive (Area 6).</p> <p>Constructed 2 cells in one location. 8 x areas noted on maps however only one area was utilised.</p> <p>Submitted by TfNSW 23 December 2022, portal receipt SSI-9364-PA-137. Included RAP, plus auditor approval. An extension was made to the encapsulation cell. Submission for update as per portal receipt 3 March 2023 V5, February 2023, SSI-9364-PA-149 by TfNSW.</p> <p>Environmental Consultant ADE are preparing a validation report and have drafted the Long-Term Environmental Management Plan (LTEMP).</p>		Compliant
5.88	E	E88	<p>A Section A1 or Section A2 Site Audit Statement (accompanied by an Environmental Management Plan) and the accompanying Site Audit Report, which states 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 relevant council(s) for information 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 A1 or Section A2 Site Audit Statement is obtained which states that the land is suitable for that purpose</p>	SWC	<p>SWC advised that the LTEMP has been drafted and submitted to TfNSW and Site Auditor for comments.</p> <p>A Site Audit Statement will be issued towards the end of the project.</p> <p>Interim Site Audit Advice actioned for the review of LTEMP dated 6 May 2025 Ref 0301-2205_75 by Enviroview. LTEMP also sighted, by ADE Consulting Group ref A101022.0468.10 LTEMP1.v4f dated 28 March 2025.</p>		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			and any conditions on the Section A1 or Section A2 Site Audit Statement have been complied with. Nothing in the conditions prevents the Proponent from obtaining Section A Site Audit Statements for individual parcels of remediated land.				
5.89	E	E89	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. The procedure must include details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved.	TFNSW SWC	An Unexpected Finds Procedure has been prepared as part of the M12 Central Construction Contaminated Land Management Sub-plan (ref M12CCO-SYW-ALL-EN-PLN-000013 Rev F, 18 January 2025) and contained as Appendix B – Unexpected Contaminated Land and Asbestos Finds Procedure. Roles and responsibilities are identified in Section 1.5 – includes the Contaminated Site Specialist. There is also an Asbestos Management Plan included as Appendix C (M12CCO-SYW-ALL-EN-PLN-000003, Rev F, 18 January 2025, with roles and responsibilities under Section 1.6 which notes the removal must be undertaken by a Class A or Class B Asbestos Removal Licence holder as issued by SafeWork NSW.		Compliant
5.90	E	E90	The Unexpected Contaminated Land and Asbestos Finds Procedure must be implemented throughout the duration of Work.	SWC	Unexpected asbestos finds are as per illegal dumping incidents i.e.: Incident INC067 on 17 December 2024 – single potential ACM fragment was identified within BC03 inlet top soiled apron. Sighted Asbestos Materials Clearance Report by ADE Consulting Report reference: A101022. A1010220468.12, File reference: CLR65.v1f, dated 8 January 2024 (intended to be 2025). Notes inspection clearance date on 18 December 2024 with 5 x fragments observed and removed by ADE, Onsite Visual Asbestos Clearance Certificate CLR No. 100101, Job No. 22.0468.13. Analysed by Sydney Laboratory Services (SLS – NATA Accreditation No. 14664) Lot No. 2405826 – received 19 December 2024; analysed 6 January 2025 – 2 samples 2024045705, BR06 Culvert FRAG01 and 2024045706, BR06 Culvert FRAG02 both confirming non-friable asbestos. Incident INC070 on 10 January 2025 (reported 16 January 2025) – approximately 30T of demolition waste deposited at the shoulder of Dungowan Road (reported to RID online No. 217349)	Non-Compliance M12C-06_NC-05: The Asbestos Register, which is defined within the Asbestos Management Plan (Appendix C of the Construction Contaminated Land Management Sub-Plan), Section 3.3 was not maintained, with entries for suspected asbestos finds in 2025 not recorded. Implementation of the Asbestos Procedure was not adequately demonstrated and triggers a non-compliance against Condition E90 (as linked to Condition C10 for the implementation of CEMP Sub-Plan).	Non-Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>Incident INC072, 6 February 2025 (reported 7 February 2025) – During Co-ordination meeting ER mentioned that illegal dumping was observed at the shoulder of Range Road (under BR10), within the project boundary. Approximately 5 tons of timber and other minor demolition wastes have been deposited in this area. SWC confirmed that ADE attended site 10/02/2025, however, it was discovered that the material had been removed by an unknown source.</p> <p>Incidents INC077 (14/04.2025) and INC078 (16/04/2024) – Dungowan Road illegal dumping. Hygienists have been booked for Monday to test any potential ACM in the dumped materials. The illegal tipping has been reported to RID online.</p>	<p><u>Recommendation:</u> It is recommended that the ESR conduct a training for this process to ensure effective implementation of the CCLMSP.</p>	
	E		SUSTAINABILITY				
5.91	E	E91	A Sustainability Strategy must be prepared to achieve a minimum excellent 'Design' and 'As built' rating under the Infrastructure Sustainability Council of Australia infrastructure rating tool.	TFNSW SWC	<p>The Overarching M12 Motorway Sustainability Strategy, ref fa11415671 (previous ref A4199125) Rev D, 9 June 2023 remains unchanged.</p> <p>Seymour Whyte M12 Construction Sustainability Management Plan, Rev E, 15 January 2024 remains in place.</p>		Compliant
5.92	E	E92	The Sustainability Strategy must be submitted to the Planning Secretary for information before the commencement of construction and must be implemented throughout construction and operation.	TFNSW SWC	<p>No changes to the sustainability strategy during the audit period. M12 Motorway Sustainability Strategy, ref A4199125 Rev C, 10 May 2022 was submitted to the Department 11 May 2022 as evidenced in Department acknowledgement letter, ref: SSI-9364-PA-73 dated 30 May 2022 as verified during initial audit. M12 Motorway Sustainability Strategy, ref fa11415671 (previous ref A4199125) Rev D, 9 June 2023.</p> <p>Seymour Whyte M12 Construction Sustainability Management Plan, Rev E, 15 January 2024.</p> <p>ISC As-Built Information Request Spreadsheet sighted. Under Summary tab, table with the following headings:</p> <ul style="list-style-type: none"> • Credit e.g., Lan-2 (Land) • Requirement e.g., 95% of all topsoil (by volume) retains its productivity and is beneficially re-used on or nearby to the project. • As-Built Documentation Request e.g., Quantity tracking register as well as cut and 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					spread analysis maps that show reuse of 95%. Need actual quantities. <ul style="list-style-type: none"> Person Responsible Emailed Y/N + Provided Y/N 		
	E		TRAFFIC AND TRANSPORT				
5.93	E	E93	The Planning Secretary's approval is required before any heavy vehicles used for spoil and fill haulage or concrete deliveries (for the purpose of the CSSI) are driven on local roads within one (1) kilometre of early works, construction and construction ancillary facilities and that are not identified for use by heavy vehicles in the documents listed in Condition A1 . The local roads must be identified in the Early Works Environment Management Plan and Traffic Management CEMP Sub-plan .	TFNSW SWC	Section 5.2.1 (Local Roads) of the M12 Central Construction Traffic and Access Management Sub-plan: no additional local roads are proposed for use by heavy vehicles used for spoil and fill haulage or concrete deliveries for the purpose of the CSSI. No Department approval required for additional local roads. All as per the EIS.		Compliant
5.94	E	E94	All requests to the Planning Secretary for approval to use local roads in accordance with Condition E93 , must include a traffic and pedestrian impact assessment and be prepared in consultation with the relevant local council(s). The assessment must be undertaken by an appropriately qualified and experienced person and must include a swept path analysis if required by the Department. The traffic and pedestrian impact assessment must: <ul style="list-style-type: none"> (a) demonstrate that the use of local roads will not compromise the safety of the public and have no more than minimal amenity impacts; (b) provide details as to the date of completion of the road dilapidation surveys for the subject local roads; and (c) describe 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. The outcomes and recommendations of the traffic and pedestrian impact assessment must be incorporated into the Site Establishment Management Plan or Traffic Management CEMP Sub-plan as relevant.	TFNSW SWC	No Department approval required for additional local roads. All as per the EIS.		Not Triggered
5.95	E	E95	Before any local road is used by a heavy vehicle for the purposes of the CSSI, a Road Dilapidation Report must be prepared for the road unless otherwise agreed by the relevant road authority. A copy of the Road Dilapidation Report must be provided to the relevant road authority within three (3) weeks of completion of the survey and at least two (2) weeks before the road is used by heavy vehicles associated with the construction of the CSSI. If damage to roads occurs as a result of the construction of the CSSI, the Proponent must rectify the damage to restore the road to at least the	SWC	Dilapidation Report – M12 Central, Rev 02, 5 July 2022. Roads surveyed as per previous audit evidence (no changes). <ul style="list-style-type: none"> Salisbury Ave Elizabeth Drive Mamre Rd Clifton Avenue Range Road 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			condition it was in pre-construction in consultation with the relevant road authority. Rectification works must be undertaken within three (3) months of the subject road no longer being used for the construction of the CSSI unless an alternative timeframe is agreed to by the relevant road authority.				
5.96	E	E96	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 affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected residents, businesses and 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.	SWC	Complaint received about speed signage being 60kms on 19 November 2024 (Complaint ID 50). Stakeholder emailed on 20/11/24 and advised that the project team are targeting late December 2024 for the completion of works and at that time, the roadwork signage will be removed and the speed limit reinstated to 80km/h. A follow up email was sent to stakeholder on 16/01/25 advising that the speed reduction signage along Elizabeth Drive will be reinstated in early March 2025 when construction work is now expected to be completed. OOHW Permit No. 163 on 28 April 2025 for speed signs to be returned from 60kms to 80km speed limit.		Compliant
5.97	E	E97	Road Safety The CSSI (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 Guide to Traffic Management.	TFNSW SWC	As per detailed design by GHD unchanged from previous audit. GHD M12 Motorway, Package 2 – Central, Landscape Works, Rev F. Detail Design (IFT) Road Safety Audit by Samsa Consulting, December 2021.		Compliant
5.98	E	E98	An independent Road Safety Audit is to be undertaken by an appropriately qualified and experienced person during design development (audit of the plans) and prior to opening (preopening audit) to assess the safety performance of new or modified roads (road safety audit), parking, pedestrian and cycle infrastructure provided as part of the CSSI (including ancillary facilities) to ensure that they meet the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management. Audit findings and recommendations of the detailed design plans (audit of the plans) must be actioned before construction of the relevant infrastructure. The pre-opening audit findings and recommendations must be actioned prior to the relevant infrastructure being made available for use. All audit findings must be made available to the Planning Secretary on request, within the timeframe stated in the request.	TFNSW SWC	A road safety was undertaken during the initial audit for the reopening of a roundabout. Detail Design (IFT) Road Safety Audit by Samsa Consulting, December 2021 for M12 Central for the design. 20220330 – M12 Central Audit Close out (M12CDD-GHDA-ALL-RW-RPT-000101.C.S.1.01) showed all 38 findings identified during the RSA as closed. No further road safety audits required until opening. This condition is no longer triggered.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.99	E	E99	Pedestrian and Cyclist Access Safe pedestrian and cyclist access must be maintained around work sites during Work. In circumstances where pedestrian and cyclist access is restricted or removed due to Work, an alternate route which complies with the relevant standards must be provided and signposted.	SWC	Not applicable for M12 Central. Applicable to M12 East package only.		Not Triggered
	E		WASTE				
5.100	E	E100	Waste generated during Work 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.	SWC	Seymour Whyte Appendix B9 Construction Waste and Resources Management Sub-plan (M12CCO-SYW-ALL-EN-PLN-000010, Rev F, 18 January 2025) includes Waste Management under Section 5. Bingo continues to manage general construction waste onsite. Report sighted for March 2025 – Kemps Creek - Mamre Road location showing 96.78% total recycled waste; total to date: 96.54%. Orchard Hills – Mamre Rd at 91.08% for March 2025, 91.54% to date. Range Rd – Gate 5, Cecil Park up until January 2025 - 94.08% to date. 147 Clifton Ave, Kemps Creek up until December 2024 – 93.31% to date. 146 Clifton Ave, Kemps Creek – 92.76% to date.		Compliant
5.101	E	E101	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the conditions of an EPL for the CSSI, or 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.	SWC	S143 material to Mamre Road – surplus spoil Dated 20 February 2025 for recovered aggregate. SWC confirmed no RROs during audit period.		Compliant
5.102	E	E102	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, except in accordance with Condition E15 .	SWC	202504 M12 Central Material Tracking Rev 2 includes reporting period, waste, classification, recycled/reused, landfill amount, total waste generated. Sighted dockets for waste disposal to Brandown Waste and Recycling Pty Ltd (Order No. M12c-A-0569): <ul style="list-style-type: none"> Ticket No. 130045737-NCRD, 7 April 2025, from Hi Quality Yard for concrete, category 3, Gross weight 24.18T Ticket No. 130046882-NCRD, 15 April 2025, from Hi Quality Yard for concrete, category 2, Gross weight 17.02T 		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<ul style="list-style-type: none"> Ticket No. 130046864-NCRD, 15 April 2025, from Hi Quality Yard for concrete, category 3, Gross weight 21.84T Ticket No. 130051136-NCRD, 19 May 2025, from Hi Quality Yard for concrete, category 3, Gross weight 16.08T Ticket No. 130051121-NCRD, 19 May 2025, Order No. M12c-A-0569 from Hi Quality Yard for concrete, category 3, Gross weight 25.86T 		
5.103	E	E103	All waste generated by Works must be classified in accordance with the EPA's <i>Waste Classification Guidelines</i> , with appropriate records and disposal dockets retained for audit purposes.	SWC	<p>Waste classification for asbestos during audit period. Incident INC067 on 17 December 2024 – single potential ACM fragment was identified within BC03 inlet top soiled apron. Sighted Asbestos Materials Clearance Report by ADE Consulting Report reference: A101022. A1010220468.12, File reference: CLR65.v1f, dated 8 January 2024 (intended to be 2025). Notes inspection clearance date on 18 December 2024 with 5 x fragments observed and removed by ADE, Onsite Visual Asbestos Clearance Certificate CLR No. 100101, Job No. 22.0468.13. Analysed by Sydney Laboratory Services (SLS – NATA Accreditation No. 14664) Lot No. 2405826 – received 19 December 2024; analysed 6 January 2025 – 2 samples 2024045705, BR06 Culvert_FRAG01 and 2024045706, BR06 Culvert_FRAG02 both confirming non-friable asbestos.</p> <p>Incident INC070 on 10 January 2025 (reported 16 January 2025) – approximately 30T of demolition waste deposited at the shoulder of Dungowan Road (reported to RID online No. 217349). Waste inspected and analysed - no asbestos observed or detected. A1011022.0468.13.MAC.12.v12f_signed ec</p> <p>Incident INC072, 6 February 2025 (reported 7 February 2025) – During Co-ordination meeting ER mentioned that illegal dumping was observed at the shoulder of Range Road (under BR10), within the project boundary. Approximately 5 tons of timber and other minor demolition wastes have been deposited in this area. The illegal tipping has been reported to RID online. SWC confirmed that ADE attended site 10/02/2025; however, material had been removed by unknown parties not associated with the project.</p>		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					Noted from Incident INC079 on 24 April 2025 – illegal dumping of soil and excavated waste materials were observed at the verge of Elizabeth Dr in front of Gate 4 within the project boundary. Reported to RID online (INC No. 223395). Signed by TfNSW 2 May 2025. Hygienists have been booked for Monday to test any potential ACM in the dumped materials.		
5.104	E	E104	<p>The Proponent must develop and implement a waste tracking register prior to waste generated by Work that details:</p> <ul style="list-style-type: none"> (f) the quantity of each type of waste generated, its classification and source location (recorded using latitude and longitude coordinates); (g) the destination location(s) for all wastes generated during Work; (h) the quantities of any waste types imported onto the CSSI site, including their classification and emplacement location (recorded using latitude and longitude coordinates); (i) the quantities and types of wastes that are subject to a Resource Recovery Order and/or Exemption; and (j) disposal records demonstrating that receiving facilities have lawfully accepted the waste type. <p>The waste tracking register must be made available to the Planning Secretary and EPA on request, within the timeframe stated in the request.</p>	SWC	<p>Waste Register includes the following headings: Reporting period, Projects, Waste (type), Classification, Recycled/Reused (in tonnes), Landfill (in tonnes), Total Waste Generated (T) e.g., for March 2025:</p> <p>Concrete classified as inert waste, 1.350T, cleanfill/non contaminated soil, classified as inert waste, 1.260, metal, classified as non-hazardous waste, 0.900T, wood, classified as non-hazardous waste, 5.940T, green waste, classified as non-hazardous waste, 1.620T, cardboard/paper, classified as non-hazardous waste, 3.700T, plastic, classified as non-hazardous waste, 2.700T, general waste, classified as non-hazardous waste, 0.015T, 1.356 to landfill, total 1,371T.</p> <p>SWC confirmed that the Department or EPA have not requested a copy of the waste register.</p> <p>The M12 Central Material Tracking Rev 2 has not changed since the previous audit period despite internal material movement to comply with Condition E104(b), triggering a non-compliance.</p>	<p>Non-Compliance M12C-06_NC-06:</p> <p>As carried forward from the previous audit, the Material Tracking Register used to monitor movement and quantity of waste on and offsite was not maintained. This was raised as an improvement opportunity (reference M12C-05 OFI-02).</p> <p>Upon review of the register during this audit, it appeared that the current, internal movements of material were not being recorded, triggering a non-compliance against Condition E104 (a) and (b).</p> <p><u>Recommendation:</u></p> <p>It is recommended that the Material Tracking Register be continually maintained to demonstrate full compliance with Condition E104.</p>	Non-Compliant
	E		WATER				
5.105	E	E105	The CSSI must be designed, constructed and operated so as to maintain the <i>NSW Water Quality Objectives</i> where they are being achieved as at the date of this approval, and contribute towards achievement of the <i>NSW Water Quality Objectives</i> over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the <i>NSW Water Quality Objectives</i> , in which case those requirements must be complied with.	TfNSW SWC	Discharge Register 2024 – Permits – includes monitoring data as per EPL and monthly reports. Last entry 23 October 2024. SWC confirmed that no discharges have occurred during the audit period. Confirmed under coordination meeting minutes: M12C EPL 21596 - Discharge Locations - Updated schedule 05/03/2025. Shows last entry under Permit No. 400 dated 23 October 2024.		Compliant

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<i>Note: If it is proposed to discharge construction stormwater to waterways, a Water Pollution Impact Assessment will be required to inform licensing, consistent with section 45 of the POEO Act. Any such assessment must be prepared in consultation with the EPA and be consistent with the National Water Quality Guidelines, with the level of detail commensurate with the potential water pollution risk.</i>		<p>Calibration for Horiba U-52 8RHD6NOY next due 25 September 2025.</p> <p>From Quarterly Monitoring Report (Dec-24 to Feb-25)</p> <p>The majority of the project site is stabilised and construction surface water is primarily directed to operational sediment control basins.</p> <p>13 out of 14 construction sediment basins have been converted to permanent operational design and removed from the Environmental Protection Licence for the project (EPL 21596).</p>		
5.106	E	E106	Drainage feature crossings (permanent and temporary watercourse crossings and diversions) and drainage swales and depressions must be carried out in accordance with relevant guidelines and designed by a suitably qualified and experienced person.	TfNSW SWC	SWC and TfNSW confirmed that no changes occurred to the design of drainage feature crossings during the audit period. Unchanged as previously evidenced.		Compliant
5.107	E	E107	Work on waterfront land must have regard to the <i>Guidelines for controlled activities on waterfront land – Riparian Corridors</i> (NRAR, 2018), <i>Controlled activities on waterfront land – Guidelines for watercourse crossings on waterfront land</i> (NSW Office of Water, 2012) and <i>Policy and Guidelines for Fish Habitat Conservation and Management</i> (DPI Fisheries, 2013).	TfNSW SWC	<p>The temporary crossing at South Creek was removed during the previous audit period. No work occurring on waterfront land aside from landscaping defects works. No impact noted to watercourses during audit site inspection.</p> <p>PESCPs have been updated for all relevant sites as per Condition E84 and endorsed by the Soil Conservationist.</p>		Compliant
5.108	E	E108	<p>The Proponent must consult DPI Fisheries and EES during the detailed design of the watercourse crossings. The consultation must include:</p> <ul style="list-style-type: none"> (a) design of bridges; (b) design of scour protection; and (c) details of riparian revegetation. 	TfNSW	<p>Consultation with DPI Fisheries and EES as verified during the initial audit as follows:</p> <ul style="list-style-type: none"> • Transmittal dated 16 February 2022 M12CDD-TFNSW-TX-000536 from TfNSW to DPI Fisheries and EES for Landscape Package – Central • Transmittal dated 16 February 2022 M12CDD-TFNSW-TX-000535 from TfNSW to DPI Fisheries and EES for Stormwater Drainage and BR06 – Central. Addresses scouring. • DPI Fisheries review as per letter for both Central and West packages e.g. Bridge over Badgerys Creek M12WDD-WSP-ML1BR05-BR-RPT-0000001.C, 22 April 2021. • TfNSW response letter 27 May 2021 to DPI Fisheries with Attachment A responses. 		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					Timing of this condition is no longer triggered.		
5.109	E	E109	Rehabilitation and revegetation of the riparian corridor and banks of watercourses impacted by the CSSI must be commenced within three (3) months of the completion of the watercourse work, bridge works (sub-structure, super-structure and pavement) and any other construction work required in the riparian corridor.	SWC	Rehabilitation as complete during previous audit period. Area at South Creek (Bridge 06) appeared to be maintained. Refer to photos. Timing of this condition is no longer triggered.		Not Triggered
5.110	E	E110	Stormwater Drainage All new or modified drainage systems associated with the CSSI must be designed to: <ul style="list-style-type: none"> (a) where stormwater drainage is discharged to a council's stormwater system, meet the capacity constraints of any council's drainage system to receive and convey the proposed flows from the CSSI, or otherwise upgrade council's drainage system at the Proponent's expense, in consultation with the relevant council(s); (b) minimise impacts on the receiving environment at the final outflow point resulting from any additional flow volume (including, but not limited to scour, flooding, water quality impacts, and impacts on riparian vegetation, aquatic ecology and property); and (c) ensure mitigation measures are implemented where increased flows through cross drainage systems adversely impact on council or Sydney Water drainage infrastructure and the receiving environment. 	TfNSW SWC	SWC and TfNSW confirmed that no changes occurred to the design of stormwater drainage during the audit period. Unchanged as previously evidenced.		Not Triggered
6	APPX	A	WRITTEN INCIDENT AND NOTIFICATION AND REPORTING REQUIREMENTS				
6.1	APPX A	1.	A written incident notification addressing the requirements set out below must be submitted to the Department via the Major Projects website within seven days after the Proponent becomes aware of an incident. Notification is required to be given even if the Proponent fails to give the notification required under Condition A44 or, having given such notification, subsequently forms the view that an incident has not occurred.	TfNSW SWC	No notifiable / material harm incidents to date.		Not Triggered

Transport for NSW & Seymour Whyte

M12 Motorway (Central) - Independent Environmental Audit – 15 May 2025

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
6.2	APPX A	2.	Written notification of an incident must: (a) identify the CSSI and application number; (b) provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident); (c) identify how the incident was detected; (d) identify when the Proponent became aware of the incident; (e) identify any actual or potential non-compliance with conditions of approval; (f) describe what immediate steps were taken in relation to the incident; (g) identify further action that will be taken in relation to the incident; and (h) identify a project contact for further communication regarding the incident.	TfNSW SWC	No notifiable / material harm incidents to date.		Not Triggered
6.3	APPX A	3.	Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, the Proponent must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested.	TfNSW SWC	No notifiable / material harm incidents to date.		Not Triggered
6.4	APPX A	4.	The Incident Report must include: (a) a summary of the incident; (b) outcomes of an incident investigation, including identification of the cause of the incident; (c) details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and (d) details of any communication with other stakeholders regarding the incident.	TfNSW SWC	No notifiable / material harm incidents to date.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
1	PART	A	ADMINISTRATIVE CONDITIONS				
	A		GENERAL				
1.1	A	A1	<p>The Proponent must carry out the CSSI in accordance with the terms of approval and generally in accordance with:</p> <ul style="list-style-type: none">(a) M12 Motorway Environmental Impact Statement (dated October 2019);(b) M12 Motorway Submissions Report (dated October 2020);(c) M12 Motorway Amendment Report (dated October 2020);(d) M12 Motorway Amendment Report - Submissions Report (dated December 2020); and(e) M12 Motorway Amendment Report -Submissions Report - Amendment (dated 8 March 2021).	TFNSW CPBGG-JV	Based on the outcome of this audit, and the evidence presented during the M12 Motorway West audit, it was demonstrated that the CSSI is being carried out in accordance with the terms of this approval, the EIS, Submissions Report and Amendment Reports.		Compliant
1.2	A	A2	<p>The CSSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance outcomes and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.</p>	TFNSW CPBGG-JV	<p>Based on the compliance achieved against the relevant conditions, the outcome of the audit determined that the CSSI is being constructed in accordance with the EIS, Submissions Report and Amendment Reports.</p> <p>One consistency assessment was received during the audit period as detailed under Condition A3.</p>		Compliant
1.3	A	A3	<p>In the event of an inconsistency between:</p> <ul style="list-style-type: none">(a) the terms of this approval and any document listed in Condition A1, the terms 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. <p><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 the term and the document.</i></p>	TFNSW CPBGG-JV	<p>One M12 Motorway Minor Consistency Assessment issued for the M12 West package during the audit period as dated 10 April 2024: Minor consistency assessment for drainage changes at 765 Luddenham Road, Luddenham Signed by TfNSW 10 April 2025, internally approved 11 and 17 April 2025.</p> <p>As per Section 2.1 Proposed Change of the CA, a minor change to the construction boundary has been requested to allow for drainage infrastructure on Luddenham Road, to allow for flooding mitigation. This was as a result of additional flood modelling and assessment conducted in 2024, requiring an additional 525mm diameter pipe to accommodate the depth of inundation along the property access road during storms with AEPs of 20% and 10%.</p> <p>The proposed works involved:</p> <ul style="list-style-type: none">• Removal and reinstatement of existing driveway fence• Installation of new 525mm diameter pipe culvert alongside the existing two 525mm pipes• Installation of headwall for the new pipe		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<ul style="list-style-type: none"> Reinstatement of existing driveway <p>Only minor trenching required to install the 525mm pipe. Works noted to be undertaken during standard construction hours.</p> <p>Works were originally scheduled for end of April 2025 but have not yet commenced; delays as landowner has passed away. TfNSW confirmed that Detailed Design was confirmed to be correct at the time; however, the landowner had constructed a new driveway which triggered a change in the modelling at the unnamed creek.</p>		
1.4	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 CSSI; (b) any document or correspondence in relation to the CSSI (including the provision of such documentation or correspondence); (c) any notification given to the Planning Secretary under the terms of this approval; (d) any independent appointment or withdrawal of an appointment made in relation to the CSSI; (e) any audit of the construction or operation of the CSSI; (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>TfNSW</p> <p>CPBGG-JV</p>	<p>Written directions received from DPHI during the audit period are as follows:</p> <ul style="list-style-type: none"> (i) No written requirements with regards to the environmental performance of the M12 West project. The CPBGG-JV CEMP and sub-plans continue to be implemented as evidenced during the ER inspections and monthly reports. (j) No written directions received with regards to documents or correspondence as confirmed by TfNSW. (k) Notifications as per applicable conditions. (l) ER, independent auditor and experts submitted and approved by the Department as evidenced. No withdrawals to date as confirmed by TfNSW. (m) DPHI provided feedback with regards to the previous audit report content as per email directly to the auditors 1 April 2025 "M12 West and Central (SSI-9364) - Independent audit #5 - Auditor feedback" – request to include details and summary of complaint trending and adequacy of responses, as well as management of complaints in accordance with IAPAR 2020 Section 9 + more detailed evidence to be captured to address condition requirements. Refer to Section 6.3 of the audit report for details of the complaints management system. (n) No written directions received regarding the terms of the approval or compliance as confirmed by TfNSW. (o) Noise, surface and groundwater monitoring as per CoA C11 to C18. No additional monitoring has been requested as confirmed by TfNSW. 		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					(p) CEMP, sub-plans and monitoring programs continue to be in place as per Part C of the conditions. No requests from DPPI as confirmed by TfNSW.		
1.5	A	A5	<p>Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken and submitted to the Planning Secretary, and the terms of this approval require the document, monitoring program or review to be prepared/undertaken in consultation with identified parties, evidence of the consultation must be submitted to the Planning Secretary with the relevant document, monitoring program or review. 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; (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>TFNSW</p> <p>CPBGG-JV</p>	<p>Overarching Construction Noise and Vibration Monitoring Program was updated during the preceding audit period as Rev P, 6 June 2024 including the Overarching OOHV Protocol (also Rev P, 6 June 2024), with the Overarching Construction Soil and Water Monitoring Program was updated to Rev M dated 5 June 2024. TfNSW confirmed that no additional consultation was been required.</p> <p>Appendix C – Construction Soil and Water Quality Monitoring Program is part of the CPBGG-JV M12 West CEMP Appendix B8 Construction Soil and Water Management Sub-plan (ref M12WCO-CPBGGJV-ML1-WA-PLN-000001, Rev 02, 22 October 2024) + M12 West CEMP Appendix B4 Construction Noise and Vibration Management Sub-plan's Appendix A Construction Noise and Vibration Monitoring Program ref M12WCO-CPBGGJV-ML1-NV-PLN-000001_App A, Rev 02 dated 22 October 2024 did not undergo any changes during the audit period.</p>		Not Triggered
1.6	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.	TFNSW	<p>The Infrastructure Approval for the M12 Motorway was granted on 23 April 2021 as per Schedule 1, CSSI-9364.</p> <p>The approval has not yet lapsed.</p>		Not Triggered
1.7	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.	<p>TFNSW</p> <p>CPBGG-JV</p>	<p>Overarching CEMP, Rev M.1 dated 20 June 2024 includes Appendix A1 Legal and Other Requirements which lists relevant acts and regulations.</p> <p>No changes to the M12 West plans since the previous audit.</p> <p>ER approval 1 November 2024 M12W CEMP Rev02 approving suite of plans dated 22 October 2024 during previous audit period. The M12 West CEMP, Rev 02, 22 October 2024, Appendix A1 (includes table of standards, acts and regulations). Section 3.2.2 Regulatory requirements and compliance.</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
1.8	A	A8	Any document that must be submitted or action taken within a timeframe specified in or under the terms of this approval may be submitted or undertaken within a later timeframe agreed with the Planning Secretary. This condition does not apply to the written notification required in respect of an incident under Condition A44 and Condition A45 .	TFNSW CPBGG-JV	Requests for later timeframe were made during the audit period, however these applied to the M12 East package and are outside the scope of this audit.		Not Triggered
	A		STAGING				
1.9	A	A9	The CSSI 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 for information. The Staging Report must be endorsed by the ER and then submitted to the Planning Secretary no later than one (1) month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation)	TFNSW	<p>M12 Motorway Staging Report, Rev G, M12PPW-ADAP-ALL-EN-RPT-000001, 3 April 2023 and has not undergone any changes.</p> <ul style="list-style-type: none"> ER endorsement of Staging Report, Rev G dated 10 April 2023, Ref: M12 Staging Report Rev G. ER Endorsement letter of Rev G dated 10 April 2023, ref M12 Staging Report Rev G. <p>TFNSW submission letter to the Department date 11 April 2023 for Revision G. Portal receipt SSI-9364-PA-162 for revised Staging Report (Rev G) also dated 11 April 2023.</p>		Compliant
1.10	A	A10	<p>The Staging Report must:</p> <ol style="list-style-type: none"> if staged construction is proposed, set out how the construction of the whole of the CSSI 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; if staged operation is proposed, set out how the operation of the whole of the CSSI 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); specify how compliance with conditions will be achieved across and between each of the stages of the CSSI; and set out mechanisms for managing any cumulative impacts arising from the proposed staging. 	TFNSW	<p>M12 Motorway Staging Report, Rev G, M12PPW-ADAP-ALL-EN-RPT-000001, 03 April 2023 (unchanged) includes the following:</p> <ol style="list-style-type: none"> Section 2 Proposed Project Packages, Appendix A CoA applicable to Staging, Table 2-1 Indicative timing of project stages Section 2 Proposed Project Packages, Appendix A CoA applicable to Staging Section 3 Compliance, Appendix A CoA applicable to Staging Section 2.5 Cumulative Impacts, Appendix A CoA applicable to Staging. <p>It was noted that precast procurement process is a bit behind with no major impact on the project</p>		Compliant
1.11	A	A11	The CSSI must be staged in accordance with the Staging Report .	TFNSW	M12 Motorway Staging Report, Rev G, M12PPW-ADAP-ALL-EN-RPT-000001, 03 April 2023, Section 2.2 Project Stages, Appendix A CoA applicable to Staging.		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					Construction of the M12 Motorway West package commenced August 2022 and is expected to be complete quarter 2, 2025.		
1.12	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.	TFNSW CPBGG-JV	M12 Motorway Staging Report, Rev G, M12PPW-ADAP-ALL-EN-RPT-000001, 03 April 2023, Appendix A includes a matrix of the applicable Conditions of Approval based on each stage.		Compliant
1.13	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 for information no later than one (1) month before the proposed change in the staging. The revised Staging Report must be endorsed by the ER before submitting it to the Planning Secretary.	TFNSW	Letter of submission from TfNSW to the Department as previously evidenced: "SSI 9364 - M12 Motorway - CoA A13 Revised Staging Report" confirms that revised Staging Report has been prepared in response to the changes and been endorsed by the ER as per endorsement letter dated 11 April 2023. Section 2.4 Changes to staging detailed in Staging Report. No changes have been required to the Staging Report.		Not Triggered
	A		STAGED SUBMISSIONS OF STRATEGIES, PLANS OR PROGRAMS				
1.14	A	A14	With the approval of the Secretary, the Proponent may submit any strategies plans or programs required by this approval on a progressive basis. <i>Notes:</i> 1. While any strategy, plan or program may be submitted on a progressive basis, the Proponent will need to ensure that the Work being undertaken on site is covered by suitable strategies, plans or programs at all times; and 2. If the submission of any strategy, plan or program is to be submitted on a progressive basis, then the relevant strategy, plan or program must clearly describe the specific Work or stage to which the strategy, plan or program applies, the relationship of the Work or stage to any future Work or stages, and the trigger for updating the strategy, plan or program if and as relevant.	TFNSW CPBGG-JV	DPHI letter to TfNSW, ref SSI-9364-PA-393 "Request for Alternate Timeframe to retire Biodiversity Offset Credits" dated 27 February 2025 in response to TfNSW letter submitted 20 February 2025 requesting further extension of time for remaining Biodiversity Offset Credits, required by Condition E3, under Condition A8. Extension to 30 June 2025 approved. However, remaining credits apply to the M12 East package and do not form part of this audit scope. This condition is therefore not triggered.		Not Triggered
	A		CONSTRUCTION ANCILLARY FACILITIES				
1.15	A	A15	Additional construction ancillary facilities Construction ancillary facilities (excluding minor construction ancillary facilities established under Condition A20) that are not identified by	TFNSW	Status of the Ancillary Facilities for the M12 West as per the EIS and SEMP are as follows:		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>description and location in the documents listed in Condition A1 may only be established and used in each case if:</p> <ul style="list-style-type: none">(a) they are located within or immediately adjacent to the construction boundary; and(b) they are not located next to a sensitive receiver(s) (including where an access road is between the facility and the receiver(s)), unless the sensitive receiver(s) (both the landowner(s) and occupier(s)2) 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.	CPBGG-JV	<ol style="list-style-type: none">1. EIS + SEMP: AF1 located east of The Northern Road, Luddenham. Former B&K – post condition land assessment upcoming2. EIS + SEMP: AF2 located north of Elizabeth Drive at Badgery’s Creek, opposite the intersection of Elizabeth Drive and Badgery’s Creek Road. Laydown area. Current including slurry management area. Will retain until November 2025 for defects period.3. EIS + SEMP: AF3 located North of Elizabeth Drive between proposed Airport Access Road and Sydney Metro Greater West, Badgery’s Creek Pre-condition land assessment to be actioned with TfNSW. Using as storage – handover process upcoming4. As per SEMP: AF10 (storage of conduits, laydown, pipe section) East of The Northern Road, South of Gates Road. Existing ancillary facility for construction of Stages 5 and 6 of The Northern Road (existing ancillary facility established as main site compound for a previous TfNSW project was used as TfNSW office space and minor laydown area (on existing hardstand) during initial site establishment until AF2 and AF11 became operational. Old TNR for laydown but no longer being used. Handed over from TNR originally.5. As per SEMP: AF11 East of Luddenham Road (Stockpile and laydown area, secondary offices, amenities, vehicular access, car and plant parking, refuelling and minor workshop, construction water.)6. As per SEMP: AF17 West of Luddenham Rd (crushing and screening of rock to be re-used on site). No longer crushing. <p>No Ancillary Facilities are outside the EIS or reports. The ER reviews the status of AFs during site inspections as follows:</p> <ul style="list-style-type: none">• ER Inspection 149 West 22/10/2024 Demobilisation of Ancillary Facility Luddenham House has commenced.		

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<ul style="list-style-type: none">ER Inspection 164 West 27 February 2025: Ongoing demobilisation from Ancillary Facilities across the site including AF2 Batch Plant, Luddenham House, and Minor Ancillary Facility sheds in Cut 4.Demobilisation of AF11 Luddenham House. TfNSW Sheds gone next week. House complete by Christmas – recorded under ER Monthly Report for November 2024 + Demobilisation from Ancillary Facilities noted under February 2025 report.		
1.16	A	A16	<p>Site Establishment Management Plan</p> <p>Before establishment of a construction ancillary facility(ies) (excluding minor construction ancillary facilities established under Condition A20), the Proponent must prepare a Site Establishment Management Plan which outlines the environmental management practices and procedures to be implemented for the establishment of the construction ancillary facility(ies). The Site Establishment Management Plan must be prepared in consultation with the relevant council(s) and relevant State government agencies. The Plan must be endorsed by the ER and then submitted to the Planning Secretary for approval one (1) month before the establishment of the construction ancillary facility(ies). The Site Establishment Management Plan must detail the management of the construction ancillary facility(ies) and include:</p> <ul style="list-style-type: none">(f) a description of activities to be undertaken during establishment of the construction ancillary facility(ies) (including scheduling and duration of work to be undertaken at the site);(g) figures illustrating the proposed site layout and the location of the closest sensitive receiver(s);(h) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of site establishment work;(i) details of how the site establishment activities described in subsection (a) of this condition will be carried out to:<ul style="list-style-type: none">(iii) meet the performance outcomes stated in the documents listed in Condition A1, and(iv) manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; and(j) a program for monitoring the performance outcomes, including a program for noise monitoring consistent with the requirements of Condition C14.	CPBGG-JV	Mod-1 updates as noted in red. CEMP in place as approved. Timing of this condition is no longer triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>The Site Establishment Management Plan must be approved before the establishment of a construction ancillary facility(ies) (excluding minor construction ancillary facilities established under Condition A20).</p> <p>Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each construction ancillary facility.</p> <p><i>This plan is only needed before a CEMP is approved. Once a CEMP is approved a Construction Ancillary Facility Site Establishment Management Plan(s) is not required. Nothing in this condition prevents a proponent from continuing to implement an approved Construction Ancillary Facility Site Establishment Management Plan in conjunction with an approved CEMP.</i></p> <p><i>Note: Condition A16 does not apply to minor construction ancillary facilities established under Condition A20.</i></p>				
1.17	A	A17	Where a construction ancillary facility(ies) has been established for any early works listed in Appendix B and is to be used for construction, a new or revised Site Establishment Management Plan must be prepared where additional activities are required to establish the site for the purposes of construction or there is a change to the site layout. The new or revised Site Establishment Management Plan must be prepared in accordance with Condition A16 and approved by the Planning Secretary before commencement of the additional activities or change to site layout.	CPBGG-JV	No early works construction facilities for the M12 West package required.		Not Triggered
1.18	A	A18	<p>Use of Construction Ancillary Facilities</p> <p>The use of a construction ancillary facility for construction (excluding minor construction ancillary facilities established under Condition A20 and construction ancillary facilities established for the purposes of early works in accordance with Condition A24) must not commence until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C4 and relevant Construction Monitoring Programs required by Condition C11 have been approved by the Planning Secretary.</p> <p>This condition does not apply to the use of construction ancillary facilities where the ER has determined that the use of the facility will have a minimal impact on the environment and community.</p>	TFNSW CPBGG-JV	<p>TFNSW and CPBGG-JV confirmed that no early works ancillary facilities were used for construction. There were no early works as part of the M12 West package.</p> <p>Construction Ancillary facilities are as per the EIS and amendment reports with their status noted under Condition A15.</p>		Compliant
1.19	A	A19	Construction ancillary facilities established for the purposes of early works in accordance with Condition A24 cannot be used for construction until the CEMP required by Condition C1 , relevant CEMP Sub-plans required by	TFNSW CPBGG-JV	No early works ancillary facilities were used for construction. Ancillary facilities used are as per EIS and amendment reports.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>Condition C4 and relevant Construction Monitoring Programs required by Condition C11 have been approved by the Planning Secretary.</p> <p>This condition does not apply to the use of construction ancillary facilities where the ER has determined that the use of the facility will have a minimal impact on the environment and community.</p>				
1.20	A	A20	<p>Minor Construction Ancillary Facilities</p> <p>Lunch sheds, office sheds, portable toilet facilities, and the like, can be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria:</p> <ul style="list-style-type: none"> (a) are located within or adjacent to the construction boundary; 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 Interim Construction Noise Guideline (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, water and flooding, and (iii) 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. 	CPBGG-JV	The ER confirmed that no Minor Construction Ancillary Facilities were required for assessment during the audit period.		Not Triggered
1.21	A	A21	<p>Boundary screening</p> <p>Boundary screening must be erected around all construction ancillary facilities that are adjacent to sensitive receivers for the duration of construction of the CSSI unless otherwise agreed with affected residents, business operators and landowners.</p>	CPBGG-JV	Boundary screening around construction ancillary facility AF2 verified during site inspection.		Compliant
1.22	A	A22	Boundary screening required under Condition A21 of this approval must minimise, as far as practicable, visual impacts on adjacent sensitive receivers.	CPBGG-JV	As verified during site inspection.		Compliant
1.23	A	A23	<p>Project identification</p> <p>The CSSI name; application number; telephone number, postal address and email address required under Condition B7 of this approval must be made available onsite boundary fencing / hoarding at the entrance of each ancillary facility before the commencement of construction.</p>	CPBGG-JV	As verified during site inspection.		Compliant
	A		ENVIRONMENTAL MANAGEMENT – EARLY WORKS				

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
1.24	A	A24	<p>Before undertaking early works specified in Appendix B, the Proponent must prepare an Early Works Environmental Management Plan. The Plan must include:</p> <ul style="list-style-type: none"> (a) a description of the activities to be undertaken and the scheduling and duration for each activity; (b) a site establishment management plan for any proposed construction ancillary facilities (excluding minor construction ancillary facilities established under Condition A20) consistent with the requirements of Condition A16; (c) figures illustrating the proposed location(s) of the early works and the closest sensitive receiver(s); (d) a flora and fauna management sub-plan (prepared in consultation with the EES) which includes - <ul style="list-style-type: none"> (v) details of the measures to avoid and minimise disturbance to native vegetation, and other habitat of native flora and fauna species, (vi) details of the proposed management and mitigation measures for the affected species listed in Table 3, (vii) procedures for undertaking pre-clearing surveys for native fauna, including surveys by a suitably qualified and experienced ecologist to determine the presence of native fauna in the area impacted by the early works, and procedures and measures to manage their relocation, and (viii) unexpected finds protocol for flora and fauna; (e) details of measures to avoid and minimise noise and vibration, soil, water and air quality impacts; and (f) unexpected finds procedures for heritage and contamination. 	TFNSW	TFNSW confirmed no early works specific to the M12 West package, project wide early works completed by February 2023 as evidenced during previous audit.		Not Triggered
1.25	A	A25	<p>The Early Works Environmental Management Plan required under Condition A24 must be endorsed by the ER and then submitted to the Planning Secretary for approval at least one (1) month before the commencement of the early works specified in Appendix B. The early works specified in Appendix B must not commence until the environmental management plan is approved. The environmental management plan must be implemented for the duration of the early works which are the subject of the plan.</p> <p>Nothing in this condition prevents the Proponent from preparing individual environmental management plans for one or more of the early works specified in Appendix B.</p>	TFNSW	TFNSW confirmed no early works specific to the M12 West package, project wide only which is now complete.		Not Triggered
	A		INDEPENDENT APPOINTMENTS				
1.26	A	A26	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).	TFNSW CPBGG-JV	Nomination of Environmental Representative and Alternate ER unchanged.		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					DPHI letter ref SSI-9364-PA-407 "M12 Motorway (West and Central) – Agreement to additional independent auditors" dated 16 April 2025 for this audit only. Previously evidenced noise specialist approval as per Condition E50. TfNSW confirmed that no other, additional Independent Appointments have been required for the M12 Central package.		
1.27	A	A27	All Independent Appointments required by this approval must hold current membership of a relevant professional body, unless otherwise agreed by the Planning Secretary.	TFNSW CPBGG-JV	APP lead independent auditor holds Exemplar Global auditing accreditation: Lead Auditor Certificate No. C-424613.		Compliant
1.28	A	A28	The Planning Secretary may at any time commission an audit of how an independent appointment has exercised their functions. The Proponent must: (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.	TFNSW CPBGG-JV	Independent appointments have been approved by DPHI as per compliance with Conditions A26, A30 and A38. TfNSW confirmed that no audits have been commissioned by DPHI to date.		Not Triggered
1.29	A	A29	The Planning Secretary may withdraw its approval of an independent appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval.	TFNSW CPBGG-JV	TfNSW confirmed that no withdrawals of independent appointments have occurred to date. Independent appointments have been approved by DPHI as per compliance with Conditions A26, A30 and A38.		Not Triggered
	A		ENVIRONMENTAL REPRESENTATIVE				
1.30	A	A30	Work must not commence until an Environmental Representative (ER) has been approved by the Planning Secretary and engaged by the Proponent.	TFNSW	No changes to the ER team. Works commenced following DPHI approval of the ER as previously evidenced. Timing of this condition is no longer triggered.		Not Triggered
1.31	A	A31	The Planning Secretary's approval of an ER must be sought no later than one (1) week before the commencement of Work.	TFNSW	ER approval in place as verified during previous audits. No changes to the approved ERs. Timing of this condition is no longer triggered.		Not Triggered
1.32	A	A32	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 of the CSSI. The ER	TFNSW	Department letter approving alternative ER dated 17 November 2022 confirmed that the supported CV demonstrates the skills, qualification and experience to		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			must meet the requirements set out in the <i>Environmental Representative Protocol</i> (Department of Planning and Environment, October 2018).		undertake the role, that there was no involvement in the preparation of the EIS, etc as per CoA A1 as per previous audit evidence.		
1.33	A	A33	The Proponent may engage more than one ER for the CSSI, 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 CSSI.	TFNSW	The ER team (lead and alternates) engaged on the project are unchanged from preceding audits.		Compliant
1.34	A	A34	For the duration of the work until the commencement of operation, or as agreed with the Planning Secretary, the approved ER must: <ul style="list-style-type: none"> (a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI; (b) consider and inform the Planning Secretary on matters specified in the terms of this approval; (c) 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; (d) review the documents identified in Conditions A9, A13, A16, A24, C1, C4 and C11 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so; <ul style="list-style-type: none"> (i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or (ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department); (e) regularly monitor the implementation of the documents listed in Conditions A9, A13, A16, A24, C1, C4 and C11 to ensure implementation is being carried out in accordance with the documents and the terms of this approval; (f) as may be requested by the Planning Secretary, help plan, attend or undertake audits of the CSSI commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Conditions A38 and A41 of this approval; (g) as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints; (h) assess the impacts of minor construction ancillary facilities, as required by Condition A20 of this approval; (i) consider any minor amendments to be made to the CEMP, CEMP Sub-plans, Construction Monitoring Programs, Site 	ER	ER Monthly Reports were presented for the 6-month period are as follows: <ul style="list-style-type: none"> • October 2024, Ref: 210309-ER_DPHI-October 2024, 7 November 2024 • November 2024, Ref: 210309-ER_DPHI-November 2024, 6 December 2024 • December 2024, Ref: 210309-ER_DPHI-December 2024, 15 January 2025 • January 2025, Ref: 210309-ER_DPHI-January 2025, 7 February 2025 • February 2025, Ref: 210309-ER_DPHI-February 2025, 7 March 2025 • March 2025, Ref: 210309-ER_DPHI-March 2025, 7 April 2025. Reports contain the following information: <ul style="list-style-type: none"> • Key Activities – M12W Construction Activities • ER Inspection – includes key points raised • Meetings Attended • Reviewed, Approved and Endorsed Document/s • Non-compliance / Incidents / Repeat Complaints • Audits (specific to packages reported in this report) • Looking forward – Core Focus Areas • Photos – comments included under each photo Reports are combined with the M12 Central package.		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>Establishment Management Plans and Early Works Environmental Management Plan that involve updating or are of an administrative nature and do not increase impacts to nearby sensitive receivers, and ensure they are consistent with the terms of this approval and the documents approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval</p> <p>(i) prepare and submit to the Planning Secretary and relevant regulatory agencies (where requested by those 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 CSSI.</p>		<p>The ER attended the audit and demonstrated the following compliance with Condition A34:</p> <ul style="list-style-type: none">(a) Monthly meetings occur with DPHI e.g., ER & DPHI M12 Meeting 31/03/2025.(b) The ER informs DPHI on matters specific to the approval during monthly meetings + submission of monthly ER report to DPHI.(c) Recommendations are made during the fortnightly ER inspections e.g., Report No. 164 on 27 February 2025 - 164.02 Jute mesh being placed today in drainage line and spray of hydroseed on Monday. Place temporary controls in the meantime prior to rainfall. Categorised as ‘Low’. Addressed under Report No. 166 on 13 March 2025: JV Update 05/03/25: Temporary controls (sandbags) installed in drainage line (see attached photo 164.02 - 2) and culvert inlet (164.02 - 1) prior to rainfall. Noted as Closed.(d) The ER reviews and endorses documents as demonstrated under ‘Reviewed Documents’ section within the monthly reports e.g., M12W EN-WMS-00010 Concreting Works Including Construction and Operation of Concrete Wash Out Areas EWMS Rev D, reviewed as part of January 2025 Monthly Report.(e) Monitoring of implementation is undertaken during the fortnightly ER inspections e.g., Report No. 166, ref 166.09: Review Road Sweeper washout location off internal access road, at top of Swan Dam. Place a sediment control barrier to control where dumped materials end up. Clean-up sediment laden water draining across the road, which will likely turn to dust once dry in warm weather. Addressed under Report No. 167 on 27 March 2025: coir logs as an interim measure (166.09 - 1) to catch any litter that may end up in the sweeper carts and will remove rubbish as needed. The road has also been		

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>cleaned up (166.09 -2). Closed 21 March 2025.</p> <p>(f) This is the sixth CSSI audit on the project whereby the ER is in attendance. The ER also partook in previous audits.</p> <p>(g) Complaints are monitored as demonstrated in the ER monthly reports, Non-compliance/ Incidents / Repeat Complaints section e.g., M12W EDR OOH on 6/02/2025: The nearest resident approached Contractor's Staff during OOH Works occurring on EDR. The Contractor's Environment Representative who was onsite at the time, discussed finish times and direction of the floodlight with the resident. Resident seemed satisfied. No complaint was made to the Complaint Line or to the Contractor's Community Team. The resident was notified of the works on 4/02/2025.</p> <p>(h) As per inspections + report however no minor construction ancillary facilities assessed during audit period; all as per previous audits.</p> <p>(i) As per Endorsed Document/s section of the ER Monthly Reports e.g., M12W CEMP Rev 02 22/10/24 – ER Approval of Minor Amendments under November 2024.</p> <p>(j) All ER reports are issued on or before the 7th day of the following month as evidenced, with the exception of the December 2024 report – an ongoing approval extension was granted by DPHI as evidenced at the previous audit for the later timeframe submission of December reports due to the holiday period.</p> <p>CPBGG-JV have in place the M12W Actions Register – ER Actions tab. Last entry showing as dated 8 May 2025 for weed growth in Mexico south requires attention – close out photos presented. Slashed and sprayed the next day. TeamBinder sighted showing close out of action M12WCO-CPBGGJV-HBI-CORR-000051 on 9 May 2025 to ER.</p>		

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
1.35	A	A35	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 A34 (including preparation of the ER monthly report), as well as: <ul style="list-style-type: none"> (b) the complaints register for any complaints received (on the day they are received); and (c) 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). 	TFNSW CPBGG-JV	(a) Two complaints received during the audit period both dated 13 April 2025: <ol style="list-style-type: none"> 1. Complaint about worker using the resident's driveway to turn on Elizabeth Drive. 2. Complaint about traffic controller, enquiring about resident's request to access Martin Road, which was located in traffic-controlled area. <ul style="list-style-type: none"> ► The ER confirmed these were provided; also recorded as part of the ER Monthly Report for April 2025. (b) One M12 Motorway Minor Consistency Assessment issued for the M12 West package during the audit period as dated 10 April 2025: Minor consistency assessment for drainage changes at 765 Luddenham Road, Luddenham Signed by TfNSW 10 April 2025, internally approved 11 and 17 April 2025. Issued to ER as confirmed – sent 22 April 2025, TeamBinder ref M12WCO-TFNSW-HBI-CORR-00072.		Compliant
	A		NOTIFICATION OF COMMENCEMENT				
1.36	A	A36	The Department must be notified in writing of the dates of commencement of early works, construction and operation at least one (1) month before those dates	TFNSW	No further notifications required since the original notification. No notifications have been triggered during the audit period.		Not Triggered
1.37	A	A37	If the construction or operation of the CSSI is to be staged, the Department must be notified in writing at least one (1) month before the commencement of each stage, of the date of the commencement of that stage.	TFNSW	No additional stages requiring submission for the M12 West package.		Not Triggered
	A		AUDITING				
1.38	A	A38	The Proponent must engage an independent auditor and conduct auditing and audit reporting of the CSSI in accordance with the document <i>Independent Audit Post Approval Requirements</i> (DPIE, 2020).	TFNSW	TfNSW letter dated 1 April 2024 "Re: SSI 9364 - M12 Motorway - CoA A38 – Appointment of Alternate Lead Independent Auditors". Submitted to DPHI and lodged as per portal receipt SSI-9364-PA-407 on 1 April 2024. DPHI approval letter sighted: ref SSI-9364-PA-407 "M12 Motorway (West and Central) – Agreement to additional		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<i>Note: The independent auditor must be approved by the Planning Secretary no later than two weeks following the commencement of construction as required by Independent Audit Post Approval Requirements (DPIE, 2020).</i>		independent auditors" dated 16 April 2025. Noted the approval is in place for this audit only.		
1.39	A	A39	Operational compliance auditing is only required at 26 weeks following the commencement of operation unless an alternative timeframe is agreed to by the Planning Secretary.	TFNSW	The project is currently under construction. Operational compliance auditing is not yet triggered.		Not Triggered
1.40	A	A40	The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to that set out in <i>Independent Audit, Post Approval Requirements</i> (DPIE, 2020), upon giving at least one (1) month's notice to the Proponent of the date upon which the audit must be commenced.	TFNSW	Initial and subsequent audits are being conducted in accordance with the IAPAR 2020 guidelines as follows (note that timing of audits are combined with the M12 Central package as scheduled to ensure subsequent timeframe of 26-weeks is met): <ul style="list-style-type: none"> 7. Initial audit – 1 November 2022 8. Audit No. 2 – 3 May 2023 9. Audit No. 3 – 31 October 2023 10. Audit No. 4 – 16 May 2024 11. Audit No. 5 – 18 November 2024 12. Audit No. 6 (this IEA) – 16 May 2025. <p>TFNSW confirmed that no requests have been received from DPHI in accordance with Condition A40.</p>		Not Triggered
1.41	A	A41	The Planning Secretary may direct the Proponent to undertake Independent Audits in addition to those provided for in Condition A38 when considered necessary to address a particular issue.	CPBGG-JV	TFNSW confirmed that no directions have been received from DPHI to date, to undertake additional audits to those under Condition A38. Audits are being undertaken as per the IAPAR 2020 timing i.e. during construction audits every 26-weeks		Not Triggered
1.42	A	A42	In accordance with the specific requirements in the <i>Independent Audit Post Approval Requirements</i> , the Proponent must: <ul style="list-style-type: none"> (a) review and respond to each Independent Audit Report prepared under Condition A38 or Condition A41; (b) submit the response to the Planning Secretary; and (c) make each Independent Audit Report and response to it publicly available 60 days after submission to the Planning Secretary. 	TFNSW	Verified as follows: <ul style="list-style-type: none"> (a) Review and response email from TfNSW to auditors, email dated 28 January 2025 in response to Draft V1. Finalised report dated 30 January 2025. (b) TfNSW letter dated 25 February 2025 "Re: SSI 9364 - M12 Motorway - CoA A42 and A43 Independent Audit Report and Proponent's Response". Submitted as per portal receipt SSI-9364-PA-337. (c) Previous IEA Report No. 5 + Response to M12 Independent Audit Report No. 5 findings – January 2025 made publicly available as 		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					sighted on the project website under Independent environmental audits menu.		
1.43	A	A43	Independent Audit Reports and the Proponent's response to audit findings must be submitted to the Planning Secretary for information within two (2) months of undertaking the independent audit site inspection as outlined in the <i>Independent Audit Post Approval Requirements</i> (DPIE, 2020).	TFNSW	<p>TfNSW letter to DPHI "SSI 9364 - M12 Motorway - CoA A42 and A43 Independent Audit Report and Proponent's Response" dated 22 July 2024. Submitted as per portal receipt SSI-9364-PA-337.</p> <p>TfNSW requested an extension for the submission of the previous audit report to 28 February 2025 (SSI-9364-PA-369) which DPHI approved on 4 November 2024 to extend the submission timeframe of the audit report and response to three months instead of two. TfNSW letter dated 25 February 2025 "Re: SSI 9364 - M12 Motorway - CoA A42 and A43 Independent Audit Report and Proponent's Response" was submitted as per portal receipt SSI-9364-PA-337.</p>		Compliant
	A		INCIDENT NOTIFICATION AND REPORTING				
1.44	A	A44	The Planning Secretary must be notified in writing via the Major Projects Website as soon as possible and no later than 12 hours after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI) and the date, time, location and nature of the incident.	TFNSW CPBGG-JV	<p>TfNSW and CPBGG-JV confirmed that no reportable, material harm incidents have occurred to date.</p> <p>Incidents are classified as Report Only, Incident (minor, major), or Non-Conformance. All incidents recorded during the audit period were C5 Minor or Report Only and included spills, dust exceedances, and rain events.</p>		Not Triggered
1.45	A	A45	Subsequent notification must be given, and reports submitted to the Planning Secretary in accordance with the requirements set out in Appendix A .	TFNSW CPBGG-JV	TfNSW and CPBGG-JV confirmed that no reportable, material harm incidents have occurred to date.		Not Triggered
	A		NON-COMPLIANCE NOTIFICATION				
1.46	A	A46	The Planning Secretary must be notified in writing via the Major Projects website within seven (7) days after the Proponent becomes aware of any non-compliance.	TFNSW CPBGG-JV	<p>Non-Compliance notified during the audit period as follows:</p> <p>Non-Compliance as identified during IEA No. 5 (Overarching): TfNSW letter (undated) "Re: SSI 9364 - M12 Motorway - Notification of non-compliance (CoA A43). The previous audit report was finalised by the</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>auditor on 19 July 2024 and was submitted by Transport to DPHI 22 July 2024. However, the audit was 16 May 2024, exceeding the timeframe submission timeframe by 6 days (due within 2-months of undertaking the audit site inspection).</p> <p>Notified as NC25 to DPHI on 21 November 2024, within seven days of the previous audit undertaken 14 & 18 November 2024. Portal receipt SSI-9364-PA-375.</p> <p>DPHI responded via email 2 December 2024: "Communication regarding Non-compliance Notification - A43 SSI-9364-PA-375" and noted that the non-compliance had been appropriately addressed and had recorded a breach in its system</p>		
1.47	A	A47	A non-compliance notification must identify the CSSI and the application number for it, set out the condition of approval that the CSSI is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	TFNSW CPBGG-JV	<p>Non-compliance notification letter (undated) as per Condition A46 included reference SSI-9364, conditions of approval references: "Re: SSI 9364 - M12 Motorway - Notification of non-compliance (CoA A43)</p> <p>CSSI name and application number: M12 Motorway (SSI 9364)</p> <p>CoA that the CSSI is non-compliant with: A43</p> <p>Date proponent became aware of non-compliance: 18.11.2024</p> <p>The way in which it does not comply and the reasons for the non-compliance (if known): A non-compliance by the auditor (APP) with condition of approval A43 was identified during the Independent Environmental Audit on 18th May 2024.</p> <p>The previous audit report was finalised by the auditor on 19 July 2024 and was submitted by Transport to DPHI 22 July 2024. However, the audit was 16 May 2024, exceeding the timeframe submission timeframe by 6 days (due within 2-months of undertaking the audit site inspection).</p> <p>A Non-Compliance is raised against the auditor as the report was submitted to Transport beyond the 2-month</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					timeframe, leading to the submission timeframe not being met. What actions have been, or will be, undertaken to address the non-compliance: The auditors are aware of the timeframe requirements and have committed to provide the next Independent Audit Report in a timely manner to enable submission to be made in accordance with CoA A43.		
1.48	A	A48	A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	TFNSW CPBGG-JV	Non-compliance identified within the audit period was not notified as an incident. No material harm incidents to date.		Compliant
	A		IDENTIFICATION OF SPOIL HAULAGE VEHICLES				
1.49	A	A49	All heavy vehicles used for construction spoil haulage must be clearly marked on the sides and rear with the CSSI name (or where the CSSI is staged, the name of that stage) to enable immediate identification by a person viewing the heavy vehicle. Details of the CSSI identification markings must be submitted to the Planning Secretary for approval and approved prior to the heavy vehicles being used for construction spoil haulage. There must only be one CSSI form of signage on a heavy vehicle at any one time.	TFNSW CPBGG-JV	CPBGG-JV confirmed no spoil haulage occurring. No importation of spoil as per M12W Materials Movement Register. Internal movements within site only.		Not Triggered
2	PART	B	COMMUNITY INFORMATION AND REPORTING				
	B		COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT				
2.1	B	B1	Communication Strategy A Communication Strategy must be prepared to provide mechanisms to facilitate communication about Work, construction and operation of the CSSI with: <ul style="list-style-type: none"> (a) the community (including adjoining affected landowners and businesses, and others directly impacted by the CSSI); and (b) the relevant councils and relevant government agencies. The Communication Strategy must address who (the Proponent, Independent Appointments and/or construction contractor) will engage with the community, relevant councils and agencies, how they will engage and the timing of engagements.	TFNSW CPBGG-JV	M12 Motorway Overarching Communication Strategy Rev 6 dated March 2024. Unchanged since the previous audit and previously approved by DPHI as per letter dated 10 May 2024, ref SSI-9364-PA-305. For (a) and (b): Section 5 Stakeholders and community overview includes Table 5.1 Key stakeholders and communications proposed. For engagement: Section 4 Community relations for project, including community relations protocols (4.1), community relations team (4.2), and liaison between community relations teams + Section 8 Engagement methods, including Table 8.1: Communication Activities and Tools for M12 Motorway.		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
2.2	B	B2	<p>The Communication Strategy must:</p> <ul style="list-style-type: none"> (a) identify people, organisations, councils and agencies to be consulted during the design and Work phases; (b) identify details of the community demographics; (c) set out procedures and mechanisms for the regular distribution of accessible information, including to Language Other than English and Culturally and Linguistically Diverse and vulnerable communities, about or relevant to the CSSI; (d) detail the measures for advising the community in advance of upcoming Work, including utility works and upcoming out-of-hours work as required by Condition E47; (e) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant community(ies); and (f) set out procedures and mechanisms - <ul style="list-style-type: none"> (i) through which the community can discuss or provide feedback to the Proponent 24 hours a day, seven days per 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 CSSI, including disputes regarding rectification or compensation. 	TFNSW CPBGG-JV	<p>The M12 Motorway Overarching Communication Strategy had no changes to the following sections and continues to address condition requirements:</p> <ul style="list-style-type: none"> (a) Section 5 Stakeholders and community overview (b) Section 8.3 Basic demographics (c) Table 5.1 Key stakeholders and communications proposed (d) Section 4.1 Community relations protocol, and Table 8.1 Communication Activities and Tools for M12 Motorway (e) Table 8.1 Communication Activities and Tools for M12 Motorway (f) <ul style="list-style-type: none"> i. Table 8.1 Communication Activities and Tools for M12 Motorway ii. Section 4.1 Community relations protocol, Section 9 Complaints management system, and Table 8.1 Communication Activities and Tools for M12 Motorway iii. Section 9.4 Escalating complaints 		Compliant
2.3	B	B3	The Communication Strategy must be submitted to the Planning Secretary for approval no later than one (1) month before the commencement of any Work.	TFNSW	<p>Previously updated M12 Motorway Overarching Communication Strategy (OCS), Rev 6 dated March 2024 submitted to DPHI as per email to TfNSW: M12 Motorway - Post Approval Document Received - (SSI-9364-PA-305) dated 3 May 2024.</p> <p>Also noted within the OCS Section 1.1 and 1.2</p>		Compliant
2.4	B	B4	Work for the purposes of the CSSI must not commence until the Communication Strategy has been approved by the Planning Secretary.	TFNSW	<p>Current version approved by DPHI as per letter dated 10 May 2024, ref SSI-9364-PA-305.</p> <p>Also noted within the OCS Section 1.1</p>		Compliant
2.5	B	B5	The Communication Strategy , as approved by the Planning Secretary, must be implemented for the duration of Work and for 12 months following the completion of construction.	TFNSW CPBGG-JV	<p>Website includes community notifications and project updates for the West package.</p> <p>2 complaints received during audit period (refer to condition B8 for details).</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
	B		COMPLAINTS MANAGEMENT SYSTEM				
2.6	B	B6	<p>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 for 12 months following completion of construction of the CSSI. The Complaints Management System must require complainants to be advised that:</p> <ul style="list-style-type: none"> (a) the Complaints Register may be forwarded to Government agencies, including the Department, to allow them to undertake their regulatory duties; (b) by providing personal information, the complainant authorises the Proponent to provide that information to government agencies; (c) the supply of personal information by the complainant is voluntary; and (d) the complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information (Collection Statement). <p>The Collection Statement must be included on the Proponent's or project website to make prospective complainants aware of their rights under the <i>Privacy and Personal Information Protection Act 1998</i>. For any complaints made in person, the complainant must be made aware of the Collection Statement.</p>	TFNSW CPBGG-JV	<p>The M12 Motorway Overarching Communication Strategy includes a Complaints Management System under Section 9 and specifically addressed as per Section 9.2.1 Receiving complaints. Section 6.1.4 of reporting M12 Community & Stakeholder Engagement Plan for complaints management.</p> <p>M12 Community & Stakeholder Engagement Plan continues to be in place, Document No. M12WCO-CPBGGJV-ML1-CG-PLN-000001, Rev 04 dated 7 April 2025. Notes: The plan is updated with changes – refer to OFI.</p> <p>Elizabeth Drive traffic switch – wide scale door knocks, letter box drops actioned in March 2025; April 2025. Sighted March 2025 – Notification road closure and night work on Elizabeth Drive. Works from 28-31 March 2025. Website noted to display current version Distributed as an EDM (Electronic Mail Distribution).</p> <p>Consultation Manager presented – shows status of EDMs – 43.1% opened, 37.3% unopened, 19.6 % bounced/dropped. Sent 21 March 2025. Sent again on 4 April 2025 – 39.9% opened; 41.7% unopened; 18.4% bounced/dropped.</p> <p>Also sighted doorknock status dated 3/4/2025 and 10/04/025 – offered alternate accommodation and one accepted (2 offered). Extract as sighted from Consultation Manager. Tracked changed / commented version – confirmation around completion, change in stakeholder – Table 6 updated; Section 9, Section 12 for property inspection and third-party property damage.</p> <p>Section 9.4 (Environmental Complaints) notes that: the register detailing all complaints will be submitted to the EPA by 2pm each business day. This complies with EPL 21595 Condition R4.1.</p> <p>A collection statement continues to be in place on the home page of the project website with a link to Transport's privacy guidelines.</p>	<p>Opportunity for Improvement</p> <p>M12W-06_OFI:</p> <p>The M12 Community & Stakeholder Engagement Plan Document No. M12WCO-CPBGGJV-ML1-CG-PLN-000001, Rev 04 dated 7 April 2025 notes: <i>The plan is updated with changes within the revision table; however, it is unclear what changes occurred.</i></p> <p>It is recommended to add more description to the revision table to summarise what changes (if any) occurred.</p>	Compliant
2.7	B	B7	The following information must be available to facilitate community enquiries and manage complaints one (1) month before the commencement of Work and for 12 months following the completion of construction:	TFNSW CPBGG-JV	<p>The M12 Motorway portal and project website: www.rms.nsw.gov.au/m12 was reviewed and verified to include the following on the home page and Contact Us page:</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(a) a 24-hour telephone number for the registration of complaints and enquiries about the CSSI;</p> <p>(b) a postal address to which written complaints and enquires may be sent;</p> <p>(c) an email address to which electronic complaints and enquiries may be transmitted; and</p> <p>(d) a mediation system for complaints unable to be resolved.</p> <p>This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level and must be provided on the website required under Condition B10.</p>		<p>(a) 24-hour Phone number: 1800 517 155</p> <p>(b) Postal address: Transport for NSW, PO Box 973 Parramatta NSW 2124</p> <p>(c) Email: m12motorway@transport.nsw.gov.au</p> <p>(d) Mediation as per collection statement</p>		
2.8	B	B8	<p>A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the:</p> <p>(h) number of complaints received;</p> <p>(i) the date and time of the complaint;</p> <p>(j) the method by which the complaint was made;</p> <p>(k) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect;</p> <p>(l) nature of the complaint;</p> <p>(m) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and</p> <p>(n) if no action was taken, the reason(s) why no action was taken.</p>	TFNSW CPBGG-JV	<p>DPE Complaints Register – M12 West. Register includes the following headings:</p> <ul style="list-style-type: none"> • Date received • Time received • Entered into CM <24hrs • Complaint Method • First Name • Surname • Contact Details • Suburb complaint relates to • Property No. • Location of Complaint e.g., street/compound • Issue • Construction Site / Work Complaint Relates to • Team Member • Response provided to stakeholder by community team • Action taken • If no action taken, explain reason why no action taken • Resolution date • Resolution responsibility • Status (OPEN/, Ongoing, Closed) • Other Comments/Info • Avoidable/Unavoidable? • Actioned within 8hrs • Resolution <7 days <p>Two complaints received during the audit period, both dated 13 April 2025:</p>	<p>Opportunity for Improvement M12W-06_OFI:</p> <p>Closed dates for the two complaints received during the audit period were showing as May but should be April 2025. Although rectified immediately, it is recommended to note the error in dates when next sending the complaints register to DPHI.</p> <p>Also, for future entries, it is recommended to ensure to capture any evidence to address complaints for close out following full confirmation e.g., verbal confirmation that a toolbox would occur in response to a complaint to be followed with evidence / confirmation that the toolbox was actioned.</p>	Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<div><div><div>1. Complaint about worker using the resident's driveway to turn on Elizabeth Drive. Notes resolution date as 13/05/2025 – one month after complaint received – meant to be April. Recorded in Consultation Manager as Event ID No. 408284 on 13 April 2025. Closed and addressed.</div><div>2. Complaint about traffic controller, enquiring about resident's request to access Martin Road, which was located in traffic-controlled area. Notes resolution date as 14/05/2025 – one month after complaint received – again, meant to be April. Recorded under Consultation Manager Event ID No. 408258 for staff behaviour on 13 April 2025.</div></div><div>Sighted register dated 12 May 2025 – register is extracted weekly. Both complaints related to last traffic switch. Sensitive receiver was one complainant. Resolved at the time.</div><div>Second complaint about traffic controller – resident emailed – stated that worker was rude to resident for access to road and was being questioned.</div><div>Complaints ConMan Report as presented as evidence – run directly from Consultation Manager. Coincided with traffic switch – safely accessing site (east bound) – notes complaints on weekend – toolbox slide presented for 16 April 2025 toolbox. Sign off with attendees dated 15-17 April 2025. Construction Manager and area manager – verbally confirm that pre-start occurred.</div><div>Consultation Manager stores all types of correspondence with affected stakeholders. Response to resident 7 March 2025 from CPBGGJV sighted – Re: Follow-up resident approach during OOHW works on 06/02/2025.</div><div>The nearest resident approached Contractor's Staff during OOH Works occurring on EDR. The Contractor's Environment Representative who was onsite at the time, discussed finish times and direction of the floodlight with the resident. Resident seemed satisfied. No complaint was made to the Complaint Line or to the Contractor's Community Team. The resident was notified of the works on 4/02/2025. Reported verbally during works. Discussed during coordination meeting. Not categorised as a complaint.</div><div>Section 9.5 (Complaints Management) of the comms plan implemented i.e. phone call response in 2hrs, initial</div></div>		

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					response within 24hrs (or 48 if OOH), resolution provided within 7-days if cannot be resolved from initial contact.		
2.9	B	B9	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request	TFNSW CPBGG-JV	<p>The Complaints register is provided by TFNSW to the Department via the portal as evidenced for all packages:</p> <ul style="list-style-type: none"> • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-370), 5 November 2024 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-374), 19 November 2024 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-377), 3 December 2024 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-381), 17 December 2024 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-382), 7 January 2025 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-385), 21 January 2025 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-387), 4 February 2025 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-392), 18 February 2025 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-398), 4 March 2025 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-403), 18 March 2025 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-406), 1 April 2025 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-411), 15 April 2025 • M12 Motorway - Post Approval Document Received - (SSI-9364-PA-413), 29 April 2025 		Compliant
	B		PROVISION OF ELECTRONIC INFORMATION				
2.10	B	B10	A website or webpage providing information in relation to the CSSI must be established before commencement of Work and be maintained for the duration of construction, and for a minimum of 24 months following the completion of construction. The following up-to-date information (excluding confidential, private, commercial information or any other information that	TFNSW CPBGG-JV	<p>The M12 Motorway portal and project website: www.rms.nsw.gov.au/m12 continues to be implemented with the following information published:</p> <p>(a) Project Documents > Community updates.</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>the Planning Secretary has approved to be excluded) must be published before the relevant Work commencing 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 CSSI; (b) a copy of the documents listed in Condition A1 of this approval, and any documentation relating to any modifications made to the CSSI 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 (ordered in a logical sequence and easy to navigate); (d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; (e) a current copy of the final version of each document required under the terms of this approval; and (f) a copy of the audit reports required under Conditions A38 and A41 of this approval. <p>Where the information / document relates to a particular Work or is required to be implemented, it must be published on the Proponent's website before the commencement of the relevant Work to which it relates or before its implementation.</p>		<ul style="list-style-type: none"> (b) Project Documents > Reports – includes the EIS, Amendment Report, Submissions Report + Amendment, plus Consistency Assessments. (c) Project Documents > Post approval documentation > NSW Infrastructure Approval (CSSI-9364). No modifications to date. (d) EPL 21595 for West including variation Notice Number 1624838 and Premise maps (e) Post approval documentation includes current West plans e.g., CEMP, CAQMP, CNVMP, CSWMP, etc. (f) The independent environmental audit reports for West and combined Central and West are included on the website, separated by audit No. 1, 2, 3, and 4. <p>All documentation published was noted to be current.</p>		
3	PART	C	CONSTRUCTION ENVIRONMENTAL MANAGEMENT				
	C		CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN				
3.1	C	C1	<p>A Construction Environmental Management Plan (CEMP) must be prepared having regard to the <i>Environmental Management Plan Guideline for Infrastructure Projects</i> (Department Planning, Industry and Environment, 2020). The CEMP must detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during construction.</p>	<p>TFNSW CPBGG-JV</p>	<p>TFNSW M12 Motorway Overarching Construction Environmental Management Plan, M12PPW-ADAP-ALL-EN-PLN-000003, Rev M.1, 20 June 2024, updated during the previous audit period. No further changes have occurred</p> <p>CPBGG JV's current CEMP: CPBGG JV M12 West CEMP, ref M12WCO-CPBGG-ALL-EVE-PLN-00001, Rev 02 dated 22 October 2024. No changes were actioned during the audit period with the plan as reviewed during the previous audit.</p>		Compliant
3.2	C	C2	<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); (b) details of environmental policies, guidelines and principles to be followed in the construction of the CSSI; (c) a program for ongoing analysis of the key environmental risks arising from the activities described in subsection (a) of this condition, 	<p>TFNSW CPBGG-JV</p>	<p>The CPBGG JV M12 West CEMP ref M12WCO-CPBGG-ALL-EVE-PLN-00001, Rev 02, 22 October 2024 includes the following:</p> <ul style="list-style-type: none"> (a) Section 1.3 Project description includes activities with Table 1-5 M12 West Indicative Construction Program listing the construction activities and timing. 		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>including an initial risk assessment undertaken before the commencement of construction of the CSSI;</p> <p>(d) details of how the activities described in subsection (a) 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 (c) of this condition;</p> <p>(e) an inspection program detailing the activities to be inspected and frequency of inspections;</p> <p>(f) a protocol for managing and reporting any:</p> <p>(i) incidents; and</p> <p>(ii) non-compliances with this approval or statutory requirements;</p> <p>(g) procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction;</p> <p>(h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C4. Where staged construction of the CSSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction;</p> <p>(i) a description of the roles and environmental responsibilities for relevant employees and their relationship with the ER;</p> <p>(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;</p> <p>(k) for periodic review and update of the CEMP and all associated plans and programs; and</p> <p>(l) the outcomes of consultation with government agencies in accordance with Condition A5.</p>		<p>(b) Section 3.2.1, Appendix A1 – Legal requirements and compliance tracking, Appendix A3 – Environmental Policy</p> <p>(c) Section 3.2.1 Environmental Risk Assessment. M12W Environment Risk Register Rev 01 21 March 2023. Also actioned a project wide risk register review – up to Rev 06. 20 April 2023. Risk & Opportunity Register undergoing an update with risks currently being reviewed. Risk Management Workshop attended 20 September 2023 attended.</p> <p>(d) Section 4 Construction control, CEMP sub-plans</p> <p>(e) Section 3.9, Appendix A8 – Monitoring Inspection Reporting Review Audit (MIRRA) Schedule</p> <p>(f) Section 3.8.3 Incident notification, Section 9, Monitoring, inspections and auditing, Section 3.10 Environmental non-conformities, Appendix A7 – TfNSW Environmental incident classification and reporting</p> <p>(g) Section 3.10 Environmental non-conformities</p> <p>(h) Section 1.5.2 Interface with other plans – includes list of sub-plans B1 to B10.</p> <p>(i) Section 3.3.1 Roles and responsibilities</p> <p>(j) Section 3.5 Competence, training and awareness, Appendix A11 – Initial Training Plan</p> <p>(k) Section 3.11.2 Document control, Section 3.12 Management review, Section 3.13 CEMP/Sub Plan revision and changes to the Project</p> <p>(l) Undertaken as per OCEMP relevant sub-plans (Appendix A)</p>		
3.3	C	C3	The CEMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged no later than one (1) month before the commencement of that stage.	TFNSW CPBGG-JV	<p>Contractor plans are endorsed by the ER and do not require Department approval. Comments on the CEMP + sub-plans developed by TfNSW for initial review and then sent to the ER for final review prior to endorsement as previously evidenced. ER endorsement letter M12W CEMP Rev02 dated 1 November 2024. Lists CEMP and sub-plans. Plans dated 22 October 2024.</p> <p>Overarching CEMP Revision M endorsed by ER as per letter Ref: M12 OCEMP Rev M dated 12 July 2024. Submitted to DPHI as per SSI-9364-PA-336 dated 22 July 2024.</p>		Compliant
3.4	C	C4	The following CEMP Sub-plans must be prepared in consultation with the relevant government and other agencies identified for each CEMP Sub-plan . Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the	TFNSW CPBGG-JV	The following Overarching sub-plans continue to be in place with copies of correspondence included as Appendix A, Consultation correspondence for all plans:		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating																								
			<p>relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A5.</p> <table><tr><th></th><th>Required CEMP Sub-plan</th><th>Relevant government and other agencies to be consulted for each CEMP Sub-plan</th></tr><tr><td>(a)</td><td>Traffic and transport</td><td>Relevant council(s)</td></tr><tr><td>(b)</td><td>Noise and vibration</td><td>WaterNSW, Sydney Water and pipeline operators (where vibration generating activities will impact on their assets) and relevant council(s)</td></tr><tr><td>(c)</td><td>Flora and fauna</td><td>DPI Fisheries, EES, DAWE and relevant council(s)</td></tr><tr><td>(d)</td><td>Soils and contamination</td><td>DPIE Water, WaterNSW and relevant council(s)</td></tr><tr><td>(e)</td><td>Surface water and groundwater</td><td>DPIE Water, WaterNSW and Sydney Water (if there are discharges to its assets) and relevant council(s)</td></tr><tr><td>(f)</td><td>Heritage (including Aboriginal and non-Aboriginal heritage)</td><td>Heritage Council of NSW, Heritage NSW, WaterNSW and relevant council(s)</td></tr><tr><td>(g)</td><td>Air quality</td><td>Relevant council(s)</td></tr></table> <p><i>Note: Nothing in this condition prevents the Proponent from combining any of the above CEMP Sub-plans.</i></p>		Required CEMP Sub-plan	Relevant government and other agencies to be consulted for each CEMP Sub-plan	(a)	Traffic and transport	Relevant council(s)	(b)	Noise and vibration	WaterNSW, Sydney Water and pipeline operators (where vibration generating activities will impact on their assets) and relevant council(s)	(c)	Flora and fauna	DPI Fisheries, EES, DAWE and relevant council(s)	(d)	Soils and contamination	DPIE Water, WaterNSW and relevant council(s)	(e)	Surface water and groundwater	DPIE Water, WaterNSW and Sydney Water (if there are discharges to its assets) and relevant council(s)	(f)	Heritage (including Aboriginal and non-Aboriginal heritage)	Heritage Council of NSW, Heritage NSW, WaterNSW and relevant council(s)	(g)	Air quality	Relevant council(s)		<p>(a) Appendix B1: Construction Traffic and Transport Management Sub-plan</p> <p>(b) Appendix B3: Construction Noise and Vibration Management Sub-plan – evidence for additional consultation that was made for the Rev K, March 2023 – as per Central audit</p> <p>(c) Appendix B2: Construction Flora and Fauna Management Sub-plan</p> <p>(d) Appendix B4: Construction Soil and Water Management Sub-plan</p> <p>(e) Appendix B6: Construction Cultural Heritage Management Sub-plan</p> <p>(f) Appendix B7: Construction Air Quality Management Sub-plan</p> <p>M12 West CEMP sub-plans did not undergo any changes during the audit period and remain in place as follows:</p> <p>(a) Appendix B1: Construction Transport and Traffic Management Sub-plan</p> <p>(b) Appendix B4: Construction Noise and Vibration Management Sub-plan</p> <p>(c) Appendix B2: Construction Flora and Fauna Management Sub-plan</p> <p>(d) Appendix B3: Construction Contaminated Land Management Sub-plan; Appendix B8: Construction Soil and Water Management Sub-plan</p> <p>(e) Appendix B8: Construction Soil and Water Management Sub-plan</p> <p>(f) Appendix B7: Construction Cultural Heritage Management Sub-plan</p> <p>(g) Appendix B6: Construction Air Quality Management Sub-plan.</p> <p>TfNSW confirmed that no additional consultation was required during the audit period. Timing of this condition was not triggered during this audit period.</p>		
	Required CEMP Sub-plan	Relevant government and other agencies to be consulted for each CEMP Sub-plan																													
(a)	Traffic and transport	Relevant council(s)																													
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(g)	Air quality	Relevant council(s)																													
3.5	C	C5	<p>The CEMP Sub-plans must state how:</p> <p>(a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved;</p> <p>(b) the mitigation measures identified in the documents listed in Condition A1 will be implemented;</p> <p>(c) the relevant terms of this approval will be complied with; and</p> <p>(d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART (Specific, Measurable, Achievable, Realistic and Timely) principles.</p>	TFNSW CPBGG-JV	<p>CPBGG JV M12 West CEMP sub-plans are unchanged during the audit period and continue to include the following:</p> <p>(a) Section 6 Environmental mitigation and management measures of the Soil and Water MP. It is noted that the EIS, Rts and amendment reports are filtered into all sub-plans.</p> <p>(b) Table 6-1 Contaminated land management and mitigation measures – West package of</p>		Compliant																								

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>the Construction Contaminated Land Management Plan. Table 7-1: Air quality management and mitigation measures of the Construction Air Quality Management Sub-plan.</p> <p>(c) Using Site Hive for 24hr surveillance with results as per monthly reports and quarterly monitoring.</p> <p>(d) Addressed in Section 3.2 of the Construction Soil and Water Management Sub-plan.</p> <p>(e) The Construction Contaminated Land Management Sub-plan includes Table 4-1 Areas of environmental interest relevant to the M12 West identified in the Environmental Assessment Documentation. Section 5 addresses Environmental aspects and impacts, including cumulative impacts.</p>		
3.6	C	C6	<p>The Noise and Vibration CEMP Sub-Plan must include, but not be limited to:</p> <ul style="list-style-type: none"> (a) details of all sensitive land uses (including noise and/or vibration sensitive working areas) that are potentially exposed to construction noise and vibration; (b) construction noise and vibration performance criteria for the CSSI; (c) details of mitigation and management measures and procedures that will be implemented to manage construction noise and vibration impacts; (d) construction timetabling, in particular construction activities outside of standard hours; and (e) measures to minimise cumulative construction impacts and the likelihood for construction fatigue from both concurrent activities and other projects in the area. 	TFNSW CPBGG-JV	<p>The Contractor Construction Noise and Vibration Management Sub-plan continues to be in place as M12 Motorway West CEMP: Appendix B4 Construction Noise and Vibration Management Sub-plan, M12WCO-CPBGG-ALL-EVNV-PLN-000001, Rev 02, 22 October 2024.</p> <p>The Construction Noise and Vibration Management Sub-Plan (CNVMP) includes the following:</p> <ul style="list-style-type: none"> (a) Section 4.1 Sensitive receivers (b) Section 5 Noise and vibration criteria for NSW (c) Section 8 Environmental control measures (d) Section 5.3 Working hours; 5.3.4 OOHW (e) Section 6.3 Cumulative impacts and construction fatigue, Section 8 Environmental control measures.\ 		Compliant
3.7	C	C7	<p>The Surface Water and Groundwater CEMP Sub-Plan must be based on a detailed site investigation of contamination risk and include, but not be limited to:</p> <ul style="list-style-type: none"> (a) details of water pollution mitigation measures including measures to avoid and minimise discharges; (b) identification of the relevant ambient water quality objectives for receiving waterways and water quality management criteria for achieving the objectives; and (c) a Trigger Action Response Protocol for potential discharge waters, identifying alternative disposal options for water with contaminant concentrations exceeding water quality management criteria. 	TFNSW CPBGG-JV	<p>M12 Motorway West Appendix B8: Construction Soil and Water Management Sub-plan, M12WCO-CPBGG-ALL-EVWA-PLN-000001, Rev 02, 22 October 2024 includes:</p> <ul style="list-style-type: none"> (a) Section 6 Reporting (b) Addressed in Section 3 Monitoring criteria, Table 3-1 Discharge water quality criteria. Section 4 Monitoring methodology and procedures, Section 5 Baseline Data (c) Addressed in Section 3.4.7 Trigger Action Response Plan (TARP) 		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>It is noted that TfNSW is responsible for groundwater and surface water monitoring.</p> <p>No updates occurred to the CSWMSP during the audit period.</p>		
3.8	C	C8	<p>The Flora and Fauna CEMP Sub-plan must be endorsed by a suitably qualified and experienced ecologist and include, but not be limited to:</p> <ul style="list-style-type: none"> (a) details of the measures to avoid and minimise disturbance to native vegetation, and other habitat of native flora and fauna species; (b) procedures for undertaking pre-clearing surveys for native fauna, including surveys by a suitably qualified and experienced ecologist to determine the presence of native fauna in the area impacted by the CSSI, and procedures and measures to manage their relocation; (c) pre-clearing measures for Cumberland Plain Land Snail known and potential habitat and measures to protect the White-bellied Sea Eagle nest; (d) a Habitat Compensation Plan and Snag Management Plan as committed to in the document listed in Condition A1(d); (e) details of proposed management and mitigation measures for each threatened species listed in Table 3 and <i>Pimelea spicata</i> (Spiked Rice-flower) if recorded in the surveys carried out under Condition E8; (f) a weed, pest and pathogen management plan, including measures to minimise the spread of <i>Phytophthora cinnamomic</i>; (g) procedures for the dewatering of farm dams, including the relocation of aquatic fauna; and (h) protocols for incidental finds of threatened species and ecological communities within the construction boundary. 	TFNSW CPBGG-JV	<p>M12 Motorway West CEMP: Appendix B3 Construction Flora and Fauna Management Sub-plan, M12WCO-CPBGG-ALL-EVFF-PLN-000001, Rev 02, 30 July 2024 includes:</p> <ul style="list-style-type: none"> (a) Table 6-2 Flora and fauna mitigation and management measures (b) Appendix A Vegetation Management Plan (including Vegetation Clearing Procedure), and Appendix A Sections 2, Section 2.6 (c) Appendix A Vegetation Management Plan (specifically Section 2.2.3 and 2.2.5). (d) Appendix D Habitat Compensation Plan, Appendix E Snag Management Plan (e) Section 4.2 Matters of National Environmental Significance, Section 6.3 Exclusion zones (f) Section 1.3 Induction / training, Section 5.2 Ecological impacts, Appendix C Weed and Pathogen Management Plan (g) Section 6.5 Aquatic and riparian habitat, Appendix F Farm Dam Dewatering Procedure, Appendix G Fauna Handling and Rescue Procedure (h) Section 6.7, Appendix B Unexpected Threatened Species and Threatened Ecological Communities (TECs) Finds Procedure <p>No changes were actioned on the CFFMSP during the audit period.</p>		Compliant
3.9	C	C9	Any of the CEMP Sub-plans may be submitted to the Planning Secretary for approval along with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before the commencement of construction.	TFNSW	Overarching plans, submitted to DPPI 22 July 2024, SSI-9364-PA-336, endorsed by the ER during the previous audit period. No updates occurred during this audit period requiring submission to DPPI.		Compliant
3.10	C	C10	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans , as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged,	TFNSW CPBGG-JV	<p>Implementation of the CEMP and sub-plans was reviewed and demonstrated as follows:</p> <p>Weekly site inspections – through Enablon Synergy system is used for recording inspections and actions</p>	<p>Opportunity for Improvement M12W-06_OFI-03: The timeframe specified in the Habitat Compensation</p>	Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			construction of a stage must not commence until the CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.		<ul style="list-style-type: none"> Inspection ID: 247056 on 1 May 2024 – post rainfall inspection. All aspects included in checklist with those marked not applicable if they do not relate to the area being inspected. No actions were raised or required for close out. Inspection ID 248583 dated 14 May 2025 for weekly and pre rainfall enviro inspection. 2 actions raised however only been 2 days so still to close out. Inspection 245199 for Easter Long Weekend shut-down 17 April 2025 – focused on environmental aspects. No actions noted from inspection; site appeared well established for upcoming shut down. Actions under Synergy e.g., 31 March 2025 – sediment basin required treatment and within capacity – Permit to Dewater – Permit Nos. 1751 + 1752. Dated 28 March 2025 pH 7.57 & 7.81 NTU: 20.5 & 29.3 and sample on 31/03/2025 – Action ID 460260 – Status – green (closed) – due on 2/4/25, completed on 1/4/25. <p>Safety manager sends list of any open actions e.g.; email dated 9 April 2025 with table of actions and how long overdue. Only 2 actions showing as open however due date noted to be 16 May 2025.</p> <p>Toolbox Talk Attendance Record – OOHW – requirements for OOHW, EPL variation, measures to be taken 11 April 2025 for OOHW – Stage 7 Switch. Signatures showing on page 2.</p> <p>24 January 2025 – attendance sheet for extended prior to shutdown & pre-rainfall controls. Includes 2 and half pages of signatures.</p> <p>11 February 2025 – spill response & remediation requirements, project training & responsibilities of workers. 2 and a half pages of signatures.</p> <p>EWMS-10 Concrete Waste updated for grinding and grooving – sign off dated 11 March 2025 – awareness of slurry bay management. Rev E. Issued 2 April 2025 – M12W-CPBGGJV-TFNSW-CORR-000454 following changes to methodology – ER responded 4 April 2025 M12W-HBI-TFNSW-CORR-000488 confirming no comments. In response to TFNSW 3 April 2025 re-</p>	<p>Management Plan for nest box maintenance is 6-monthly, unless other timeframes are agreed with the ecologist.</p> <p>It is recommended to document advice from the ecologist to confirm that the timeframes as specified within the Habitat Compensation MP should be met.</p>	

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>submitted to ER to confirm TfNSW happy with Rev E, ref 000071.</p> <p>Management Review undertaken May 2025 – distributed 8 May following 6 May 2025 review – review of the aspects and impacts, legal register and enviro induction – notes that copy of induction slides may need to be provided to TfNSW for project close out. Consideration of monitoring, inspection and audit results. Notes SiteHive still in place. Consideration of incidents and any lessons learnt, new reg issues of any proposed CEMP updates, Review of effectiveness of ERSED controls, ERG issues, operational needs, feedback, action summary.</p> <p>M12 West Risk Register dated 23 October 2024 – last formal internal review - discussed during management review – attached to minutes. Management reviews are occurring every 6-months – next due November 2025.</p> <p>Induction updated 8 April 2025, however changes mainly Safety related. Slide 72 EPL, duty of care, due diligence, EWMS, SAPs, sensitive receivers, good examples, incident resp and reporting, pollution incident, concrete washout, refuelling, hazards, spill response, contaminated materials – UXF, mulch import, red imported fire ants, UXF for heritage, clearing flagging, dewatering, sustainability (targets and actions), key messages. Plans to review and update (e.g., clearing boundary and flagging as mostly permanent fencings), ensure to send to TfNSW as per Management Review.</p> <p>Next box inspections occurred spring last year. None have been actioned since that period. Discussions have occurred with ecologist, however these are not documented and the ecologist is currently on leave.</p> <p>Appx D Habitat Compensation Plan notes that Section 8.3.2 Hollows – that the timeframe to be updated and informed by the Ecologist following pre-clearing surveys.</p>		
	C		CONSTRUCTION MONITORING PROGRAMS				
3.11	C	C11	The following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in Condition A1 or in the CEMP :	TfNSW CPBGG-JV	Construction Monitoring Programs have been developed as per contractor management plans and as follows: (a) Appendix A – Construction Noise and Vibration Monitoring Program, M12WCO-CPBGG-ALL-EVNV-PLN-000001_App A (as part of M12 Motorway West CEMP: Appendix B4 NVMP)		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating												
			<table><tr><th></th><th>Required Construction Monitoring Programs</th><th>Relevant government agencies to be consulted for each Construction Monitoring Program</th></tr><tr><td>(a)</td><td>Noise and vibration</td><td>Relevant council(s)</td></tr><tr><td>(b)</td><td>Surface water quality</td><td>DPIE Water, Sydney Water (if there are any discharges to their assets) and relevant council(s)</td></tr><tr><td>(c)</td><td>Groundwater</td><td>DPIE Water</td></tr></table>		Required Construction Monitoring Programs	Relevant government agencies to be consulted for each Construction Monitoring Program	(a)	Noise and vibration	Relevant council(s)	(b)	Surface water quality	DPIE Water, Sydney Water (if there are any discharges to their assets) and relevant council(s)	(c)	Groundwater	DPIE Water		<p>(b) Appendix C – Construction Soil and Water Quality Monitoring Program, M12WCO-CPBGG-ALL-EVWA-PLN-000001_App C (as part of the M12 Motorway West CEMP: Appendix B8 SWMP)</p> <p>(c) Groundwater is included within the program as per b) above.</p> <p>Overarching Construction Noise and Vibration Monitoring Program has been updated to Revision P dated 6 June 2024.</p> <p>Overarching Construction Soil and Water Monitoring Program Revision M dated 5 June 2024.</p> <p>No additional consultation required during audit period or for the overarching documents as evidenced during the previous audit.</p> <p>Timing of this condition is no longer triggered.</p>		
	Required Construction Monitoring Programs	Relevant government agencies to be consulted for each Construction Monitoring Program																	
(a)	Noise and vibration	Relevant council(s)																	
(b)	Surface water quality	DPIE Water, Sydney Water (if there are any discharges to their assets) and relevant council(s)																	
(c)	Groundwater	DPIE Water																	
3.12	C	C12	Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant Construction Monitoring Programs , including copies of all correspondence from those agencies as required by Condition A5 .	TFNSW	<p>Overarching Construction Noise and Vibration Monitoring Program (Revision P, 6 June 2024) and Overarching Construction Soil and Water Monitoring Program (Revision M, 5 June 2024) detail the consultation under Section 1.5 and Appendix A.</p> <p>However, no additional consultation has been required during the audit period (programs as updated during the previous audit period). Timing of this condition is no longer triggered.</p>		Not Triggered												
3.13	C	C13	Each Construction Monitoring Program must provide: (a) details of baseline data available; (b) details of baseline data to be obtained and when; (c) details of all monitoring of the CSSI to be undertaken; (d) the parameters of the CSSI to be monitored; (e) the frequency of monitoring to be undertaken; (f) the location of monitoring; (g) the reporting of monitoring results and analysis of results against the relevant criteria; (h) details of methods that will be used to analyse monitoring data; (i) procedures to identify and implement additional mitigation measures where results of monitoring indicate unsatisfactory CSSI impacts; (j) a consideration of SMART principles; (k) any consultation to be undertaken in relation to the monitoring programs; and	TFNSW CPBGG-JV	<p>M12 Motorway West Construction Soil and Water Monitoring Program (Appendix C of the Soil and Water Management Sub-plan) are unchanged during the audit period and continue to include the following:</p> <p>(a) Section 5 Baseline data (b) Section 5 Baseline data as per M12 Motorway Surface Water Monitoring Biannual Report (e.g. Oct-20 to Mar-21, GHD, 2021) and M12 Motorway Groundwater Monitoring Biannual Report (e.g. Oct-20 to Mar-21, GHD, 2021). (c) Section 4 Monitoring methodology and procedures (d) Section 4 Monitoring methodology and procedures</p>		Compliant												

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(l) any specific requirements as required by Condition C14 .		<ul style="list-style-type: none"> (e) Section 4 Monitoring methodology and procedures (f) Section 4 Monitoring methodology and procedures, Figure 4-1 Groundwater Monitoring Locations, Table 4-1 Groundwater Monitoring Locations (g) Section 6 Reporting (h) Section 4 Monitoring methodology and procedures (i) Section 6.3 Reporting on Non-Conformances and Exceedances (j) Section 4 Monitoring methodology and procedures (k) Section 1.8 Consultation (l) Refer to below as addressed in C14 		
3.14	C	C14	<p>The Construction Noise and Vibration Monitoring Program must include, but not be limited to:</p> <ul style="list-style-type: none"> (a) noise and vibration monitoring at representative residential and other locations (including at the worst- affected residences), subject to property owner approval, 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 monitoring results; and (d) procedures to identify and implement additional mitigation measures where monitoring indicates noise and/or vibration levels in excess in excess of noise and vibration criteria. 	TFNSW CPBGG-JV	<p>Construction Noise and Vibration Monitoring Program M12WCO-CPBGGJV-ML1-NV-PLN-000001_App A, Rev 02 dated 22 October 2024 (Appendix A of CNVMP) includes the following:</p> <ul style="list-style-type: none"> (a) Section 2 Baseline Data, Section 3 Noise and vibration criteria, Section 5.1 Noise monitoring, Section 5.2 Vibration monitoring (b) Section 5.1 Noise monitoring, Table 5-1 Noise monitoring procedure (c) Section 6 Reporting (monthly environmental reports, quarterly Construction Monitoring Report – Noise and Vibration) (d) Section 5.4 Adaptive management 		Compliant
3.15	C	C15	The Construction Monitoring Programs must be endorsed by the ER and then submitted to the Planning Secretary for approval at least one (1) month before the commencement of construction.	TFNSW	<p>Prior to commencement of construction compliance was verified at the initial audit.</p> <p>Timing of this condition is no longer triggered.</p>		Not Triggered
3.16	C	C16	Unless otherwise agreed with the Planning Secretary, construction must not commence until all of the relevant Construction Monitoring Programs have been approved by the Planning Secretary, and all relevant baseline data for the specific construction activity has been collected.	TFNSW CPBGG-JV	<p>Original approval letter from the Department was received 21 December 2021 for the Overarching Construction Environmental Management Plan, sub-plans and associated monitoring programs. Construction of the M12 Central package occurred 10 August 2022.</p> <p>Timing of this condition is no longer triggered.</p>		Not Triggered
3.17	C	C17	The Construction Monitoring Programs , as approved by the Planning Secretary, including any minor amendments approved by the ER , must be implemented for the duration of construction and for any longer period set	TFNSW CPBGG-JV	<p>Original approval letter from the Department was received 21 December 2021 for the Overarching</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			out in the monitoring program or specified by the Planning Secretary, whichever is the greater.		Construction Environmental Management Plan, sub-plans and associated monitoring programs. There is no requirement for DPHI to approval contractor plans, only TfNSW Overarching plans. Implementation evidence as per monitoring reports below (condition C18).		
3.18	C	C18	<p>The results of the Construction Monitoring Programs must be submitted to the Planning Secretary, and relevant government agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program.</p> <p><i>Note: Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.</i></p>	TFNSW CPBGG-JV	<p>Quarterly Monitoring Reports issued in accordance with the Construction Monitoring Programs as follows:</p> <p>M12 Motorway (West) Construction between The Northern Road, Luddenham, and Badgerys Creek including the Western Sydney Airport (WSIA) Interchange, Quarterly Environment Construction Monitoring Report Quarter 9 – 18 August to 18 November 2024. Submission as per letter from TfNSW to DPHI dated 7 February 2024 (intended to be 2025) "Re: SSI 9364 - M12 Motorway - CoA C18 Quarterly Monitoring Reports (M12 West and M12 Central)" and submitted as per portal receipt SSI-9364-PA-391 – lodged 7 February 2025.</p> <p>M12 Motorway (West) Construction between The Northern Road, Luddenham, and Badgerys Creek including the Western Sydney Airport (WSIA) Interchange, Quarterly Environment Construction Monitoring Report, Quarter 10 – 18 November 2024 to 18 February 2025. Submission as per letter from TfNSW to DPHI dated 18 March 2025 "Re: SSI 9364 - M12 Motorway - CoA C18 Quarterly Monitoring Reports (M12 West and M12 Central)" and submitted as per portal receipt SSI-9364-PA-404 – lodged 25 March 2025.</p> <p>Submission of Six-Monthly Water Monitoring Reports from TfNSW to DPHI as per letter dated 6 March 2025 "Re: SSI 9364 - M12 Motorway - CoA C18 Six Monthly Water Monitoring Reports" for the M12 Surface Water Monitoring Report #11 and M12 Groundwater Monitoring Report #12. Portal receipt SSI-9364-PA-401 – lodged 10 March 2025.</p> <p>Submitted to Government agencies Water NSW and Councils as per TeamBinder Transmittal No. M12PPW-TFNSW-TX-000655 dated 4 March 2025 as presented as evidence. Transmitted to Department of Planning, Industry and Environment, Fairfield City Council, Penrith City Council, Liverpool City Council and Water NSW.</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
4	PART	D	OPERATIONAL ENVIRONMENTAL MANAGEMENT				
	D		OPERATIONAL ENVIRONMENTAL MANAGEMENT				
4.1	D	D1	An Operational Environmental Management Plan (OEMP) must be prepared having regard to the <i>Environmental Management Plan Guideline for Infrastructure Projects</i> (Department Planning, Industry and Environment 2020). The OEMP must detail how the performance outcomes, commitments and mitigation measures made and identified in the documents listed in Condition A1 will be implemented and achieved during operation. Condition D1 does not apply if Condition D2 of this approval applies.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered
4.2	D	D2	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Planning Secretary, and demonstrates, to the satisfaction of the Planning Secretary, that through the EMS or equivalent: (a) the performance outcomes, commitments and mitigation measures, made and identified in the documents listed in Condition A1, and specified relevant terms of this approval can be achieved; (b) issues identified through ongoing risk analysis can be managed; and (c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered
4.3	D	D3	The OEMP or EMS or equivalent as agreed with the Planning Secretary, must be submitted to the Planning Secretary for information no later than one (1) month before the commencement of operation.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered
4.4	D	D4	The OEMP or EMS or equivalent as agreed with the Planning Secretary, as submitted to the Planning Secretary and amended from time to time, must be implemented for the duration of operation. The OEMP or EMS or equivalent must be made publicly available before the commencement of operation.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered
	D		OPERATIONAL MONITORING PROGRAM				
4.5	D	D5	The following Operational Monitoring Programs must be prepared in consultation with the relevant government agencies identified for each Operational Monitoring Program to compare actual operational performance against predicted performance. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant Operational	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating									
			Monitoring Program , including copies of all correspondence from those agencies as required by Condition A5 . <table><tr><th></th><th>Required Operational Monitoring Programs</th><th>Relevant government agencies to be consulted for each Operational Monitoring Program</th></tr><tr><td>(a)</td><td>Surface water quality</td><td>DPIE Water and relevant council(s)</td></tr><tr><td>(b)</td><td>Groundwater</td><td>DPIE Water</td></tr></table>		Required Operational Monitoring Programs	Relevant government agencies to be consulted for each Operational Monitoring Program	(a)	Surface water quality	DPIE Water and relevant council(s)	(b)	Groundwater	DPIE Water				
	Required Operational Monitoring Programs	Relevant government agencies to be consulted for each Operational Monitoring Program														
(a)	Surface water quality	DPIE Water and relevant council(s)														
(b)	Groundwater	DPIE Water														
4.6	D	D6	Each operational monitoring program must include: (a) details of baseline data; (b) details of all monitoring to be undertaken; (c) the parameters to be monitored; (d) the frequency and duration of monitoring to be undertaken; (e) the location of monitoring; (f) the reporting of monitoring and analysis results against relevant criteria; (g) details of the methods that will be employed to analyse the monitoring data; (h) procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory; and (i) any consultation to be undertaken in relation to the monitoring programs.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered									
4.7	D	D7	The Operational Monitoring Program(s) must be submitted to the Planning Secretary for information at least one (1) month before the commencement of operation.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered									
4.8	D	D8	Operation must not commence until all relevant baseline data has been collected.	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered									
4.9	D	D9	The Operational Monitoring Programs must be implemented for the duration specified in the relevant Operational Monitoring Program .	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered									
4.10	D	D10	The results of the Operational Monitoring Programs must be submitted to the relevant government agencies for information in the form of an Operational Monitoring Report at the frequency identified in the relevant Operational Monitoring Program .	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered									
4.11	D	D11	Where a relevant OEMP Sub-plan exists, the relevant Operational Monitoring Program may be incorporated into that OEMP Sub-plan .	TFNSW	The M12 Motorway Project is currently under construction. This condition is not yet triggered.		Not Triggered									

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5	PART	E	KEY ISSUE CONDITIONS				
	E		AIR QUALITY				
5.1	E	E1	In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 , all practicable measures must be implemented to minimise and manage the emission of dust and other air pollutants during the construction of the CSSI.	CPBGG-JV	<p>M12 Motorway (West) Construction between The Northern Road, Luddenham, and Badgerys Creek including the Western Sydney Airport (WSIA) Interchange, Quarterly Environment Construction Monitoring Report, Quarter 10 – 18 November 2024 to 18 February 2025 – notes the following: <i>Local air quality monitoring has been undertaken during day, evening, and night periods via SiteHIVE hexanode locations at main alignment (Luddenham Road) and EDR/AAR (Elizabeth Drive) for the reporting period, as illustrated in Figure 2-5. Review and analysis of the monthly data indicated that there were no (0) exceedances above the 50 µg/m³ PM10 24-hour average threshold and no (0) exceedances above the PM2.5 as 25 µg/m³ over a 24-hour average (National Environment Protection (Ambient Air Quality)) Measure at either the EDR/AAR and Mainline devices during the reporting period.</i></p> <p>The project also reports any dust exceedances as follows:</p> <p>Event ID No. 71 on 3 November 2024. A minor PM10 Daily Average dust exceedance was observed on both the M12 West Project's Main Alignment (1.55µg/m³ exceedance) and EDR/AAR (1.88µg/m³ exceedance) SiteHive devices on 3/11/2024 at 9pm and 10pm respectively. The Main Alignment monitor was located within the Project footprint adjacent to Luddenham Road, Luddenham, and the EDR/AAR monitor was located within the Project footprint adjacent to Elizabeth Drive, Badgerys Creek. No Project works were occurring at this time. The area of site around both SiteHive devices is predominantly sealed with road paving works, mulch, revegetation, and/or hydroseed spray. M12W AWS observations at the time are as follows: no recorded rainfall, 50-60% RH, 8.4 km/h wind speed (max.). Air Quality NSW also observed the PM10 Daily Average as 57.5µg/m³ at 9pm on 3/11/2024 at its closest air quality monitoring station to the Project (Bringelly). No environmental impacts have been observed as a result of this event.</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>Event ID No. 72 on 4 November 2024 @11am. Similar to the above, confirmed that no project works were occurring at the time.</p> <p>Event ID No. 73 on 13 November 2024 @11:59am. Exceedance likely attributed to high humidity and light rain.</p> <p>Event ID No. 86 on 27 April 2025 @12:17am. PM10 exceedance likely from high humidity from intermittent rainfall throughout the night. Site was closed with no works occurring. Report also confirmed that no stockpiles or large exposed areas were near the monitor located on the mainline near AF11. Form signed by TfNSW 2 May 2025.</p> <p>2 x monitors onsite ongoing. Dashboard presented – EDR/AAR close to sensitive receiver; other at Main Alignment on Luddenham Road. Relocated March/April 2025. However, only 100m so did not discuss; to discuss if moving further away.</p>		
	E		BIODIVERSITY				
5.2	E	E2	The clearing of native vegetation must be minimised with the objective of reducing impacts to threatened ecological communities and threatened species habitat.	TFNSW CPBGG-JV	<p>Additional clearing occurred as part of a property adjustment plan – University access – clearance of shrubbery required.</p> <p>Post clearance report by EMM presented as evidence – Badgerys Creek Access Track Clearing – Version 1.0 on 22 April 2025 Ref E220577.RP# 26 by project ecologist. Figure 1.1 area for clearing. No Cumberland snails located. Section 3.1 Clearing – did not contain hollows of evidence of recent nesting or occupation by other wildlife. Section 4 Conclusion – no replacement habitats required; clearing undertaken in accordance with specification, no habitat elements were present or salvaged.</p>		Compliant
5.3	E	E3	<p>The Proponent must meet the biodiversity offset obligations for ecosystem and species credits as set out in Table 1, Table 2 and Table 3 in accordance with the <i>M12 Motorway Amendment Report - Submissions Report</i> (December 2020) and <i>M12 Motorway Amendment Report -Submissions Report - Amendment</i> (dated 8 March 2021) within 12 months of the commencement of construction. The offset obligations must be carried out in accordance with the <i>NSW Biodiversity Offsets Policy for Major Projects</i> and can be achieved by:</p> <ul style="list-style-type: none"> (a) acquiring and retiring "biodiversity credits" within the meaning of the <i>Biodiversity Conservation Act 2016</i>; and/or (b) properties secured with the NPWS, on the basis of a draft credit report to show what the property would provide and written 	TFNSW CPBGG-JV	<p>Additional request for extension of time submitted by TfNSW to DPHI, portal receipt SSI-9364-PA-332 dated 5 July 2024, letter dated 4 July 2024 noting the following: Biodiversity Offset Report and all Credit Retirement Reports for the Central package were submitted to the Planning Secretary by February 2024.</p> <p>Credits – 7 x PCT849 and 6 x PCT850. originally for Camden Council, however the council ended up selling elsewhere. Sydney Parklands advised availability however retirement completion will not be within the</p>		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating																											
			<p>confirmation from NPWS that the financial contributions for acquisition and management have been received; and/or</p> <p>(c) making a payment into the Biodiversity Conservation Fund; or</p> <p>(d) a Biodiversity Offset Strategy prepared in consultation with EES and DAWF that provides supplementary measures or where the Proponent intends to utilise the biodiversity credit variation rules.</p> <p>Notes</p> <p>1. Following repeal of the Threatened Species Conservation Act 1995 on 25 August 2017, "biodiversity credits" created under that Act are taken to be "biodiversity credits" under the Biodiversity Conservation Act 2016 by virtue of clause 19 of the Biodiversity Conservation (Savings and Transitional) Regulation 2017.</p> <p>2. The determination of biodiversity credits under the Biodiversity Conservation Act 2016 that are reasonably equivalent to biodiversity credits created under the Threatened Species Conservation Act 1995 remaining to be retired must be carried out in accordance with clause 22 of the Biodiversity Conservation (Savings and Transitional) Regulation 2017.</p>		<p>timeframe of 3 August 2024. Extension is therefore sought to 3 December 2024.</p> <p>DPHI approved extension to 3 December 2024 as per letter dated 29 July 2024, ref SSI-9364-PA-332 as linked to condition A8: "M12 Motorway, East Package – Extension of Time request for Biodiversity Offset Credit retirement, condition A8"</p> <p>Additional letter from TfNSW to DPHI as presented, dated 4 July 2024 submitting credit retirement report from DPE Environment and Heritage. Letter lists 920 total ecosystem credits retired, and 377 total species credits retired.</p> <p>13 remaining credits applicable to the M12 East package. Extension granted to 30 June 2025 by DPHI as per letter ref SSI-9364-PA-393 dated 27 February 2025.</p> <p>Timing of this condition with regards to the M12 West package is no longer triggered.</p>																													
5.3.1	E	E3	<p>Table 1: Ecosystem Credits for Direct Impacts to be Retired</p> <table><tr><th colspan="3">Ecosystem Credits</th></tr><tr><th>Plant Community Type (PCT) ID and name</th><th>Refined construction footprint (hectares)</th><th>Number of Credits</th></tr><tr><td>724: Broad-leaved Ironbark – Grey Box - Melaleuca decora grassy open forest on clay/gravel soils of the Cumberland Plain, Sydney Basin Bioregion</td><td>6.91</td><td>372</td></tr><tr><td>830: Forest Red Gum - Grey Box shrubby woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion</td><td>0.44</td><td>15</td></tr><tr><td>835: Forest Red Gum – Roughbarked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion</td><td>3.18</td><td>105</td></tr><tr><td>849: Grey Box - Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion</td><td>6.34</td><td>210</td></tr><tr><td>850: Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion</td><td>60.52</td><td>1908</td></tr><tr><td>1800: Swamp Oak open forest on riverflats of the Cumberland Plain and Hunter Valley</td><td>2.82</td><td>75</td></tr><tr><td>TOTAL ECOSYSTEM CREDITS</td><td>80.21</td><td>2685</td></tr></table> <p>Table 2: Ecosystem Credits for Indirect Impacts to be Retired</p>	Ecosystem Credits			Plant Community Type (PCT) ID and name	Refined construction footprint (hectares)	Number of Credits	724: Broad-leaved Ironbark – Grey Box - Melaleuca decora grassy open forest on clay/gravel soils of the Cumberland Plain, Sydney Basin Bioregion	6.91	372	830: Forest Red Gum - Grey Box shrubby woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion	0.44	15	835: Forest Red Gum – Roughbarked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion	3.18	105	849: Grey Box - Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion	6.34	210	850: Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion	60.52	1908	1800: Swamp Oak open forest on riverflats of the Cumberland Plain and Hunter Valley	2.82	75	TOTAL ECOSYSTEM CREDITS	80.21	2685	TfNSW CPBGG-JV	<p>Extension of time letter submitted by TfNSW to DPHI, portal receipt SSI-9364-PA-332 dated 5 July 2024, letter dated 4 July 2024 noting the following: Biodiversity Offset Report and all Credit Retirement Reports for the Central package were submitted to the Planning Secretary by February 2024.</p> <p>Submission to DPHI for offset report and credit requirements as verified during previous audit, submitted 16 February 2024 ref SSI-9364-PA-279. DPHI request for further information was issued 23 February 2024:</p> <p>Documents submitted on 16 February 2024 under Conditions E4-E7 of the Project Approval, including:</p> <ul style="list-style-type: none">• Update to Ecosystem and Species Credits Requirements for M12 West and Central (rev J, 2 Feb 2024)• Credit Retirement Report 202402-RT-909• Credit Retirement Report 202402-RT-910• Credit Retirement Report 202402-RT-911• Credit Retirement Report CT-2901• BCF Invoice BCF662• Statement of Reasonable Equivalency <p>Additional documents (Update Report) submitted to DPHI on 20 February 2024, including:</p>		Not Triggered
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5.4	E	E4	Proponent may review and update the ecosystem and species credit requirements in Table 1 , Table 2 and Table 3 to reflect the final construction footprint and resulting extent and type of plant community types to be cleared and the extent of threatened species habitat impacted by the construction of the CSSI (excluding certified areas). Where the construction of the CSSI is staged, the Proponent may review and update the ecosystem and species credit requirements in Table 1 , Table 2 and Table 3 for each stage of the CSSI. Amendments to the ecosystem and species credit requirements must be undertaken in consultation with EES and DAWE and submitted to the Planning Secretary for approval within six (6) months of determining the final construction footprint and, where the CSSI is staged, within six (6) months of determining the final construction footprint for each stage.	TFNSW CPBGG-JV	<p>As per extension of time letter submitted by TfNSW to DPHI, portal receipt SSI-9364-PA-332 dated 5 July 2024, letter dated 4 July 2024 noting the following: Biodiversity Offset Report and all Credit Retirement Reports for the Central package were submitted to the Planning Secretary by February 2024.</p> <p>Submission to DPHI for offset report and credit requirements as verified during previous audit, submitted 16 February 2024 ref SSI-9364-PA-279. DPHI request for further information was issued 23 February 2024:</p> <p>Documents submitted on 16 February 2024 under Conditions E4-E7 of the Project Approval.</p>		Not Triggered																																							

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					<p>Additional documents (Update Report) submitted to DPHI on 20 February 2024.</p> <p>DPHI Letter dated 5 June 2024 (SSI-9364-PA-286) acknowledging receipt of the Update Report and stating that the report "contains the information required by Conditions E4-E7 of SSI-9364.</p> <p>13 remaining credits applicable to the M12 East package only. Extension granted to 30 June 2025 by DPHI as per letter ref SSI-9364-PA-393 dated 27 February 2025. Timing of this condition with regards to the M12 West package is no longer triggered.</p>		
5.5	E	E5	<p>The review and update of credit requirements must be undertaken by:</p> <ul style="list-style-type: none"> (a) using the vegetation mapping in the EIS, <i>M12 Motorway Amendment Report – Appendix A Biodiversity supplementary technical report</i> (October 2020), and <i>M12 Motorway Amendment Report – Submissions Report</i> (December 2020); and/or (b) completing verification surveys to confirm the extent, type and condition of threatened species and ecological communities to be impacted. 	CPBGG-JV	<p>As per above Condition E4</p> <p>Timing of this condition is no longer triggered.</p>		Not Triggered
5.6	E	E6	Where verification surveys are required, they must be undertaken in consultation with EES. Any additional surveys must be undertaken at the time of year when groundcover is most likely to be predominantly native. If verification surveys are not possible at a time when groundcover is most likely to be native, the assumed presence of any relevant species and ecosystems may be applied to conservatively evaluate impacts and associated credit requirements.	TFNSW CPBGG-JV	M12 East applicable for survey only.		Not Triggered
5.7	E	E7	<p>The Proponent must submit to the Planning Secretary and DAWE for information:</p> <ul style="list-style-type: none"> (a) a copy of the Credit Retirement Report; and/or (b) a receipt confirming payment to the Biodiversity Conservation Fund; and/or (c) correspondence from NPWS, <p>for the retirement of the ecosystem and species credits required by Condition E3 within one (1) month of receiving the report and/or making the payments and/or receiving correspondence from NPWS.</p>	TFNSW	<p>Submission of credit retirement reports in accordance with Condition E7 – portal receipt SSI-9364-PA-331 lodged 5 July 2024. Letter from TfNSW to DPHI as presented, dated 4 July 2024 submitting credit retirement report from DPE Environment and Heritage. Letter lists 920 total ecosystem credits retired, and 377 total species credits retired.</p> <p>Final credit retirement report will be issued on completion of works.</p>		Not Triggered
5.8	E	E8	<p>Additional Surveys of <i>Pimelea spicata</i></p> <p>The Proponent must undertake additional surveys of <i>Pimelea spicata</i> (Spiked Rice-flower) in potential habitat for this species within the refined construction footprint to the north of Elizabeth Drive and west of the existing Wallgrove Road as identified in Figure 6-5 of the <i>M12 Motorway Amendment Report – Submissions Report</i> (December, 2020). The surveys must be</p>	TFNSW	As per DAWE approval (3 June 2021), no clearing is to occur in the identified locations until additional surveys are complete in consultation with the EES and DAWE,		Not Triggered

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			undertaken during optimal conditions as defined by the <i>NSW Bionet Threatened Biodiversity Profile Data Collection</i> (DPIE) or as agreed by the Planning Secretary. The surveys must be undertaken in consultation with EES and DAWE and the results of the surveys provided to the Planning Secretary, EES and DAWE for information within one (1) month of completion of the surveys.		and provided to the Department within one month of completion of surveys. This requirement is applicable to M12 East package only.		
5.9	E	E9	<i>Pimelea spicata</i> is recorded in the surveys carried out under Condition E8 , any impacts to the species must be offset in accordance with the options available under Condition E3 and in consultation with EES. The Proponent must provide details of the required biodiversity credits to the Planning Secretary, EES and DAWE for information prior to works that impact the threatened species.	TFNSW	<i>Pimelea spicata</i> is applicable to the M12 East Package only.		Not Triggered
5.10	E	E10	Biobanking Site Within one (1) month before the commencement of operation of the CSSI, or where the operation of the CSSI is staged one (1) month before the commencement of operation of the relevant stage, the Proponent must provide evidence to the Planning Secretary, for information, that it has implemented measures agreed with the Western Sydney Parklands Trust to compensate the acquisition of land from the Western Sydney Parklands Biobank Site (Biobanking Agreement Site ID 199) for the CSSI.	TFNSW	The M12 Motorway project is currently under construction. This condition is not yet triggered.		Not Triggered
5.11	E	E11	Key Fish Habitat The Proponent must minimise impacts to Key Fish Habitat (KFH) as defined in <i>Policy and Guidelines for Fish Habitat Conservation and Management</i> (DPI, 2013 update). Residual impacts to KFH must be offset at a ratio of 2:1 habitat offset requirement in accordance with the <i>Policy and Guidelines for Fish Habitat Conservation and Management</i> (DPI, 2013 update) and in consultation with DPI Fisheries.	TFNSW CPBGG-JV	Payment as per Department of Primary Industries letter, ref C22/237, 22 April 2022 to TfNSW RE: Transport for NSW – payment into the Conservation Trust Fund for M12 Motorway impacts to Key Fish Habitat – advice regarding condition E11 and E12, which confirms that relevant conditions of approval for SSI-9364 are satisfied. This condition is no longer triggered.		Not Triggered
5.12	E	E12	Payment of the habitat offset requirement must be made to the DPI Fish Conservation Trust Fund prior to the commencement of Work that impacts KFH in Badgerys Creek, Cosgroves Creek, Kemps Creek and South Creek.	TFNSW CPBGG-JV	Payment made as per evidence to DPI Fisheries, letter (ref C22/237, 22 April 2022 to TfNSW RE: Transport for NSW – payment into the Conservation Trust Fund for M12 Motorway impacts to Key Fish Habitat – advice regarding condition E11 and E12), confirms payment of the calculated offset requirement as communicated in C22/150 (21/03/2022), received by the Conservation Trust Fund on 04/04/2022 (Invoice No. 4000063134). No further payments required. This is no longer triggered.		Not Triggered

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5.13	E	E13	The Proponent must submit to the Planning Secretary a receipt confirming payment to the DPI Fish Conservation Trust Fund within one (1) month of making the payment.	TFNSW	As per TfNSW letter dated 22 April 2022 to the Department + remittance advice 100099159, invoice dated 28 March 2022, paid 5 April 2022. Timing of this condition is no longer triggered.		Not Triggered
5.14	E	E14	Fauna Connectivity Design Principles A minimum width of three (3) metres and a minimum height of 1.5 metres must be provided to maintain fauna passage below the Badgerys Creek, Cosgroves Creek, South Creek and Kemps Creek bridges. The three-metre wide passage must consist of a natural substrate or other surface type that will not hinder fauna movement.	TFNSW CPBGG-JV	As included in the WSP Detailed Design Report (West) Fauna Crossing Structures Report Rev C, 3 August 2021. Ecologist assessment by EMM dated 5 November 2024: Fauna Furniture installation – design review. Section 1 Cosgroves Creek crossing; Figure 1.3 showing alt design to the east 2 October 2024. Section 2 Badgerys Creek. Installation of more poles and their location. No design change required for poles. No requirement for ecologist to further inspect with Installation still upcoming.		Compliant
5.15	E	E15	Re-use of Timber Prior to vegetation clearing, the Proponent must identify where it is practicable for the CSSI to reuse native trees and vegetation that are to be removed. If it is not possible for the CSSI to reuse all removed native trees and vegetation, the Proponent must consult with the relevant council(s), Western Sydney Parklands Trust and Landcare groups and relevant government agencies to determine if: (a) hollows, tree trunks, mulch, bush rock and root balls salvaged from native vegetation impacted by the CSSI; and (b) collected plant material, seeds and/or propagated plants from native vegetation impacted by the CSSI, could be used by others in habitat enhancement, beneficial re-use and rehabilitation work, before pursuing other disposal options.	CPBGG-JV	Emu in the Sky progressing with salvaged logs and rocks currently stored onsite to be used as nest. Refer to photos. Timing of this condition is no longer triggered.		Not Triggered
	E		FLOODING				
5.16	E	E16	Measures identified in the documents listed in Condition A1 that are aimed at minimising the impact of the CSSI on flood behaviour must be incorporated into the detailed design of the CSSI. The incorporation of these measures into the detailed design must be reviewed and endorsed by a suitably qualified and experienced person in consultation with directly affected landowners, DPI Water, DPI Fisheries, EES, Infrastructure NSW (NSW) and relevant councils.	TFNSW CPBGG-JV	One M12 Motorway Minor Consistency Assessment issued for the M12 West package during the audit period as dated 10 April 2024: Minor consistency assessment for drainage changes at 765 Luddenham Road, Luddenham Signed by TfNSW 10 April 2025, internally approved 11 and 17 April 2025. As per Section 2.1 Proposed Change of the CA, a minor change to the construction boundary has been requested to allow for drainage infrastructure on Luddenham Road, to allow for flooding mitigation. This was as a result of additional flood modelling and assessment conducted in		Compliant

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					<p>2024, requiring an additional 525mm diameter pipe to accommodate the depth of inundation along the property access road during storms with AEPs of 20% and 10%.</p> <p>The proposed works involve:</p> <ul style="list-style-type: none"> Removal and reinstatement of existing driveway fence Installation of new 525mm diameter pipe culvert alongside the existing two 525mm pipes Installation of headwall for the new pipe Reinstatement of existing driveway <p>Only minor trenching required to install the 525mm pipe. Works noted to be undertaken during standard construction hours.</p> <p>Noted that the resident has since passed away and works are hold. However, no additional consultation was required with DPI Water or other agencies as works impact the landowner only.</p>		
5.17	E	E17	<p>Unless otherwise agreed by the Planning Secretary, the CSSI must be designed and constructed to limit impacts on flooding characteristics in areas outside the project boundary during any flood event up to and including the 1% AEP flood event, to the following:</p> <ol style="list-style-type: none"> a maximum increase in inundation time of one hour; a maximum increase of 10 mm in above-floor inundation to habitable rooms where floor levels are currently exceeded; no above-floor inundation of habitable rooms which are currently not inundated; a maximum increase of 50 mm in inundation of land zoned as residential, industrial or commercial; a maximum increase of 100 mm in inundation of land zoned as rural, primary production, environment zone or public recreation; no significant increase in the flood hazard or risk to life; and maximum relative increase in velocity of 10%, where the resulting velocity is greater than 1.0 m/s, unless adequate scour protection measures are implemented and/or the velocity increases do not exacerbate erosion as demonstrated through site-specific risk of scour or geomorphological assessments. <p>Where the Proponent cannot meet the requirements set out in clauses (d), (e) and (g) alternative flood levels or mitigation measures may be agreed to with the affected landowner.</p> <p>In the event that the Proponent and the affected landowner cannot agree on the measures to mitigate the impact as described in clauses (d), (e) and (g), the Proponent must engage a suitably qualified and experienced</p>	<p>TFNSW</p> <p>CPBGG-JV</p>	<p>All detailed design as per previous audit. No changes.</p> <p>WSP Detailed Design Hydraulic and Hydrology Report Rev F dated 8 October 2021 (West), M12WDD-WSP-ALL-SD-RPT-000001, Section 5.6.1 Afflux, Section 5.6.2 Velocity, Section 5.6.3 Duration.</p> <p>Temporary crossing design: Temporary work for the Cosgroves Creek crossing – includes attachment with flood modelling, takes into account permanent design. Velocity afflux >20% noted in red. Email from TfNSW to Temporary Works design 9 November 2022, M12WEST-HP-CPBGGJV-000103-G1 CI-6 - Temporary work for the Cosgroves Creek crossing - Notification of Change of Form Information</p> <p>TfNSW attends the fortnightly ER inspection. Traffic light system implemented in place. TfNSW will only report on matters as they arise; reliant on the ER reports. ERG are invited to attend site. EPA inspections occurring sporadically.</p>		Compliant

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			independent person to advise and assist in determining the impact and relevant mitigation measures.				
5.18	E	E18	All updated hydrologic and hydraulic assessments undertaken during detailed design must be consistent with the <i>Australian Rainfall and Runoff – A Guide to Flood Estimation</i> (GeoScience Australia, 2019).	TFNSW CPBGG-JV	TFNSW and CPBGG-JV confirmed there had been no changes to design. Detailed Design Hydraulic and Hydrology Report Rev F 8 October 2021 (West) as prepared by WSP verified during previous audit.		Compliant
5.19	E	E19	Updated flood modelling must be undertaken for the full range of flood events, including 5% AEP, 1% AEP, PMF and 0.5% AEP or 0.2% AEP and must have regard to the <i>Wianamatta (South) Creek Catchment Flood Study - Existing Conditions (Revision H)</i> (Advisian Worley Group, November 2020) when validating existing flood behaviour and constraints. The modelling must identify changes in post-development flood behaviour including cumulative flood impacts associated with Western Sydney International Airport and Sydney Metro Western Sydney Airport, where this information is available, prior to detailed design being finalised.	TFNSW CPBGG-JV	TFNSW and CPBGG-JV confirmed there had been no changes to design. The following were reviewed during the initial audit: WSP Detailed Design Hydraulic and Hydrology Report Rev F 8 October 2021 (West). Lyalls & Associates Flood Management Strategy Report, M12FMS-V1 [Rev 1.2], June 2022.		Compliant
5.20	E	E20	Flood information including flood summary reports, models and geographic information system outputs, and work as executed information on finished ground levels and the dimensions and finished levels of all structures within the flood prone land, must be provided to the relevant council, EES and INSW in order to assist in preparing relevant documents and to reflect changes in flood behaviour as a result of the CSSI. The relevant council(s), EES and INSW must be notified in writing that the information is available no later than one month following the operation of the CSSI. Information requested by the relevant council(s), EES or INSW must be provided no later than six (6) months following the completion of construction or within another timeframe agreed with the relevant council(s), EES and INSW.	TFNSW CPBGG-JV	The M12 Motorway is still under construction. This is not yet triggered.		Not Triggered
5.21	E	E21	The flood models, data and summary reports must be uploaded to the NSW Flood Data Portal and access provided to the relevant councils, EES and INSW.	TFNSW CPBGG-JV	The M12 Motorway is still under construction. This is not yet triggered.		Not Triggered
5.22	E	E22	The designs of all bridge, culvert and other cross drainage structures must include for potential blockages consistent with the procedures in the <i>Australian Rainfall and Runoff – A Guide to Flood Estimation</i> (GeoScience Australia, 2019).	TFNSW CPBGG-JV	TFNSW and CPBGG-JV confirmed there had been no changes to design. As per Detailed Design Hydraulic and Hydrology Report Rev F 8 October 2021 (West) as prepared by WSP presented during the initial audit.		Compliant
5.23	E	E23	The CSSI must not preclude the future raising of Elizabeth Drive to achieve a minimum of 1% AEP level of flood immunity, unless otherwise agreed by the Planning Secretary.	TFNSW CPBGG-JV	Applicable to the M12 East package only.		Not Triggered
5.24	E	E24	For property/ies zoned primary production and where hydrologic modelling predicts that the CSSI will potentially reduce and adversely affect the	TFNSW	Not applicable to the West Package as no properties zoned as primary production.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>available stormwater runoff yield to a farm dam, the Proponent must, in consultation with the affected landowner:</p> <ul style="list-style-type: none"> (a) calculate the nature and extent of impacts on water supply; (b) determine what measures may be implemented to prevent, mitigate, compensate or offset a loss in water supply; and (c) implement the measures agreed with the landowner at no cost to the landowner. <p>The agreed measures must be implemented prior to undertaking any works that would directly affect the flow of water into a landowner's farm dam.</p> <p>In the event that the Proponent and landowner cannot agree on the measures to mitigate the impact, the Proponent shall engage a suitably qualified and experienced independent person to advise and assist in determining appropriate mitigation measures.</p>				
	E		HERITAGE				
5.25	E	E25	Construction and operation of the CSSI should aim to not diminish the potential of the following heritage items for nomination to the State Heritage Register beyond the impacts to significance already identified in the documents listed in Condition A1 : McGarvie Smith Farm, McMaster Field Station and Fleurs Radio Telescope Site.	TFNSW CPBGG-JV	McGarvie Smith Farm and McMaster Field Station as applicable to West package. Artefact (Heritage expert) engaged by TfNSW. TfNSW and CPBGG-JV confirmed there had been no damage to heritage items.		Compliant
5.26	E	E26	<p>An experienced and qualified heritage specialist(s) must prepare and/or endorse the:</p> <ul style="list-style-type: none"> (a) Heritage Interpretation Plan required by Condition E27; (b) archival photographic digital recording required by Condition E28; and (c) Heritage Report required by Condition E29. 	TFNSW CPBGG-JV	<p>M12 Motorway Project Heritage Interpretation Plan as presented during previous audit remains unchanged. No additional archival photographic digital recording required during the audit period.</p> <p>The final Heritage Report is not yet finalised.</p>		Not Triggered
5.27	E	E27	<p>Heritage Interpretation Plan must be prepared that identifies and interprets the key heritage values and stories of the heritage items impacted by the CSSI. The Heritage Interpretation Plan must include, but not be limited to:</p> <ul style="list-style-type: none"> (a) integration of heritage themes and values in the design of the CSSI; design elements (form and fabric) and themes for the CSSI; (b) consideration of the design concepts for Western Sydney International Airport and Sydney Metro Western Sydney Airport; and (c) opportunities for design responses for Aboriginal and non-Aboriginal heritage. <p>The Heritage Interpretation Plan must be provided to Western Sydney International Airport and Sydney Metro Western Sydney Airport to assist in</p>	TFNSW	<p>Integrated design across the whole project, For West: Design for great emu in the sky, GHD and Balarinji, 80% Detailed Design stage (30m). Model was sighted during visit to West compound. Logs have been transferred from JHG M12 East project for emu nest.</p> <p>M12 Motorway – West Package Detailed Design EIK – Great Emu in the Sky Structure 50% Design Submission M12WDD-GHDA-AAR-MS-RPT-000001 50% DD review also presented, Rev A dated 4 November 2022 by GHD.</p> <p>Shared User Path, Aboriginal interpretation area includes emu footprints.</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>guiding opportunities for integration of heritage themes and values into their design.</p> <p>The Heritage Interpretation Plan must be prepared in accordance with the <i>Interpreting Heritage Places and Items Guidelines</i> (NSW Heritage Office, 2005), and in consultation with Heritage NSW, Aboriginal Cultural Heritage Advisory Committee, LALC and relevant council(s).</p> <p>The Plan must be implemented and inform the Place, Design and Landscape Plan required by Condition E69.</p> <p>The Heritage Interpretation Plan must be submitted to the Planning Secretary and Heritage NSW for information prior to finalising the Place, Design and Landscape Plan required by Condition E69.</p> <p><i>Note: Nothing in this condition prevents the Proponent from preparing separate Heritage Interpretation Plans for Aboriginal and Non-Aboriginal Heritage.</i></p>		<p>Non-Aboriginal M12 Way Finding and Interpretative Signage for the whole project.</p> <p>M12 Motorway Project Heritage Interpretation Plan is unchanged and is still Version 3, 15 April 2022.</p> <p>Submissions as verified during initial audit.</p> <p>Interpretation implementation – elements around the project, leaf nodes, BR04 stars (dimple effects), Emu in the Sky installation progressing. Leaf canopies at Shared User Path complete.</p>		
5.28	E	E28	<p>Archival photographic digital recording must be undertaken as outlined in the documents listed in Condition A1 for all listed heritage items and for all sites assessed to have heritage significance which will be affected by the CSSI. The recordings must be undertaken prior to the commencement of Work which may impact the items. The recordings must include buildings, structures and landscape features and detailed maps showing the location of features. The archival recording must be prepared in accordance with <i>How to Prepare Archival Records of Heritage Items</i> (NSW Heritage Office, 1998) and <i>Photographic Recording of Heritage Items Using Film or Digital Capture</i> (NSW Heritage Office, 2006).</p>	TFNSW CPBGG-JV	<p>Archival recording for McGarvie Smith Farm and McMaster Field Station as per previous audit.</p> <p>M12 Motorway Non-Aboriginal Photographic Archival Recording Report dated 6 May 2022 prepared by Artefact includes archival recording for the listed heritage items.</p> <p>No additional archival recording undertaken during the audit period. No activities have impacted the heritage sites.</p> <p>Timing of this condition is no longer triggered.</p>		Not Triggered
5.29	E	E29	<p>Following completion of all Work described in the documents listed in Condition A1 in relation to heritage items, a Heritage Report including the details of archival recordings, further historical research either undertaken or to be carried out and archaeological excavations (with artefact analysis and identification of a final repository for finds), must be prepared in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW.</p> <p><i>Note: Nothing in this condition prevents the Proponent from preparing separate Heritage Reports for Aboriginal and Non-Aboriginal Heritage.</i></p>	TFNSW CPBGG-JV	<p>Works not yet complete. This is not yet triggered and will be finalised towards completion.</p>		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.30	E	E30	The Heritage Report must be submitted to the Planning Secretary and Heritage NSW for information within 12 months of completing all Work described in the documents listed in Condition A1 in relation to heritage items. Copies of the Heritage Report must also be provided to relevant local libraries and relevant local historical societies.	TFNSW CPBGG-JV	Heritage Report will be developed separately, one for non-Aboriginal Heritage, other to follow. Timing of this is not yet triggered. To be finalised towards full completion.		Not Triggered
5.31	E	E31	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 and Heritage NSW. The Procedure must be prepared in consultation with Heritage NSW and form part of the Heritage CEMP Sub Plan required by Condition C4 .	TFNSW CPBGG-JV	As per Appendix A - Unexpected Heritage Finds and Human Remains Procedure (Attachment 1 - Unexpected Aboriginal and non-Aboriginal heritage finds procedure and Attachment 2 - Unexpected Human Remains Procedure) included as part of the M12 Motorway West Construction Cultural Heritage Management Sub-plan, M12WCO-CPBGG-ALL-EVWM-PLN-000001, Rev 01, 1 July 2023. No changes during the audit period.		Compliant
5.32	E	E32	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>	TFNSW CPBGG-JV	As part of the induction process, however TfNSW and CPBGG-JV confirmed no unexpected finds to date.		Not Triggered
5.33	E	E33	Where previously unidentified Aboriginal objects are discovered, all work must immediately stop in the vicinity of the affected area. Works potentially affecting the previously unidentified objects must not recommence until Heritage NSW has been informed. The measures to consider and manage this process must be specified in the Unexpected Heritage Finds and Human Remains Procedure required by Condition E31 and include registration in the Aboriginal Heritage Information Management System (AHIMS).	TFNSW CPBGG-JV	TfNSW and CPBGG-JV confirmed no unexpected heritage or human remains finds to date.		Not Triggered
	E		NOISE AND VIBRATION				
5.34	E	E34	Work Hours Work must only be undertaken during the following hours: (a) 7:00am to 6:00pm Mondays to Fridays, inclusive; (b) 8:00am to 6:00pm Saturdays; and (c) at no time on Sundays or public holidays.	CPBGG-JV	As aligned to the EPL. Standard hours unchanged. Out of hours under permit process as per Condition E36.		Compliant
5.35	E	E35	Highly Noise Intensive Work Except as permitted by an EPL, highly noise intensive works that result in an exceedance of the applicable noise management level (NML) at the same receiver must only be undertaken: (a) between the hours of 8:00am to 6:00pm Monday to Friday; (b) between the hours of 8:00am to 1:00pm Saturday; and	CPBGG-JV	Grinding works - monitoring undertaken during works in December 2024. Notification has been provided + noise assessments undertaken. Sighted: Resident at The Northern Road. Grinding works. Noise estimator – Diamond Grinding Main Alignment – opposite Gate 5 bungalow. Also notes vacuum truck. 120m from site. Standard construction hours LAeq is 68dBA		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(c) if continuously, then not exceeding three hours, with a minimum cessation of work of not less than one hour. For the purposes of this condition, 'continuously' includes any period during which there is less than one hour between ceasing and recommencing any of the Work.		Red font highlights exceedances e.g., OOHW period 1 receiver 24dBA. 12 March 2025 monitoring results: LAeq 96.9 – at approx 5m from machinery. Trial in mid-March 2025 – email 14 March 2025 from CPBGGJV to TfSNW and ER – Sighted NMER LAeq 92.6dBA around 7m from monitor – PC6000Diamond Grinder – Attachment A – Site layout and measurement locations. Diamond Grinding Spot Check 20250314 predicted 100-105dBA.		
5.36	E	E36	<p>Variation to Work Hours</p> <p>Notwithstanding Conditions E24 and E35, Work may be undertaken outside the hours specified in any of the following circumstances:</p> <p>(a) Safety and Emergencies, including:</p> <p>(i) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or</p> <p>(ii) 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.</p> <p>On becoming aware of the need for emergency work in accordance with Condition E36(a), the Proponent must notify the ER, the Planning Secretary and the EPA of the reasons for such emergency work. The Proponent must use best endeavours to notify all noise and/or vibration affected sensitive receivers of the likely impact and duration of the emergency work.</p> <p>(b) Work that causes:</p> <p>(ix) LAeq(15 minute) noise levels:</p> <ul style="list-style-type: none"> no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and <p>(x) LAeq(15 minute) noise levels no more than 15 dB(A) above the rating background level at any residence during the night time period; and</p> <p>(xi) continuous or impulsive vibration values, measured at the most affected residence, that are no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006); and</p> <p>(xii) intermittent vibration values measured at the most affected residence that are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006).</p> <p>(c) By Approval, including:</p>	CPBGG-JV	<p>(a) No emergency works during the audit period.</p> <p>(b) All OOHW are inaudible / delivery of equipment. Notification to EPA as per EPL. Noise Assessment and OOHW application provided. Sent through to the ER – ER will comment and send for up-rev if required. EPA requested all OOHW with supporting noise check calculations.</p> <p>(c) OOHW Approval Register No. 00112 for 29/11-20/12/2024 at Batch Plant demobilisation – current status.</p> <p>TeamBinder M12WEST-GEN-CPBGGJV-000444 on 21 March 2025 sent to ER and TfSNW for OOHWP-00121 – for ITS and UP works EDR.</p> <p>TeamBinder M12WEST-GEN-CPBGGJV-000437 on 10 March 2025 for submission of OOHWP-00120 – Grinding and Grooving Saturdays for works 15/03/2025. Attached: OOHW Permit 00120; notified 7/03/25 – approval 7/3/2025 – Saturday works from 7-8am and 1-6pm. Describes works and mitigation measures. Proposed dates for 15/03/2025 with EPL referenced. Noted as low risk works. Noise estimator tool and maps included.</p> <p>OOH Approval Register presented as evidence – CPBGG-JV confirmed this register is shared with TfSNW. OOHWP-120 notes EPL reference L5.3a).</p> <p>EPA notified via email dated 10 March 2025 "EPL21595 M12 West OOHWP Permit #120" from CPBGGJV to the EPA.</p>	<p>Opportunity for Improvement</p> <p>M12W-06_OFI-04:</p> <p>The OOH Approval Register has a column which lists that the OOHW permit has been submitted to the EPA as 'Yes'. Although this was verified to have been actioned, the emails themselves were retained within the individual's Outlook.</p> <p>It is recommended to document evidence of emails when submitting to the EPA to align to the register.</p>	Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(viii) where different construction hours are permitted or required under an EPL in force in respect of the CSSI;</p> <p>(ix) works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E37; or</p> <p>(x) negotiated agreements with directly affected residents and sensitive land user(s).</p>				
5.37	E	E37	<p>Out-Of-Hours Work Protocol – Works Not Subject to an EPL</p> <p>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 E34, and that are not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of the out-of-hours Work. The Protocol must be prepared in consultation with the ER. The Protocol must provide:</p> <p>(a) identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where:</p> <p>(i) the ER reviews all proposed out-of-hours activities and confirm their risk levels,</p> <p>(ii) low risk activities can be approved by the ER, and</p> <p>(iii) high risk activities that are approved by the Planning Secretary;</p> <p>(b) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria;</p> <p>(c) a process for selecting and implementing mitigation measures for residual impacts in consultation with the community at each affected location, including respite periods consistent with the requirements of Condition E47. The measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land user(s) would be exposed to, including the number of noise awakening events;</p> <p>(d) 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; and</p> <p>(e) notification arrangements for affected receivers for all approved out-of-hours Work and notification to the Planning Secretary of approved low risk out-of-hours Work.</p> <p>This condition does not apply to Work where the requirements of Condition E36(a) or (b) are met.</p>	CPBGG-JV	<p>There are no Out-Of-Hours Work occurring that are not subject to EPL 21595.</p> <p>Out-Of-Hours Work (OOHW) Protocol is included as Appendix C of the Overarching Construction Noise and Vibration Management Sub-plan, M12PPW-ADAP-ALL-EN-PLN-000008, Rev P, 6 June 2024.</p> <p>(a) Section 2, OOHW noise and vibration assessment, Section 4.3 OOHW process and approval</p> <p>(b) Section 2, OOHW noise and vibration assessment</p> <p>(c) Section 3 OOHW noise and vibration management measures, Attachment 2 - Application of OOHW mitigation measures</p> <p>(d) Section 2.3 Co-ordination of OOHW with third parties</p> <p>(e) Section 3 OOHW noise and vibration management measures including: Stakeholder notifications, specific notifications, phone calls, individual briefings, respite offers, respite periods, duration respite, alternative accommodation.</p> <p>OOHW as per permit process. Permits reviewed as per Condition E36.</p>		Compliant
5.38	E	E38	<p>Noise Management Levels and Vibration Criteria for Work</p> <p>Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration objectives:</p> <p>(a) construction 'Noise affected' NML established using the <i>Interim Construction Noise Guideline</i> (DECC, 2009);</p>	CPBGG-JV	<p>Quarterly Monitoring Report for 18 November 2024 to 18 February 2025 period notes 4 x events under Section 2.2 on the 6 February 2025 during kerb installation night works at EDR East. Notes minimal construction works occurring with dominant noise sources observed to be</p>		Compliant

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			<p>(b) vibration criteria established using <i>the Assessing vibration: a technical guideline</i> (DEC, 2006) (for human exposure);</p> <p>(c) BS 7385 Part 2-1993 <i>"Evaluation and measurement for vibration in buildings Part 2"</i> as they are "applicable to Australian conditions"; and</p> <p>(d) the vibration limits set out in the <i>German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures</i> (for structural damage).</p> <p>Any construction or early works identified as exceeding the noise management levels and/or vibration criteria must be managed in accordance with the respective Noise and Vibration CEMP Sub-plan or Early Works Environmental Management Plan.</p> <p><i>Note: The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.</i></p>		<p>traffic along Elizabeth Drive and insect noise throughout monitoring e.g., 9:21pm LAeq (15min) recorded at 68.2dB (predicted level was 52dB)</p> <p>No vibratory activities occurred within 50m of residential buildings or within safe distances for cosmetic damage and there were no complaints or incidents relating to noise and vibration.</p> <p>SiteHive for same locations as for dust. LAeq at 75dBA. Recorded under the Environmental Event ID No.77 on 6-7 January 2025 – exceedance due to cicadas. TeamBinder ref -000407 sent 9 January 2025 submitted from CPBGGJV to TfNSW and the ER.</p> <p>Handheld monitor used – calibration certificate sighted for 10 February 2025 Certificate No. 073924/86231 for Serial No. 3325223.</p> <p>Acoustic Research Labs – Sound Level Meter – Calibration Certificate No. C24385 – NL-53 Serial No. 00440978, microphone serial No. 25416, pre-amplifier serial No. 33879 – calibration date 23 May 2024.</p> <p>M12W Calibration Register. Horiba U-52/2m exp 11 June 2025</p>		
5.39	E	E39	Noise generating work in the vicinity of potentially-affected community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas (such as theatres, laboratories and operating theatres) resulting in noise levels above the NMLs must not be timetabled within sensitive periods, unless offers of other reasonable arrangements have been made to the affected institutions and are implemented at no cost to the affected institution.	CPBGG-JV	<p>Communication Strategy does not list any potentially affected community including religious, educational, sensitive businesses or critical working areas.</p> <p>None identified – 14 residents in total.</p>		Not Triggered
5.40	E	E40	Noise and Vibration Impact Statements (NVIS) must be prepared for any Work that may exceed the noise management levels and vibration criteria specified in Condition E38 at any residence outside the construction hours identified in Condition E34 , or where receivers will be highly noise affected. The NVIS must include specific mitigation measures identified through consultation with affected sensitive land user(s) and the mitigation measures must be implemented for the duration of the Work. A copy of the NVIS must be provided to the ER prior to the commencement of the associated Work. The Planning Secretary may request a copy/ies of the NVIS .	CPBGG-JV	<p>Noise Estimator (Scenario) as per Noise Monitoring Environmental Reports; sighted: Noise estimator – Diamond Grinding Main Alignment – opposite Gate 5 bungalow. Also notes vacuum truck. 120m from site. Standard construction hours LAeq is 68dBA.</p> <p>TeamBinder M12WEST-GEN-CPBGGJV-000437 on 10 March 2025 for submission of OOHWP-00120 – Grinding and Grooving Saturdays for works 15/03/2025. Attached: OOHWP Permit 00120; notified 7/03/25 – approval 7/3/2025 – Saturday works from 7-8am and 1-6pm. Describes works and mitigation measures. Proposed dates for 15/03/2025 with EPL referenced.</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					Noted as low risk works. Noise estimator tool and maps included. Refer to Condition E26 for consultation.		
5.41	E	E41	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 must be provided with 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 required by Condition C4 and the Communication Strategy required by Condition B1 .	TFNSW CPBGG-JV	Properties at risk are noted within the Communication Strategy as follows: <ul style="list-style-type: none"> Residential: 3 Shed or garage: 2 <p>None at risk. Notifications as per Out of Hours Work only. No damage.</p>		Not Triggered
5.42	E	E42	Construction Vibration Mitigation – Heritage The Proponent must conduct vibration testing during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent cosmetic damage. In addition, vibration monitoring must be undertaken during construction for relevant remaining Fleurs Radio Telescope structures, the Upper Canal (in consultation with WaterNSW) and McMaster Farm and McGarvie-Smith Farm group of remaining buildings. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the Proponent must review the construction methodology and, if necessary, implement additional mitigation measures.	CPBGG-JV	No vibratory activities causing impact to heritage to date.		Not Triggered
5.43	E	E43	Advice from a heritage specialist must be sought on methods and locations for installing equipment used for vibration, movement and noise monitoring at heritage-listed structures.	CPBGG-JV	No vibratory activities causing impact to heritage to date.		Not Triggered
5.44	E	E44	Before conducting at-property treatment at any heritage item identified in the documents listed in Condition A1 , the advice of a suitably qualified and experienced built heritage specialist must be obtained and implemented to ensure such work does not have an adverse impact on the heritage significance of the item.	TFNSW	At-property treatment has not been required for McGarvie Smith Farm and McMaster Field Station. This condition is not yet triggered. No equipment installed at heritage items.		Not Triggered
5.45	E	E45	Utility Coordination and Respite All Work undertaken for the delivery of the CSSI, including that undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. The Proponent must: <ul style="list-style-type: none"> (a) reschedule any work to provide respite to impacted noise sensitive land user(s) so that the respite is achieved in accordance with Condition E47; or 	CPBGG-JV	Proposing 2 lots of 5 nights in the row. Negotiated Agreement Form as sighted: "Have your say: Community Agreement for extended night work along Elizabeth Drive and Badgerys Creek Road" – M12 Motorway West – May 2025. Community Consent section with described works (i.e. 10 nights in total). Approval of proposal box with details complete: Name, Address, Signature, Date, Feedback, Consent *Yes/No). Resident signed 20 May 2025, no feedback noted – consent noted as yes, response as yes to the following:		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(b) where respite outlined in Condition E47 cannot be achieved, consider the provision of alternative respite or mitigation to impacted noise sensitive land user(s); and</p> <p>(c) provide documentary evidence to the ER in support of any decision made by the Proponent in relation to respite or mitigation.</p> <p>The consideration of respite must also include all other CSSI, SSI and SSD projects which may cause cumulative and/or consecutive impacts at receivers affected by the delivery of the CSSI.</p>		<p>Do you consent to this form being provided to NSW EPA, and</p> <p>Do you consent to being followed up once works have commenced.</p> <p>Verbal consent granted as noted on form 21 May 2025. Feedback: phone call with resident. Consent received over the phone (verbal). Consent to have form provided to NSW EPA but not for follow up once works completed.</p>		
5.46	E	E46	<p>Out-of-Hours Works – Mitigation</p> <p>Mitigation measures such as temporary alternative accommodation or other agreed mitigation measures, must be offered/ made available to residents affected by out-of-hours Work (including where utility works are being undertaken for the CSSI or under a road occupancy licence) where the construction noise levels between:</p> <p>(d) 10:00 pm and 7:00 am, Monday to Friday;</p> <p>(e) 10:00 pm Saturday to 8:00 am Sunday; and</p> <p>(f) 6:00 pm Sunday and public holidays to 7:00 am the following day unless that day is Saturday then to 8:00 am,</p> <p>are predicted to exceed the NML by 25 dB(A) or are greater than 75 dBA (LAeq(15 min)), whichever is the lesser and the impact is planned to occur for more than two (2) nights over a seven (7) day rolling period.</p> <p>The NML must be reduced by 5 dB 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 this condition may be changed through an EPL applying to the CSSI.</p>	CPBGG-JV	<p>Consultation Manager Event ID 405408, door knock 20 March 2025 @ 1:30pm. Summary: CPBGG Community Relations Manager and Administrator door knocked stakeholder to notify them of the upcoming traffic switch on Elizabeth drive scheduled from 8pm March 28 to 5am March 31, 2025 (with April 11-14 as a contingency weekend), and the OOHW for the week leading up. The team offered alternate accommodation.</p> <p>Stakeholder Comments: The stakeholder was grateful for the notification and for letting him know about potential impacts he may face. Stakeholder politely declined alternate accommodation but said he is open to other respite. Team Response: The CPBGG Team said they will follow up with an email and ensured him that if there are any issues with the OOHW or the switch they are available 24/7 if he needs to contact us.</p> <p>Following the above, Event ID 410860 actioned 10 April 2025 @ 2:10pm. Summary: Provided stakeholder with the VISA card for alternate accommodation. Stakeholder Comments: Stakeholder was satisfied with the outcome.</p>		Compliant
5.47	E	E47	<p>Out-of-Hours Works – Community Consultation on Respite</p> <p>In order to undertake out-of-hours Work outside the hours specified under Condition E34, the Proponent must identify appropriate respite periods for the out-of-hours work in consultation with the community at each affected location on a regular basis.</p> <p>This consultation must include (but not be limited to) providing the community with:</p> <p>(a) a progressive schedule for periods no less than three (3) months, of likely out-of-hours Work;</p> <p>(b) a description of the potential Work, location and duration of the out-of-hours Work;</p> <p>(c) the noise characteristics and likely noise levels of the Work; and</p>	CPBGG-JV	<p>Respite noted as 'will not perform high noise work activities more than two nights in a row in the same location' within notifications.</p> <p>No OOHW complaints received to date.</p> <p>3-month lookahead within the website notifications. May 2025 notification shows Out of hours work lookahead table + feedback request noted.</p> <p>Doorknock 5 November 2024 – EDR switch – temporary close Elizabeth Dr and Badgerys Ck Rd. Correlates to notification on website. Corresponds with letter box – issued within catchment area. Sighted distribution map as per "Emailing: M12 West - EDR Stage 5 Traffic Switch - Notification Distribution Zone 69542" 4</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(d) likely mitigation and management measures which aim to achieve the relevant noise management levels and vibration criteria under Condition E38(a) and (b) (including the circumstances of when respite or relocation offers will be available and details about how the affected community can access these offers).</p> <p>The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour Work must be provided to the ER, EPA and the Planning Secretary for information prior to Work scheduled for the subject period being undertaken.</p> <p><i>Note: 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 noise level at any residence.</i></p>		<p>November 2024 from 'Dand' (distribution service) to CPBGG-JV.</p> <p>Upcoming grinding not yet actioned as works not yet occurred.</p> <p>Next plan update is due January 2025. Current Community and Stakeholder Management Plan M12WCO-CPBGGJV-ML1-CG-PLN-000001 Rev 5 dated 15 July 2024.</p> <p>ER provided with the OOHW for the EDR Switch 6 – issued 14 November 2024, TeamBinder ref M12WEST-GEN-CPBGGJV-000443.00, M12W OOHW 110 - EDR Stage 6 Switch – issued to CPBGG-JV, TfNSW and the ER.</p>		
5.48	E	E48	<p>Crushing and Grinding Works</p> <p>Crushing and grinding works must only be undertaken during the hours specified in Condition E34 unless otherwise approved by the Planning Secretary or through an EPL or it meets the requirements of Condition E36(a).</p>	CPBGG-JV	<p>No crushing works. Upcoming Saturday OOHW for grinding + upcoming 5 nights in a row in 2 lots upcoming. OOHWP-00120 – Grinding and Grooving Saturdays for works 15/03/2025. Attached: OOHW Permit 00120; notified 7/03/25 – approval 7/3/2025 – Saturday works from 7-8am and 1-6pm. Describes works and mitigation measures. Proposed dates for 15/03/2025 with EPL satisfied. Noted as low risk works. Noise estimator tool and maps included. Refer to Condition E36 for out of hours permit details.</p>		Compliant
5.49	E	E49	<p>Blasting</p> <p>Blasting is not permitted as part of this CSSI approval.</p>	CPBGG-JV	<p>No blasting as per CSSI approval.</p>		Compliant
5.50	E	E50	<p>Operational Noise</p> <p>An independent and experienced noise specialist must be approved by the Planning Secretary to verify the validity (including being accurate and consistent with the requirements of this approval) of the:</p> <ul style="list-style-type: none"> (a) operational noise modelling required under Conditions E51; (b) Operational Noise Review required under Condition E52; and (c) Operational Noise Compliance Report required under Condition E60. <p>The Planning Secretary's approval of the noise specialist must be sought no later than one (1) month before undertaking operational noise modelling.</p> <p>Each verification must be submitted to the Planning Secretary for information within 30 days of the verification and be attached to submitted documentation as relevant.</p>	TfNSW	<p>The M12 Motorway Operational Noise and Vibration Review (ONVR), 25 January 2023 was prepared for both Central and West projects by GHD:</p> <ul style="list-style-type: none"> (d) Section 2.4 – approval of Renzo Tonin & Associates by DPE 9 December 2021. (e) Section 2.4 – Renzo Tonin & Associates verified the validity of the noise modelling and operational noise review. Included as Appendix A of the ONVR. (f) Section 11.5 + refer to conditions E53 and E54. <p>Approvals as per previous audits. Support independent noise specialist approved by the Department on 29</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					August 2023 as per letter presented. Applicable for the M12 East package. No other changes for the M12 West package.		
5.51	E	E51	Noise Mitigation - Operational Noise Modelling Noise modelling of the detailed design must be undertaken and address the following parameters: <ul style="list-style-type: none"> (a) application of source emission corrections to take into account the proportions of heavy vehicles; (b) modelling heavy vehicles using three distinct sources in line with Appendix B4 of the <i>NSW Road Noise Policy</i> (DECCW, 2011); (c) road surface corrections to address the assessment timeframes outlined in the <i>NSW Road Noise Policy</i> (DECCW, 2011) corresponding to the year of opening, and ten (10) years after opening; and (d) meteorological conditions in accordance with the <i>NSW Road Noise Policy</i>. 	TFNSW	As per At-property treatment report, section 3.1 Operational Noise and Vibration Impact Modelling: Potential operational and construction noise impacts were assessed at the concept design stage in the October 2019 Environmental Impact Statement, and the May 2020 Amendment Report prepared for the project. A Noise and Vibration Assessment Report (NVAR) was prepared for M12 West and Central based on the detailed designs (20% in October 2020, and 50% in December 2020).		Compliant
5.52	E	E52	Operational Noise Mitigation Measures An Operational Noise Review (ONR) must be prepared (based on the detailed design of the CSSI) to confirm noise mitigation measures that would be implemented for the operation of the CSSI. The ONR must be prepared in consultation with the Planning Secretary and relevant council(s) and must: <ul style="list-style-type: none"> (a) confirm the appropriate operational noise objectives and levels for existing sensitive receivers; (b) confirm the operational noise impacts based on the final design of the CSSI and modelling undertaken under Condition E51, including operational daytime LAeq,15 hour and night-time LAeq, 9-hour traffic noise contours; (c) review the suitability of the operational noise mitigation measures identified in the documents listed in Condition A1 and, where necessary, investigate and identify additional noise and vibration mitigation measures required to achieve the noise criteria outlined in the <i>NSW Road Noise Policy</i> (DECCW, 2011), including the timing of implementation; (d) include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures; and (e) procedures for the management of operational noise and vibration complaints. 	TFNSW	M12 Motorway Operational Noise and Vibration Review by GHD, Rev 1, 25 January 2023 for both Central and West projects. <ul style="list-style-type: none"> (f) Section 1.1 – Purpose of this report. Operational Noise and Vibration Review (ONVR) for the final design of the M12 Central package. (g) Section 7 Operational noise assessment – 7.2 M12 Central, Section 8, Appendix E, Appendix F (h) Section 7 Operational noise assessment – 7.2 M12 Central, Section 8 Operational noise mitigation (i) Section 10 Community consultation strategy (j) Section 10 Community consultation strategy The ONR is available on the project website. SSD-9364-PA-121 – DPHI Approval of ONR, dated 6 March 2023. No changes to the ONR.		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>The ONR must be undertaken at the Proponent's expense and be submitted to the Planning Secretary for information prior to implementing at-property noise mitigation, unless otherwise agreed by the Planning Secretary.</p> <p>The Proponent must implement the identified noise mitigation measures and make the ONR publicly available following its submission to the Planning Secretary for information.</p> <p><i>Note: The design of noise barriers and the like must be undertaken in consultation with the community as part of the Place, Design and Landscape Plan required under Condition E69.</i></p>				
5.53	E	E53	Operational noise mitigation measures as identified in Condition E52 that will not be physically affected by construction and where the noise management level in Condition E38(a) is likely to be exceeded, must be implemented within six (6) months of the commencement of construction in the vicinity of the impacted residence(s) to minimise construction noise impacts, unless otherwise agreed by the Planning Secretary in accordance with Condition E55 . The operational noise mitigation measures must be detailed in the Noise and Vibration CEMP Sub-plan required by Condition C4 .	TFNSW	<p>Extension requested by TfNSW and issued to DPHI as per letter "Re: Request for extension of time to implement operational noise mitigation measures (CoA E53 and E55) for SSI 9364", dated 27 March 2025, submitted via planning portal, receipt ref SSI-9364-PA-405.</p> <p>Extension approved as per DPHI letter, ref SSI-9364-PA-405 dated 2 May 2025.</p>		Compliant
5.54	E	E54	If the ONR required by Condition E52 is not prepared within six (6) months of the commencement of construction, the at-property operational noise mitigation measures required by Condition E53 must be consistent with the measures and the properties identified in Appendix G of the <i>M12 Motorway Amendment Report</i> (October, 2020).	TFNSW	<p>Extension requested by TfNSW and issued to DPHI as per letter "Re: Request for extension of time to implement operational noise mitigation measures (CoA E53 and E55) for SSI 9364", dated 27 March 2025, submitted via planning portal, receipt ref SSI-9364-PA-405.</p> <p>Extension approved as per DPHI letter, ref SSI-9364-PA-405 dated 2 May 2025.</p>		Compliant
5.55	E	E55	<p>All requests to the Planning Secretary under Condition E53 must be accompanied by a report justifying why operational noise mitigation measures will not be implemented within six (6) months, along with details of the temporary measures that the Proponent would implement to reduce construction noise impacts, until such time that the operational noise mitigation measures are implemented. The report must be submitted to the Planning Secretary before the commencement of construction which would affect identified residences. All temporary measures must be implemented within six (6) months of the commencement of construction in the vicinity of the impacted residences.</p> <p><i>Note: Not having finalised detailed design is not sufficient justification for not implementing the proposed mitigation measures.</i></p>	TFNSW	<p>Extension approved as per DPHI letter, ref SSI-9364-PA-405 dated 2 May 2025, approval of February 2026 as the alternate timeframe to finalise and complete the installation of APNT at the 11 remaining sensitive receivers.</p> <p>At-property noise mitigation treatment March 2025 by TfNSW presented, includes status of treatment implementation (Section 4) – Status in July 2024 shows 9 properties to be treated for the M12 West package; 9 checked & measured, 4 treatment completed, 1 treatment in progress, 2 for materials to be delivered, 2 noted as consultation ongoing to reach agreement. Summary as at March 2025 shows 8 properties to be treated, 7 complete, 1 remaining for the M12 West.</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.56	E	E56	The implementation of at-property treatment does not preclude the application of other noise and vibration mitigation and management measures including temporary accommodation to address construction noise.	CPBGG-JV	Demonstrated as per compliance to preceding conditions. CPBGG-JV confirmed no alternative accommodation has been required for implementation of at-property treatment.		Compliant
5.57	E	E57	All operational noise mitigation measures must be implemented prior to operation of the CSSI.	TFNSW	The M12 Motorway Project is under construction. This condition is not yet triggered. M12 Motorway Operational Noise and Vibration Review by GHD, Rev 1, 25 January 2023 for both Central and West projects, Section 11. Operation will be triggered for completion of whole project, not by package.		Not Triggered
5.58	E	E58	Operational Noise Validation Within 12 months of the commencement of operation of the CSSI, the Proponent must undertake monitoring of operational noise to compare actual noise performance of the CSSI against the noise performance predicted in the review of operational noise mitigation measures required by Condition E52 .	TFNSW	The M12 Motorway Project is under construction. This condition is not yet triggered. M12 Motorway Operational Noise and Vibration Review by GHD, Rev 1, 25 January 2023 for both Central and West projects, Section 11.		Not Triggered
5.59	E	E59	Classified traffic counts must be undertaken simultaneously with noise measurements to confirm traffic volumes and traffic mix assumptions.	TFNSW	The M12 Motorway Project is under construction. This condition is not yet triggered. M12 Motorway Operational Noise and Vibration Review by GHD, Rev 1, 25 January 2023 for both Central and West projects, Section 11.		Not Triggered
5.60	E	E60	Operational Noise Compliance Report An Operational Noise Compliance Report (ONCR) must be prepared to document the findings of the operational noise monitoring carried out under Condition E58 . The ONCR must be prepared in accordance with the Model Validation Guideline (RMS, 16 May 2018 Version 1.1) and must address the following: (a) compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under Condition E52 ; (b) compliance with the operational noise levels in terms of criteria and noise goals established in the <i>NSW Road Noise Policy</i> (DECCW, 2011); (c) methodology, location and frequency of noise monitoring undertaken, including grouping monitoring sites at which CSSI noise levels are ascertained with specific reference to locations indicative of impacts on receivers. Monitoring locations must be grouped by – (g) pavement type, (h) topography; (d) visibility of sensitive receivers, i.e. line of sight and shielded by mounds and/or noise walls; (e) model light and heavy vehicles separately; (f) pavement corrections for light and heavy vehicles;	TFNSW	The M12 Motorway Project is under construction. This condition is not yet triggered. M12 Motorway Operational Noise and Vibration Review by GHD, Rev 1, 25 January 2023 for both Central and West projects, Section 11. Operation will be triggered for completion of whole project, not by package.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>(g) details on the acoustic performance of the different pavement types used for the CSSI ;</p> <p>(h) effects of meteorological conditions on traffic noise consistent with the requirements of the <i>NSW Road Noise Policy</i> (DECCW, 2011);</p> <p>(i) details of any complaints and enquiries received in relation to operational noise generated by the CSSI between the date of commencement of operation and the date the report was prepared;</p> <p>(j) any required recalibrations of the noise model taking into consideration factors such as noise monitoring, and actual traffic numbers and proportions;</p> <p>(k) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of mitigation measures; and</p> <p>(l) identification of additional measures to those identified in the review of noise mitigation measures required by Condition E52, that are to be implemented with the objective of meeting the criteria outlined in the <i>NSW Road Noise Policy</i> (DECCW, 2011), when these measures are to be implemented and how their effectiveness is to be measured and reported to the Planning Secretary and the EPA.</p> <p>The ONCR must be submitted to the Planning Secretary and the EPA for information within 60 days of completing the operational noise monitoring (required by Condition E58) and be made publicly available.</p> <p>Any additional measures identified in Condition E60(l) must be implemented within 18 months of submitting the ONCR to the Planning Secretary, unless an alternative timeframe is agreed to by the Planning Secretary.</p>				
	E		PLACE, DESIGN AND LANDSCAPING				
5.61	E	E61	<p>Construction Ancillary Facilities</p> <p>The CSSI must be constructed in a manner that minimises visual impacts of construction ancillary facilities, including but not limited to, providing temporary landscaping and vegetative screening of the construction sites, minimising light spill, and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the construction sites are located.</p>	CPBGG-JV	<p>Ancillary Facilities as per previous audits. Upcoming demobilisation to occur – refer to status under Condition A15.</p> <p>AF2 was visited during the site inspection and observed to be well within the site boundary.</p>		Compliant
5.62	E	E62	<p>Lighting and Security</p> <p>The CSSI 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 CSSI must be consistent with the requirements of <i>Australian Standard 4282-2019 Control of the obtrusive</i></p>	TFNSW CPBGG-JV	<p>AF2 Main Site Compound visited during the site inspection. No lighting complaints.</p> <p>Security fencing verified during site inspection surrounding compound. Operational lighting installed as designed.</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p><i>effects of outdoor lighting, relevant Australian Standards in the series AS/NZ 1158 – Lighting for Roads and Public Spaces, and the National Airports Safeguarding Framework (NASF) Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports.</i></p> <p>Additionally, mitigation measures must be provided to manage residual night lighting impacts to protect properties adjoining or adjacent to the CSSI, in consultation with affected landowners.</p>				
5.63	E	E63	<p>Active Transport</p> <p>Active transport facilities must be designed, constructed and/or rectified in accordance with the <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i> (Austroads, 2017) and relevant Australian Standards (AS) such as <i>AS 1428.1-2009 Design for access and mobility</i>. The active transport links must also incorporate relevant Crime Prevention Through Environmental Design principles.</p>	TFNSW CPBGG-JV	Shared User Path as per Place, Design and Landscape Plan (PDLP) for West unchanged since previous audit. Construction on Shared User Path is progressing as per PDLP.		Compliant
5.64	E	E64	<p>Place, Design and Landscape Outcomes</p> <p>The place, design and landscape outcomes of the CSSI must be informed by and be consistent with the Urban Design Concept and have consideration of the Urban Design Opportunities as detailed in <i>Appendix G Landscape character, visual impact assessment and urban design report of the EIS</i>.</p> <p>Advice on how the Urban Design Opportunities have been considered and progressed must be provided to the Planning Secretary for information when submitting the Place, Design and Landscape Plan (as required by Condition E69) to the Planning Secretary. Where an Urban Design Opportunity has not progressed, advice as to why must also be provided to the Planning Secretary for information.</p>	TFNSW	<p>Submission of Place, Design and Landscape Plan (PDLP) previously evidenced – lodged with letter via the portal (receipt ref SSI-9364-PA-78) to the Department on 24 May 2022.</p> <p>Acknowledgement letter received from the Department 5 July 2022.</p> <p>Meetings with experts undertaken as per CoA E69.</p> <p>No changes to the PDLP. Implementation ongoing with areas sighted during audit site inspection. Refer to photos.</p>		Compliant
5.65	E	E65	Landscaping must improve parkland, open space and native vegetation and fauna connectivity, including between areas of existing parkland and open space adjacent to and intersecting the CSSI, and through the revegetation of areas with local provenance species, where practicable, between adjoining areas of remnant Cumberland Plain Woodland to re-link them. In implementing these requirements, the Proponent must have regard to wildlife strike risk in proximity to the Western Sydney International Airport.	TFNSW CPBGG-JV	<p>Landscaping as per Place, Design and Landscape Plan (PDLP) mulch mounds as per site inspection being installed as per plan. Landscaping package managed by the Engineering team. Correspondence as per emails – Hydroseeding – April 10 April 2025 from engineering team to landscape team with areas marked up maps of where to hydroseed – sent 3 April 2025 to B&K.</p> <p>ER actions – Inspection 10/04/2025 sent 9 May 2025 showing close out photos as forwarded from B&K.</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.66	E	E66	All active transport infrastructure and facilities (including the connection through the Western Sydney Parklands or its alternative) must be completed prior to operation, unless otherwise agreed by the Planning Secretary.	TFNSW CPBGG-JV	The M12 Motorway Project is still under construction. This condition is not yet triggered. Shared User Path is still being completed.		Not Triggered
5.67	E	E67	The CSSI must minimise impacts on useable open space. Impacts to the Western Sydney Parklands must be mitigated and offset by an agreed direct payment for improved recreation and access infrastructure and a land compensation payment for the Western Sydney Parkland Trust to use in expanding the parklands. These payments will be in accordance with an agreement established with the Western Sydney Parkland Trust. All offsets must be delivered prior to operation, unless agreed by the Planning Secretary.	TFNSW CPBGG-JV	Offsets are as per East package. This is not triggered.		Not Triggered
5.68	E	E68	<p>Design Independence and Review</p> <p>Place making, design and landscape outcomes must be informed by input and review by independent and qualified practitioners in the following fields (practitioners may cover more than one field if suitably qualified):</p> <ul style="list-style-type: none"> (a) public art / cultural interpretation public art; (b) Aboriginal cultural heritage; (c) European cultural heritage; (d) landscape architecture; and (e) active transport. <p>These practitioners must be approved by the Planning Secretary at least one (1) month before the commencement of construction and must hold current membership of a relevant professional body, unless otherwise approved by the Planning Secretary. These practitioners must be involved through participation in the Design Review Panel committed to by the Proponent in the documents listed in Condition A1, and in the development and review of the Place, Design and Landscape Plan.</p> <p>Advice and recommendations made by the practitioners must be provided to the Planning Secretary for information when submitting the Place, Design and Landscape Plan to the Planning Secretary.</p> <p><i>Note: The considerations that the Department will take into account when deciding to approve a practitioner are set out in 'Seeking Approval from the Department for the appointment of independent experts, Post approval guidance for Infrastructure Projects' (DPIE, 2020).</i></p>	TFNSW	<p>Department approval letter as per initial audit evidence for the nominated Independent Experts, 14 September 2021 (PDLP), prior to commencement of construction (10 August 2022). No changes.</p> <p>Practitioners specialise in:</p> <ul style="list-style-type: none"> • Public art/cultural interpretation public art and Aboriginal cultural heritage (one individual) • European cultural heritage (one individual) • Landscape architecture and Active transport (two individuals, one lead, one consultant) <p>Original meeting minutes as per previous audit:</p> <ul style="list-style-type: none"> • 11 December 2020 DD Urb Des Review Panel • 13 October 2021 DD Urb Des Review Panel <p>Includes issues, actions, and response from TfNSW.</p> <p>Timing of this condition is no longer triggered.</p>		Not Triggered
5.69	E	E69	A Place, Design and Landscape Plan must be prepared to inform the final design of the CSSI and to give effect to the commitments made in the documents listed in Condition A1 . The Plan does not apply to works, which	TFNSW	The Place, Design and Landscape Plan (Rev C dated 17 March 2022) remains unchanged and was prepared as previously evidenced.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			for technical, engineering, or ecological requirements, or other requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes.		Timing of this condition is no longer triggered.		
5.70	E	E70	<p>The Place, Design and Landscape Plan must be prepared by a suitably qualified and experienced person in consultation with relevant councils, Western Sydney Parklands Trust, Heritage NSW, the community and affected landowners and businesses. The Place, Design and Landscape Plan must include, but not be limited to:</p> <ul style="list-style-type: none"> an analysis of the built, natural, heritage and community context and the urban design objectives, principles and standards for the CSSI; identification of opportunities for heritage interpretation during design and construction consistent with the Heritage Interpretation Plan required by Condition E27; the design of the CSSI elements including their form, materials and detail; the design of the CSSI landform and earthworks; the location of existing vegetation, areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities. active transport infrastructure, including amenities to be provided along the shared user path; developed visualisations, cross sections and plans showing the proposed design outcome; demonstrated integration of Crime Prevention Through Environmental Design principles into the detailed design process; and details of strategies to rehabilitate, regenerate or revegetate disturbed areas including riparian corridors and successfully establish and maintain the resulting new landscape and associated elements. 	TFNSW	<p>The Place, Design and Landscape Plan (PDLP) addresses the following:</p> <ul style="list-style-type: none"> (a) Section 2 Contextual Analysis (b) Section 3 Urban Design, specifically 3.7 Aboriginal cultural interpretation, 3.8 Non-Aboriginal heritage interpretation. Also Appendices D and E. (c) Section 3 Urban Design and Section 5 Bridges and walls (d) Section 4.6 Landform and earthworks (e) Section 4 Landscape Design including 4.7 Restoration of local vegetation communities and 4.8 Seed collection and plant propagation (f) Section 3.6 Shared corridor and Section 5.6 Shared path connections (g) Appendix A, B and C as well as throughout the plan. (h) Section 3.11 Crime prevention through environmental design. (i) Section 4.10 Strategies to revegetate disturbed areas. <p>Unchanged from previous audits. Team and contributors included: TFNSW, Hassell, GHD Woodhead, Balarinji, Extent Heritage Advisors, and Toolijooa.</p> <p>Timing of this condition is no longer triggered.</p>		Not Triggered
5.71	E	E71	<p>Revegetation and the provision of replacement trees must be informed by a Tree Survey undertaken during detailed design. The Tree Survey must identify the number, type and location of any trees to be removed. The Tree Survey must be submitted to the Planning Secretary for information with the Place, Design and Landscape Plan.</p> <p>Where trees are to be removed, the Proponent must provide a net increase in the number of replacement trees at a ratio of 2:1, except trees that are offset under Condition E3. Replacement trees must have a minimum pot size consistent with the relevant authority's plans / programs / strategies for vegetation management, street planting, or open space landscaping, or as agreed by the relevant authority(ies).</p>	TFNSW CPBGG-JV	<p>Planting ongoing and evidenced as per site inspection. BKH Landscaping maintain a register and are managed by CPBGG JV engineers.</p> <p>Planting Register presented – separate tabs for the following:</p> <p>Plant Supply Splits e.g., Knobby Club Rush, Tubestock, P4 Skirt Mix, supplied by BK, Total Qty: 10337, 900 for 19 May 2025 at EDR, 591 for 16 June 2025 at Zone 1&2, 382 for 23 June 2025 at Zone 3&4, 1468 on 30 June 2025 at AAR.</p> <p>Summary tab split by location (Zones 1&2, 3&4, AAR, EDR) + total number per area.</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<i>Note: For the purposes of this condition, the relevant authority is that State or local government authority that owns or manages the land on which the replacement trees will be planted.</i>		TR1 and TR2 tabs lists status of planting in accordance with Drawing No. e.g., Garden Bed No. 190, Westbound, Chainage 11050 to 11070, Drawing No. M12WDD-WSP-ML1-LA-DRG-001102, Mulch Qty 8.78, Ready for Planting 'Y'; Planted 'Y', P5 New Splits details the species at bio basins e.g., Basin 16500 Tussock Grass Tubestocks supplied by Toolijooa. Replacement Plants lists the codes of species planted e.g., 'MELLIN' for Melaleuca Linarifolia (Flax Leaf Paperbark).		
5.72	E	E72	Construction of permanent surface built works or landscaping that are the subject of the Place, Design and Landscape Plan must not be commenced (in the area to which the Place, Design and Landscape Plan applies) until the Place, Design and Landscape Plan has been submitted to the Planning Secretary for information, after considering advice received from the Design Review Panel committed to by the Proponent.	TFNSW CPBGG-JV	BKH Landscaping continue to be engaged as per Condition E71 above. Landscaping progress evident during audit site inspection.		Compliant
5.73	E	E73	The Place, Design and Landscape Plan must be implemented during construction and operation.	TFNSW CPBGG-JV	As per M12 Detailed Design Package - (West) CM+ Context (Landscape Architects) and WSP e.g., M12 Motorway Detailed Design Landscape works Package 1 – West. BKH Landscaping have removed the mulch design as per PDLP and replaced with the grass median strip. Landscaping appeared to be progressing well as observed during site inspection.		Compliant
5.74	E	E74	Operational Maintenance The ongoing maintenance and operation costs of place, open space, landscaping and recreational items and work implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Before the transfer of assets, the Proponent must maintain items and work to at least the maintenance requirements established in the Place, Design and Landscape Plan , required by Condition E69 .	TFNSW	The M12 Motorway Project is under construction. This condition is not yet triggered.		Not Triggered
	E		SOCIO-ECONOMIC, LAND USE AND PROPERTY				
5.75	E	E75	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	TFNSW CPBGG-JV	CPBGG JV Utilities Management Plan M12 - Motorway West, ref: M12WCO-CPBGGJV-ML1-UC-PLN-000001, Rev 00, 24 June 2022 (unchanged from previous audit). It includes:		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Proponent in consultation with service providers must ensure that disruption to services resulting from the CSSI are avoided where possible and where unavoidable, customers are advised in accordance with the Communication Strategy required under Condition B1 .		<ul style="list-style-type: none"> Section 8 Procedure for Coordination of Utility Adjustment Works Section 13 Interface with Authorities Section 14 Authority Specific Requirements, and Appendix A Public Utilities Relocation Strategy. 		
5.76	E	E76	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, including all listed heritage items and buildings/structures of heritage significance as identified in the documents listed in Condition A1 . 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 one (1) month before the commencement of all other potentially impacting works.	CPBGG-JV	As actioned prior to the audit period. No changes. A Pre-Construction Condition Survey - Georeferenced Video was prepared by AusDilaps on the 12 July 2022 (ref ADN22241F) which included properties on Elizabeth Drive provided this audit and previous audit. Pre-Construction Condition Survey 23 September 2022 for M12 West - AF10 Littlefields and Gates Road, Luddenham NSW. The Pre-Condition Survey Tracker spreadsheet continues to be in place. Unresponsive resident continued to be chased for survey as per line item 6 – phone call made on the 8 November 2022, email on 9 November 2022, email and formal letter sent 5 December 2022. Still no response. Only 2 actioned as 2 only confirmed. Timing of this condition is no longer triggered.		Not Triggered
5.77	E	E77	Where pre-construction surveys have been undertaken in accordance with Condition E76 , subsequent post-construction 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 four (4) months following the completion of construction activities that have the potential to impact on the structure / asset.	CPBGG-JV	CPBGG-JV confirmed that no damage to structures to date. Post construction surveys not yet triggered.		Not Triggered
5.78	E	E78	Where damage has been determined to occur as a result of the CSSI, 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 activities that have the potential to create damage unless another timeframe is agreed with the owner. Alternatively,	CPBGG-JV	CPBGG-JV confirmed that no damage to structures to date requiring rectification.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			the Proponent may pay compensation for the damage as agreed with the owner.				
5.79	E	E79	Agricultural Operations The CSSI must be delivered in a manner that minimises intrusion, as far as reasonably practicable, and disruption to agricultural operations/activities in surrounding properties (e.g., stock access, access to farm dams, etc.), unless otherwise agreed by the landowner.	CPBGG-JV	CPBGG-JV confirmed there have been no disruptions. Local farmers are granted access as needed. Cattle underpass as part of the alignment. Allowed access for grass cutting. Comms manager has organised with the site supervisors. Another one at Cosgroves Creek.		Compliant
5.80	E	E80	Where the viability of existing agricultural operations will be impacted by the CSSI, the Proponent must, at the request of the landowner, employ a suitably qualified and experienced independent agricultural expert to assist in identifying management measures to address the identified impacts. Where the Proponent has commenced the requirements of this condition, prior to determination of the CSSI, the Proponent may rely on these activities to fulfil this requirement.	TFNSW CPBGG-JV	TFNSW and CPBGG-JV confirmed that no agricultural operations or activities affected by the project.		Not Triggered
5.81	E	E81	Upper Canal System The Proponent must have regard to the <i>Upper Canal Pheasants Nest to Prospect Reservoir Conservation Management Plan</i> (NSW Public Works Governments Architect's Office, 2016) and <i>Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines</i> (WaterNSW, 2020) when constructing the CSSI.	TFNSW	Applicable to M12 East package only.		Not Triggered
5.82	E	E82	Construction and operation of the CSSI must not destroy, modify or otherwise cause direct or indirect damage to the Upper Canal System, including the Cecil Hills Tunnel, and Tunnel Shafts 3 and 4.	TFNSW	Applicable to M12 East package only.		Not Triggered
5.83	E	E83	Property Access Any property access that is physically affected by the CSSI must be reinstated to at least an equivalent standard, in consultation with the landowner or alternative access provided in consultation with the landowner.	CPBGG-JV	CPBGG-JV confirmed that no property access have been affected during the audit period.		Not Triggered
	E		SOILS				
5.84	E	E84	All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise water pollution. When implementing such controls, any relevant guidance in the <i>Managing Urban</i>	CPBGG-JV	The following Progressive Erosion and Sediment Control Plans were presented as evidence + PESCP Minor amendments register sighted:		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<i>Stormwater, Soils and Construction Vol.1 (Landcom, 2004) and Vol. 2D Main Road Construction (DECC, 2008) must be considered.</i>		<ul style="list-style-type: none">PESCP 001 – AF02 Batch Plant, Rev 7 dated November 2024 with minor amendment actioned April 2025. Register notes last CPESC endorsement 11/11/2024PESCP 004 – Northern Road to Cosgroves Creek, Rev 9 dated 11 November 2024 with minor amendment actioned April 2025. Register notes last CPESC endorsement 11/11/2024PESCP 005 – Cosgroves Creel to M12 Central Boundary, Rev 7 dated 28 April 2024. Register notes last CPESC endorsement 29/04/2025.PESCP 006 – Interchange to WSA, Rev 12 dated 12 November 2024 with minor amendment actioned 14 March 2025. Register notes last CPESC endorsement 11/11/2024 – with update for Rev 13 dated 14/04/2025 noted to be underway <p>Soil Conservationist joined the ER and TfNSW inspection 27/03/2025 + on 17/12/2024.</p> <p>SEEC 27 March 2025 Ref 21000635-SCR-23-20250327-00 following inspection on 27 March 2025. Close out with issues listed and close out photos provided – sent via TeamBinder ref 000455 on 2 April 2025 to TfNSW – CPBGGJV response – only sent to SEEC if TfNSW reviews and is not happy with close out.</p> <p>Sent to SOS Environmental on 28 April 2025 for PESCP 005 Rev 7 – Soil Con on 29 April 2025 confirming updated plans and concur with changes within the plans.</p> <p>Removal of basins request for review 16/04/2025 – response 22 April 2025 – confirming and endorsing removal of basins.</p>		
5.85	E	E85	Contaminated sites Prior to the commencement of any Work that would result in the disturbance of potential or contaminated soils, materials, groundwater or sediments, a Detailed Site Investigation Report(s) 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	CPBGG-JV	Detailed Site Investigation (DSI) undertaken as per Sydney Environmental Group report as previously evidenced: ref 1850-DSI-01-100323 V1 10 March 2023, Stage 2. Sydney Environment is engaged, certification number: 1375 CEnvP General Certification for Sydney Environmental Group has reviewed and signed off the DSI report. It is noted that this certification is not CEnvP		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>Management (CPSS CSAM) scheme. The Detailed Site Investigation Report(s) must be prepared in accordance with guidelines made or approved under section 105 of the <i>Contaminated Land Management Act 1997</i>.</p> <p><i>Note: Where Preliminary and Detailed Site Investigations 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>(Site Contamination) as required by E85. 4 official cells split into 2 parts each. Sydney Enviro has undertaken validation results – targeting to close out the validation of remaining areas prior to finalisation of the validation report. IAA 3, 4 upcoming. Audit Site Statement will be A2.</p> <p>Letter inserted at the front of the DSI – letter sighted from Sydney Environmental dated 10 February 2025 CEnvP Accreditation No. SC40942 – sign off included.</p>		
5.86	E	E86	<p>The Detailed Site Investigation Report(s) must provide details on:</p> <ul style="list-style-type: none"> (a) primary sources of contamination, for example potentially contaminating activities, infrastructure (such as underground storage tanks, fuel line, sumps or sewer lines) or site practices; (b) contaminant dispersal in air, hazardous ground gases, surface water, groundwater, soil vapour, separate phase contaminants, sediments, infrastructure (e.g. concrete), biota, soil and dust; (c) contaminant characterisation and behaviour (volatility, leachability, speciation, degradation products and physical and chemical conditions on-site which may affect how contaminants behave); (d) potential effects of contaminants on human health, including the health of occupants of built structures (for example arising from risks to service lines from hydrocarbons in groundwater, or risks to concrete from acid sulphate soils) and the environment; (e) potential and actual contaminant migration routes including potential preferential pathways; (f) the adequacy and completeness of all information available for use in the assessment of risk and for making decisions on management requirements, including an assessment of uncertainty; (g) the review and update of the conceptual site model from the preliminary and detailed site investigations; (h) nature and extent of any existing remediation (such as impervious surface cappings); and/or (i) whether the land is suitable (for the intended final land use) or can be made suitable through remediation. 	CPBGG-JV	<p>Detailed Site Investigation ref 1850-DSI-01-100323 V1f 10 March 2023, Stage 2 by Sydney Environmental Group was noted to include the following:</p> <ul style="list-style-type: none"> (a) Section 4 Previous Assessments, Section 5 Conceptual Site Model Development (b) Section 5.2 Potential Contaminants of Concern (c) Section 5.2 Potential Contaminants of Concern (d) Section 5.7 Direct Contact – Human Health, 5.8 Inhalation / Vapour Intrusion – Human Health (e) Section 5.2 Potential Contaminants of Concern (f) Section 7 Data Quality Objectives (g) Section 12 Discussion, Section 13 Revised Conceptual Site Model (h) Section 14 Conclusions and Recommendations (i) Section 14 Conclusions and Recommendations 		Compliant
5.87	E	E87	<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</p>	CPBGG-JV	<p>To close out the previous self-reported non-compliance, the Project Remediation Action Plan and Interim Audit Advice (IAA) was submitted to DPHI on 16 September 2024 (SSI-9036-PA-357).</p> <p>No IAAs received during the audit period.</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<p>EPA accredited Site Auditor that 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 endorsed 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>		LTEMP and Validation Report are still in progress.		
5.88	E	E88	<p>A Section A1 or Section A2 Site Audit Statement (accompanied by an Environmental Management Plan) and the accompanying Site Audit Report, which states 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 relevant council(s) for information 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 A1 or Section A2 Site Audit Statement is obtained which states that the land is suitable for that purpose and any conditions on the Section A1 or Section A2 Site Audit Statement have been complied with.</p> <p>Nothing in the conditions prevents the Proponent from obtaining Section A Site Audit Statements for individual parcels of remediated land.</p>	CPBGG-JV	Final Site Audit Statement to be provided towards the end of the project. LTEMP and Validation Report are still in progress.		Not Triggered
5.89	E	E89	<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. The procedure must include details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved.</p>	TFNSW CPBGG-JV	<p>Procedure as part of the Construction Contaminated Land Management Sub-plan (M12WCO-CPBGG-ALL-EVCT-PLN-000001, Rev 02, 22 October 2024):</p> <ul style="list-style-type: none">Appendix A – Unexpected Contaminated Land Finds Procedure. Roles and responsibilities included under Section 1.4 and throughout the procedure itselfAppendix B – Asbestos Management Plan Roles and responsibilities included under Section 1.5 and throughout the procedure itself		Compliant
5.90	E	E90	<p>The Unexpected Contaminated Land and Asbestos Finds Procedure must be implemented throughout the duration of Work.</p>	CPBGG-JV	Asbestos Register has 69 finds in total. Notes 3 x finds, referenced as ASB69 and ASB70 and ASB71 dated 31 January 2025.		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					<p>Works were occurring for continued conduit removal. Removed 31 January 2025; clearance certificate by Sydney Environmental Group "Asbestos Materials Clearance Inspection Report" reference 1850-ASBCLR-140-050225.v1f dated 4 February 2025. Inspection actioned by LAA001585. Summary of results:</p> <p>Sample ID: CONDUIT-VAL Laboratory ID: 25-Ja0052729 Date Sampled: 31 January 2025 Analytical Result: No asbestos detected at the reporting limit of 0.001 % w/w. Report concludes:</p> <ul style="list-style-type: none">Visual examination of subject area indicated no evidence of asbestos containing materials on the residual soil surface following removal works;Asbestos air monitoring undertaken during the removal and encapsulation works revealed that the concentration of airborne fibres was below 0.01 fibres/mL;Asbestos was not detected within the soil samples collected from the subject area following the removal works;The subject areas is considered safe with regards to the asbestos hazard at the time of the visual inspections. <p>Chain of Custody also sighted – ref 1182829.</p>		
	E		SUSTAINABILITY				
5.91	E	E91	A Sustainability Strategy must be prepared to achieve a minimum excellent 'Design' and 'As built' rating under the Infrastructure Sustainability Council of Australia infrastructure rating tool.	TFNSW CPBGG-JV	<p>M12 Motorway Sustainability Strategy prepared, ref A4199125 Rev C, 10 May 2022 is unchanged since previous audit.</p> <p>Appendix A10 Climate Change Monitoring and Adaptive Management Framework also developed for the M12 Motorway West.</p> <p>Sustainability Management Plan 27 October 2023 – issued to TfNSW as per TB reference TX-000058 13 September 2023 Rev 01 M12WCO-CPBGGJV-ALL-SB-PLN-000001.</p> <p>Credit tracker presented for As-Built R1 Progress Review. Currently expecting to achieve lower / medium</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
					risk, higher dependent on round 1 outcome. Currently looking at 65-66, however likely to be higher.		
5.92	E	E92	The Sustainability Strategy must be submitted to the Planning Secretary for information before the commencement of construction and must be implemented throughout construction and operation.	TFNSW CPBGG-JV	M12W Sustainability Program 18022025 – Overview tab overall – currently showing 81.8%. Quarterly Sustainability Report 1 October 2024 to 31 December 2024 Report No. 10 signed 20/01/2025. Includes Round 1 As-Built – refer to RFI. Potential PPE recycling – currently investigating.		Compliant
	E		TRAFFIC AND TRANSPORT				
5.93	E	E93	The Planning Secretary's approval is required before any heavy vehicles used for spoil and fill haulage or concrete deliveries (for the purpose of the CSSI) are driven on local roads within one (1) kilometre of early works, construction and construction ancillary facilities and that are not identified for use by heavy vehicles in the documents listed in Condition A1 . The local roads must be identified in the Early Works Environment Management Plan and Traffic Management CEMP Sub-plan .	TFNSW CPBGG-JV	TfNSW and CPBGG-JV confirmed no changes to haul routes. Early Works Environmental Management Plan for temporary roundabout early works (M12 Motorway Early Works Environmental Management Plan Zinfra Early Works, ref M12PPW-ADAP-ALL-EN-PLN-000057, Rev H, 5 August 2022) determined no local roads beyond those outside the Environmental Assessment Documentation are expected to be utilised. Timing of this condition is no longer triggered.		Not Triggered
5.94	E	E94	All requests to the Planning Secretary for approval to use local roads in accordance with Condition E93 , must include a traffic and pedestrian impact assessment and be prepared in consultation with the relevant local council(s). The assessment must be undertaken by an appropriately qualified and experienced person and must include a swept path analysis if required by the Department. The traffic and pedestrian impact assessment must: <ul style="list-style-type: none"> (a) demonstrate that the use of local roads will not compromise the safety of the public and have no more than minimal amenity impacts; (b) provide details as to the date of completion of the road dilapidation surveys for the subject local roads; and (c) describe 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. The outcomes and recommendations of the traffic and pedestrian impact assessment must be incorporated into the Site Establishment Management Plan or Traffic Management CEMP Sub-plan as relevant.	TFNSW CPBGG-JV	TfNSW and CPBGG-JV confirmed that no Department approval has been required for any additional local roads. All as per the EIS.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.95	E	E95	<p>Before any local road is used by a heavy vehicle for the purposes of the CSSI, a Road Dilapidation Report must be prepared for the road unless otherwise agreed by the relevant road authority. A copy of the Road Dilapidation Report must be provided to the relevant road authority within three (3) weeks of completion of the survey and at least two (2) weeks before the road is used by heavy vehicles associated with the construction of the CSSI.</p> <p>If damage to roads occurs as a result of the construction of the CSSI, the Proponent must rectify the damage to restore the road to at least the condition it was in pre-construction in consultation with the relevant road authority. Rectification works must be undertaken within three (3) months of the subject road no longer being used for the construction of the CSSI unless an alternative timeframe is agreed to by the relevant road authority.</p>	CPBGG-JV	<p>No new dilapidation reports required. A Road Dilapidation Report was prepared by AusDilaps on the 12 July 2022 (ref ADN22241F) as part of a Pre-Construction Condition Survey - Georeferenced Video which included properties as well as roadways on Elizabeth Drive. Types of defects (e.g., cracking, potholing) and their location were listed.</p> <p>CPBGG-JV confirmed that no damage to roads has occurred as a result of the M12 West construction.</p> <p>Timing of this condition was not triggered during the audit period.</p>		Not Triggered
5.96	E	E96	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 affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected residents, businesses and 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.	CPBGG-JV	CPBGG-JV confirmed that no pedestrian or vehicular access or parking affected. Also as verified during site inspection.		Compliant
5.97	E	E97	<p>Road Safety</p> <p>The CSSI (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 Guide to Traffic Management.</p>	TFNSW CPBGG-JV	TFNSW and CPBGG-JV confirmed no changes to design. Refer to below for Road Safety Audits actioned for traffic switches.		Compliant
5.98	E	E98	<p>An independent Road Safety Audit is to be undertaken by an appropriately qualified and experienced person during design development (audit of the plans) and prior to opening (preopening audit) to assess the safety performance of new or modified roads (road safety audit), parking, pedestrian and cycle infrastructure provided as part of the CSSI (including ancillary facilities) to ensure that they meet the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management.</p> <p>Audit findings and recommendations of the detailed design plans (audit of the plans) must be actioned before construction of the relevant infrastructure. The pre-opening audit findings and recommendations must be actioned prior to the relevant infrastructure being made available for use.</p>	TFNSW CPBGG-JV	<p>M12 Motorway: Elizabeth Drive Stage 6A Traffic Switch, Roadwork Traffic Scheme Road Safety Audit Report 19 November 2024 by Samsa Consulting, M12 ED Stg6A_PO RSA.docx.</p> <p>Includes formal audit statement:</p> <p>This road safety audit has been undertaken by Samsa Consulting Pty Ltd, using the references and documentation detailed previously and site inspections of the subject project area during both daylight and night conditions. While the road safety audit may provide recommendations about possible remedial measures in response to identified road safety issues, it is ultimately the responsibility of CTS and the relevant road authority to determine how best to respond to each identified road safety issue. The audit has been undertaken for the sole purpose of identifying any road safety-deficient features</p>		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			All audit findings must be made available to the Planning Secretary on request, within the timeframe stated in the request.		and road safety risks of the recently amended road section. Every effort was made to ensure that all relevant road safety issues were considered and the findings are the opinion and judgement of the audit team. 15 April 2025 report also actioned, M12 ED Stg7_PO RSA.docx with statement as aligned to the above.		
5.99	E	E99	Pedestrian and Cyclist Access Safe pedestrian and cyclist access must be maintained around work sites during Work. In circumstances where pedestrian and cyclist access is restricted or removed due to Work, an alternate route which complies with the relevant standards must be provided and signposted.	CPBGG-JV	Not applicable for M12 West. Applicable to M12 East project.		Not Triggered
	E		WASTE				
5.100	E	E100	Waste generated during Work 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.	CPBGG-JV	Appendix B9 Construction Waste and Resources Management Sub-plan (M12WCO-CPBGG-ALL-EVAH-PLN-000001, Rev 02, 22 October 2024) includes Waste Management under Section 5.		Compliant
5.101	E	E101	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the conditions of an EPL for the CSSI, or 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.	CPBGG-JV	Material being used predominantly onsite. Only crushed rock e.g., 25 February 2025 imported WHT sandstone and aggregate facility. WHT December 2024 cumulative quantity at 24.991T.		Compliant
5.102	E	E102	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, except in accordance with Condition E15 .	CPBGG-JV	No material / waste has been disposed offsite to landfill		Not Triggered
5.103	E	E103	All waste generated by Works must be classified in accordance with the EPA's <i>Waste Classification Guidelines</i> , with appropriate records and disposal dockets retained for audit purposes.	CPBGG-JV	M12W Waste Volume Register continually maintained, currently up to March 2025 – mostly Aussie Skips.		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.104	E	E104	<p>The Proponent must develop and implement a waste tracking register prior to waste generated by Work that details:</p> <ul style="list-style-type: none"> (a) the quantity of each type of waste generated, its classification and source location (recorded using latitude and longitude coordinates); (b) the destination location(s) for all wastes generated during Work; (c) the quantities of any waste types imported onto the CSSI site, including their classification and emplacement location (recorded using latitude and longitude coordinates); (d) the quantities and types of wastes 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>The waste tracking register must be made available to the Planning Secretary and EPA on request, within the timeframe stated in the request.</p>	CPBGG-JV	<p>Mostly sandstone imported.</p> <p>Routine Tunnelling Material Compliance Assessment CAM-MAC1 – Stockpile Cammeray Golf Course (WHT10), Report reference: 23.0643 CAM-MAC1-NOV23_v1f, 14 December 2023. Confirmed as SAND: medium to coarse grained, light grey with sandstone gravels to boulders, moist. No asbestos identified. Section 143 presented, confirming VENM compliant with the Western Harbour Tunnel Stage 2 tunnelling material order November 2023 signed and dated 18 December 2023 for 50,000m3 of sand/sandstone.</p> <p>Also sighted Material Test Report, Report Number: A201023.0643.00-1, Issue Number: 1, Date Issued: 05/12/2023.</p> <p>Letter from CPBGG-JV dated 18 December 2023 confirming acceptance of VENM in accordance with Resource Recovery Exemption - The Excavated Natural Material Order 2014 from the Western Harbour Tunnel Cammeray Golf course construction support site between Earnest Street and Rosalind Street, Cammeray, NSW, 2062.</p> <p>No requests to provide to the EPA or DPHI.</p>		Compliant
	E		WATER				
5.105	E	E105	<p>The CSSI must be designed, constructed and operated so as to maintain the <i>NSW Water Quality Objectives</i> where they are being achieved as at the date of this approval, and contribute towards achievement of the <i>NSW Water Quality Objectives</i> over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the <i>NSW Water Quality Objectives</i>, in which case those requirements must be complied with.</p> <p><i>Note: If it is proposed to discharge construction stormwater to waterways, a Water Pollution Impact Assessment will be required to inform licensing, consistent with section 45 of the POEO Act. Any such assessment must be prepared in consultation with the EPA and be consistent with the National Water Quality Guidelines, with the level of detail commensurate with the potential water pollution risk.</i></p>	TfNSW CPBGG-JV	<p>Horiba monitor now in use only. Sighted Permit No. 1813 dated 2 April 2025 - signed by supervisor 2 May 2025. Calibration Meter box added to close out previous audit finding. Levels recorded as pH 7.58, NTU 42.6, no visible oil or grease.</p> <p>Discharge Register in place - M12 West Sediment Basin Discharge Register – last entry 13/05/2025 – date tested 12/05/2025 NTU 39.6, pH 7.27 Permit No 1837 notes no visible oil or grease.</p>		Compliant
5.106	E	E106	Drainage feature crossings (permanent and temporary watercourse crossings and diversions) and drainage swales and depressions must be	TfNSW	No changes during audit period. WSP technical report (M12 Motorway Package 1 – West Hydrologic and Hydraulic Assessment Report, M12WDD-WSP-ALL-SD-		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			carried out in accordance with relevant guidelines and designed by a suitably qualified and experienced person.	CPBGG-JV	RPT-000001 Rev F, 8 October 2021) describes the hydrologic and hydraulic modelling undertaken to support the M12W 100% detailed design development: <ul style="list-style-type: none"> The flooding and drainage design criteria per the Department Project Approval Update of flood models to reflect design development; and Refinement of flood impact assessment with a focus on the interface with WSA and Sydney Metro Greater West (SMWSA). Drainage and Water Quality Detailed Design Report (M12WDD-WSP-ALL-SD-RPT-000002) is also referred throughout the report. <p>Temporary crossings still in place.</p>		
5.107	E	E107	Work on waterfront land must have regard to the <i>Guidelines for controlled activities on waterfront land – Riparian Corridors (NRAR, 2018)</i> , <i>Controlled activities on waterfront land – Guidelines for watercourse crossings on waterfront land (NSW Office of Water, 2012)</i> and <i>Policy and Guidelines for Fish Habitat Conservation and Management (DPI Fisheries, 2013)</i> .	TfNSW CPBGG-JV	As per detailed design. A Permit Register (live) is in place as sighted for any dewatering. <p>No works near waterways during audit period. Temporary crossings still in place. PESCPs in place as per Condition E84</p>		Compliant
5.108	E	E108	The Proponent must consult DPI Fisheries and EES during the detailed design of the watercourse crossings. The consultation must include: <ul style="list-style-type: none"> (a) design of bridges; (b) design of scour protection; and (c) details of riparian revegetation. 	TfNSW	No further consultation required. Consultation with DPI Fisheries and EES was demonstrated as follows: <ul style="list-style-type: none"> Transmittal dated 26 March 2021 M12CDD-TfNSW-TX-000511 from TfNSW to DPI Fisheries and EES for Bridge over Cosgroves Creek – West. DPI Fisheries review as per letter for both Central and West packages e.g. Bridge over Badgerys Creek M12WDD-WSP-ML1BR05-BR-RPT-0000001.C, 22 April 2021. TfNSW response letter 27 May 2021 to DPI Fisheries with Attachment A responses. <p>Timing of this condition is no longer triggered.</p>		Not Triggered
5.109	E	E109	Rehabilitation and revegetation of the riparian corridor and banks of watercourses impacted by the CSSI must be commenced within three (3) months of the completion of the watercourse work, bridge works (sub-structure, super-structure and pavement) and any other construction work required in the riparian corridor.	CPBGG-JV	Rehabilitation of riparian corridor has occurred; however, temporary crossings are still in place.		Compliant

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.110	E	E110	Stormwater Drainage All new or modified drainage systems associated with the CSSI must be designed to: <ul style="list-style-type: none"> (a) where stormwater drainage is discharged to a council's stormwater system, meet the capacity constraints of any council's drainage system to receive and convey the proposed flows from the CSSI, or otherwise upgrade council's drainage system at the Proponent's expense, in consultation with the relevant council(s); (b) minimise impacts on the receiving environment at the final outflow point resulting from any additional flow volume (including, but not limited to scour, flooding, water quality impacts, and impacts on riparian vegetation, aquatic ecology and property); and (c) ensure mitigation measures are implemented where increased flows through cross drainage systems adversely impact on council or Sydney Water drainage infrastructure and the receiving environment. 	TfNSW C PBGG-JV	No changes to detailed design. 100% Detailed Design Culvert Catchment maps 1 to 6 dated 30 June 2021 by WSP. As per WSP technical report (M12 Motorway Package 1 – West Hydrologic and Hydraulic Assessment Report, M12WDD-WSP-ALL-SD-RPT-000001 Rev F, 8 October 2021) <ul style="list-style-type: none"> • There are no drainage connections to council stormwater systems aside from the 3 x RCP900 culvert under Luddenham Road. M12W Works at this location is discussed in Section 5.1. • The DPIE Project Approval and EIS do not specify any change in flow criteria. Any changes to peak flows will be minimised and assessed against the flood impact criteria as listed in Clause E17. Stormwater now installed. TfNSW and CPBGG-JV confirmed no discharges occurred during audit period.		Not Triggered
6	APPX	A	WRITTEN INCIDENT AND NOTIFICATION AND REPORTING REQUIREMENTS				
6.1	APPX A	1.	A written incident notification addressing the requirements set out below must be submitted to the Department via the Major Projects website within seven days after the Proponent becomes aware of an incident. Notification is required to be given even if the Proponent fails to give the notification required under Condition A44 or, having given such notification, subsequently forms the view that an incident has not occurred.	TfNSW CPBGG-JV	No material harm incidents to date.		Not Triggered
6.2	APPX A	2.	Written notification of an incident must: <ul style="list-style-type: none"> (a) identify the CSSI and application number; (b) provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident); (c) identify how the incident was detected; (d) identify when the Proponent became aware of the incident; (e) identify any actual or potential non-compliance with conditions of approval; (f) describe what immediate steps were taken in relation to the incident; (g) identify further action that will be taken in relation to the incident; and (h) identify a project contact for further communication regarding the incident. 	TfNSW CPBGG-JV	No material harm incidents to date.		Not Triggered

ID No.	CSSI Part	Req. No.	CSSI-9364 Requirement	Owner	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
6.3	APPX A	3.	Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, the Proponent must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested.	TfNSW CPBGG-JV	No material harm incidents to date.		Not Triggered
6.4	APPX A	4.	The Incident Report must include: (a) a summary of the incident; (b) outcomes of an incident investigation, including identification of the cause of the incident; (c) details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and (d) details of any communication with other stakeholders regarding the incident.	TfNSW CPBGG-JV	No material harm incidents to date.		Not Triggered

Appendix F – Consultation

Independent Environmental Audit - M12 Motorway (SSI-9364)



Nicholas Kumar

To: Barbara Pater

Cc: Tracey Austin; Daniel Saunders



Reply



Reply All



Forward



Tue 6/05/2025 12:28 PM



Follow up. Start by Tuesday, 6 May 2025. Due by Tuesday, 6 May 2025.

You replied to this message on 7/05/2025 6:28 PM.

EXTERNAL

Hi Barbara,

Thank you for the below email regarding the next independent environmental audit of the M12 Central and M12 West packages, SSI 9364 (Consent).

The Department does not require any additional issues for inclusion within the scope of the Audit that are not already captured by the Consent, and the Department's Independent Audit Post Approval Requirements (May 2020).

If you have any questions or concerns regarding the above, please feel free to contact me.

Kind Regards,
Nick

Nicholas Kumar

Senior Compliance Officer – Government Projects

NSW Planning | Department of Planning, Housing and Infrastructure



The Department of Planning, Housing and Infrastructure acknowledges the traditional custodians of the land and pay respects to Elders past and present. I also acknowledge all the Aboriginal and Torres Strait Islander staff working with NSW Government at this time

From: Barbara Pater**Sent:** Thursday, 24 April 2025 3:33 PM**To:** DPE PSVC Compliance Mailbox <compliance@planning.nsw.gov.au>**Cc:** Tracey Austin < >; Daniel Saunders < >**Subject:** Independent Environmental Audit - M12 Motorway (SSI-9364)

Dear Sir/Madam,

I am writing to advise that The APP Group – HSEQ Systems and Auditing (APP) will be conducting the next independent environmental audit of the M12 Motorway Project as a requirement of Infrastructure Approval SSI-9364 and the Department's *Independent Audit Post Approval Requirements* (IAPAR 2020).

The audit is planned for the 15 and 16 May 2025 and will include a review of the construction and associated compliance activities onsite for the M12 West and M12 Central packages, in accordance with SSI-9364 Schedule 2, Parts A, B, C, E and Appendix A.

In line with the consultation requirements of the *Independent Audit Post Approval Requirements* (IAPAR 2020), Section 3.2, APP seeks your input into the scope of the audit and advice on any particular areas where you would like us to focus on.



Please also advise if you wish for any stakeholders to be contacted to obtain their input into the scope of this audit.

Regards,

Barbara Pater

Exemplar Global Lead Environmental Auditor | Consultant – HSEQ Systems and Auditing



 app.com.au

Gadigal Country | Level 14, 10 Spring Street, Sydney, NSW 2000



The APP Group acknowledges Aboriginal and Torres Strait Islander Peoples as the Traditional Custodians of the Land, Rivers and Sea. We acknowledge and pay our respects to Elders past, present and emerging.

This email and any files transmitted with it are confidential and intended solely for the use of the individual to whom it is addressed. If you have received this email in error, please inform the postmaster@app.com.au or the sender. APP Corporation Pty Limited, ABN 29 003 764 770.

Appendix G – Audit Photos

M12 Central – Audit Photos – 15 May 2025



Former batch plant ancillary facility (AF12a) to be used as upcoming slurry management area



Former batch plant ancillary facility (AF12a) to be used as upcoming slurry management area

M12 Central – Audit Photos – 15 May 2025



Former Ancillary Facility site (AF12a) to be used for upcoming slurry management when grinding and grooving works commence. EWMS-08 for area currently under review.



M12C-06_OBS-01 (Ancillary Facility): Exclusion Zone signage missing at AF12a

M12 Central – Audit Photos – 15 May 2025



M12C-06_OBS-01 (Ancillary Facility): Exclusion zone flagging – area needs to be clearly defined at AF12a



M12C-06_OBS-01 (Ancillary Facility): Tidy up of sump controls required at AF12a

M12 Central – Audit Photos – 15 May 2025



M12C-06_OBS-01 (Ancillary Facility): Tidy up of controls at sump required at AF12a



M12C-06_OBS-01 (Ancillary Facility): Water diversion to be improved upon – construction of channels to manage the flow of dirty water required to prepare the site for use at AF12a.

M12 Central – Audit Photos – 15 May 2025



M12C-06_OBS-02 (Landscaping & Weed Management): Ongoing maintenance and rectification of landscaped areas throughout the site.



Construction of box culvert at Clifton Ave driveway (ongoing resolution with resident)

M12 Central – Audit Photos – 15 May 2025



Illegal dumping at Clifton Ave recorded as INC080



Indigenous art installation now complete

M12 Central – Audit Photos – 15 May 2025



M12C-06_OBS-02: (Landscaping & Weed Management) Maintenance required at Clifton Ave



Swale at former main compound Ancillary Facility (AF4). Weed management ongoing.

M12 Central – Audit Photos – 15 May 2025



Gate 1 access to former main compound (AF4) with weather station and dust monitor



Former main compound (AF4) now demobilised with areas grassed.

M12 Central – Audit Photos – 15 May 2025



M12C-06_OBS-02 (Landscaping & Weed Management): Ongoing stabilisation of landscaping required at former main compound (AF4) driveway required.



Evidence of weed spraying at Clifton Ave

M12 Central – Audit Photos – 15 May 2025



Box culvert and lined swale at Clifton Ave (former main compound area AF4)



M12C-06_OBS-03 (General Maintenance): New case of illegal dumping on Dungowan Place to be recorded.

M12 Central – Audit Photos – 15 May 2025



Illegal dumping on Dungowan Place. Waiting on test results to confirm presence of asbestos prior to removal, recorded as INC079



Illegal dumping on Dungowan Place as per incident INC078

M12 Central – Audit Photos – 15 May 2025



M12C-06_OBS-03 (General Maintenance): Rumble grid still at Gate 14 requires maintenance.



M12C-06_OBS-03 (General Maintenance): Materials being placed by SWC vehicle to be confirmed (as identified by ER)

M12 Central – Audit Photos – 15 May 2025



Permanent bio basin and fauna fencing



Fauna poles installed as confirmed by ecologist

M12 Central – Audit Photos – 15 May 2025



Former Hi Quality Yard (AFX) no longer in use and currently being decommissioned



Grass lined swales with rock placement

M12 Central – Audit Photos – 15 May 2025



Batter chute rectification works occurring at the time of the audit site inspection



Batter rectification as chutes were missing steel reinforcements

M12 Central – Audit Photos – 15 May 2025



Former Range Road Ancillary Facility with rock lined swale installed.



VMS board undergoing testing

M12 Central – Audit Photos – 15 May 2025



Concrete trays available for batter chute concrete pours



Fauna crossings now complete

M12 Central – Audit Photos – 15 May 2025



Fauna crossing installed as confirmed by ecologist



Ongoing landscaping with compost blanket in place. Batter appeared stabilised.

M12 Central – Audit Photos – 15 May 2025



Ongoing planting as sighted



M12 Central boundary to tie in with the M12 East package

M12 Central – Audit Photos – 15 May 2025



Indigenous artwork installed



Mulch being removed and will be replaced with a grass lined median strip

M12 Central – Audit Photos – 15 May 2025



Shared User Path – to be handed over to Western Sydney Parklands access (upcoming reduction to premise map)



TfNSW asset used as Ancillary Facility

M12 Central – Audit Photos – 15 May 2025



One of the tree canopies as completed at the Shared User Path meeting place as per PDLP



Clifton Ave bridge with Indigenous artwork on the far side

M12 Central – Audit Photos – 15 May 2025



Landscaping workers onsite



Fleurs Aerodrome infrastructure sits outside site boundary and did not appear impacted by works

M12 Central – Audit Photos – 15 May 2025



Riparian corridor appeared well maintained at South Creek



Swale leading into South Creek clear of debris. Fauna fencing now installed.

M12 Central – Audit Photos – 15 May 2025



Nest boxes at South Creek



M12C-06_OBS-02 (Landscaping & Weed Management): South Creek areas to be managed under defects period; however, it is noted that no impact to South Creek or riparian corridor was observed

M12 Central – Audit Photos – 15 May 2025

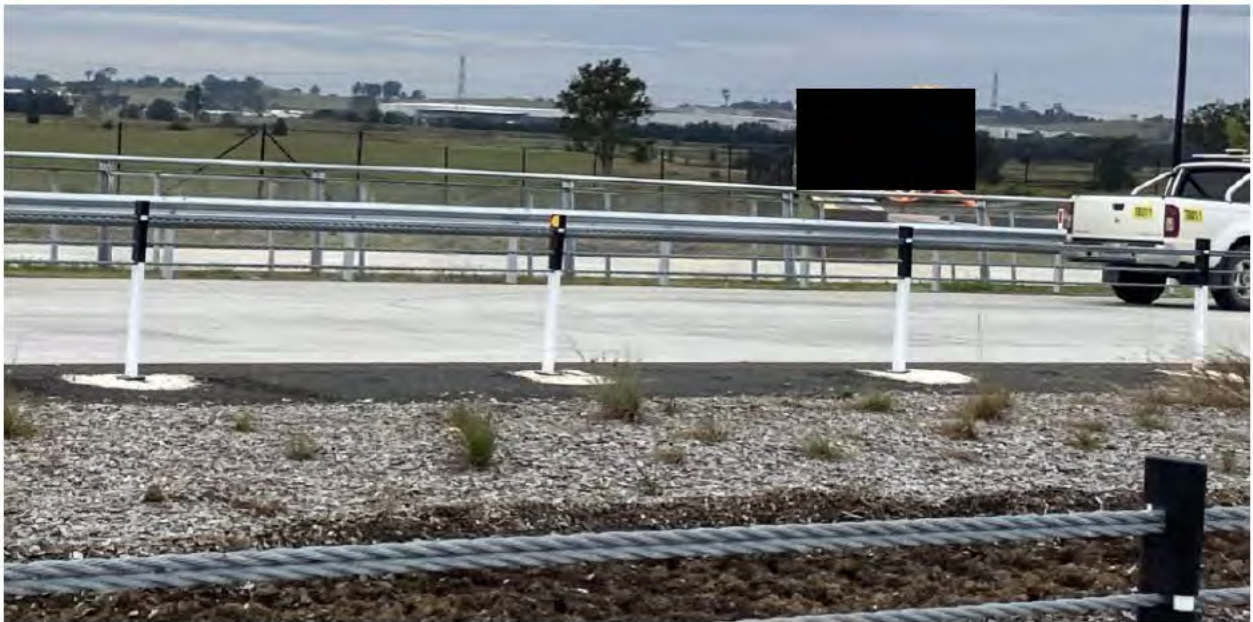


M12C-06_OBS-02 (Landscaping & Weed Management): South Creek at Bridge BR06 areas had not germinated and was confirmed by SWC/TfNSW that this will be managed under the defects process.



Lead canopy installed along the main line at Shared User Path.

M12 Central – Audit Photos – 15 May 2025



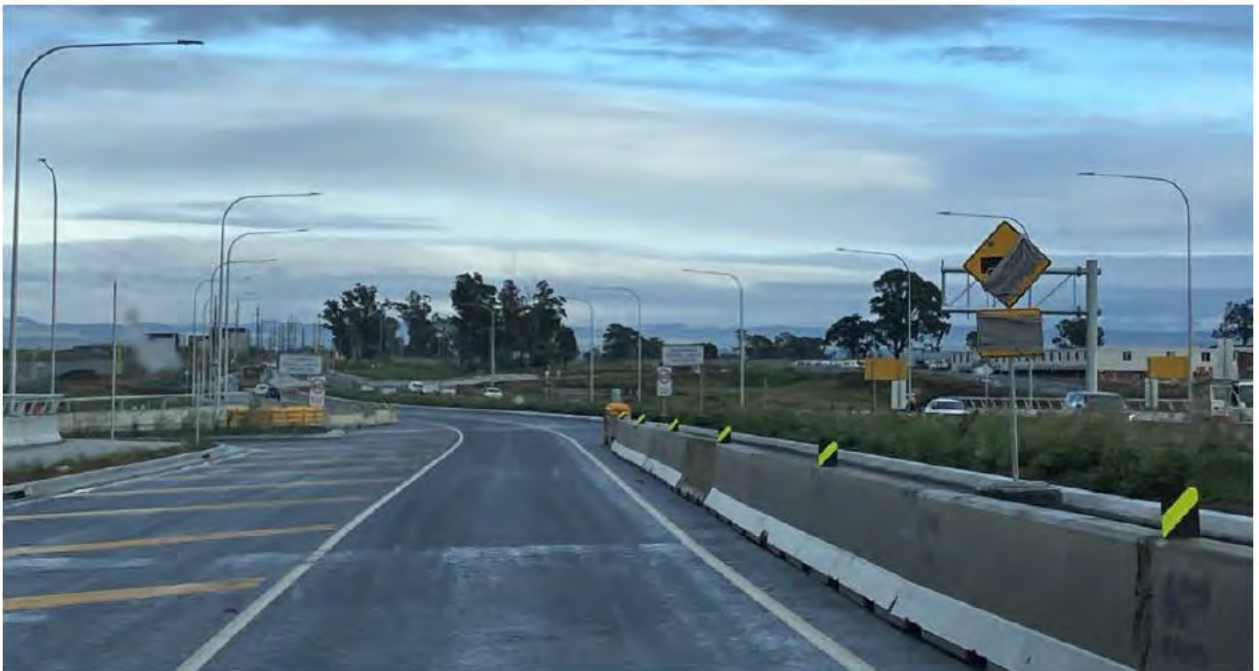
Lead canopy installed. Median strip rectification occurring.



Landscaping worker onsite.

M12 West – Audit Photos – 16 May 2025

Elizabeth Drive facing west



Elizabeth Drive facing east

M12 West – Audit Photos – 16 May 2025



Internal road at main site compound.



Laydown area at main site compound.

M12 West – Audit Photos – 16 May 2025



Batter works for seeding. Areas polymer sprayed.



Basin at main site compound

M12 West – Audit Photos – 16 May 2025



Waste bins continue to be managed by Aussie Skips



Nominated concrete waste area in use

M12 West – Audit Photos – 16 May 2025



Slurry catchment with signage.



Basin for treatment of grinding and grooving slurry

M12 West – Audit Photos – 16 May 2025



PR Water dosing unit which corrects pH in slurry prior to reuse.



Slurry material drying out for reuse

M12 West – Audit Photos – 16 May 2025



Overflow sump for slurry management with safety equipment available.



Main alignment with lighting now complete. Emu in the Sky sculpture visible in background.

M12 West – Audit Photos – 16 May 2025



Logs from M12 East package for reuse at Emu in the Sky



Concreters onsite

M12 West – Audit Photos – 16 May 2025



Cycle pathway joining to the Western Sydney Airport



Bridge 22 complete

M12 West – Audit Photos – 16 May 2025



Earthen bund installed with active vehicle movements in this area whilst the Emu in the Sky continues to be constructed



Rocks to be reused at Emu in the Sky site.

M12 West – Audit Photos – 16 May 2025



Mulch installed with ongoing landscaping



Grinding machine works

M12 West – Audit Photos – 16 May 2025



Grass lined median strip (formerly mulch)



Grass lined median strip (formerly mulch)

M12 West – Audit Photos – 16 May 2025



M12W-06_OBS-01: Displacement of sandbags throughout the site requiring removal or reinstatement as required.



M12W-06_OBS-01: Displacement of sandbags throughout the site requiring removal or reinstatement as required.

M12 West – Audit Photos – 16 May 2025



M12W-06_OBS-01: Displacement of sandbags throughout the site requiring removal or reinstatement as required.



M12W-06_OBS-01: Displacement of sandbags throughout the site requiring removal or reinstatement as required.

M12 West – Audit Photos – 16 May 2025

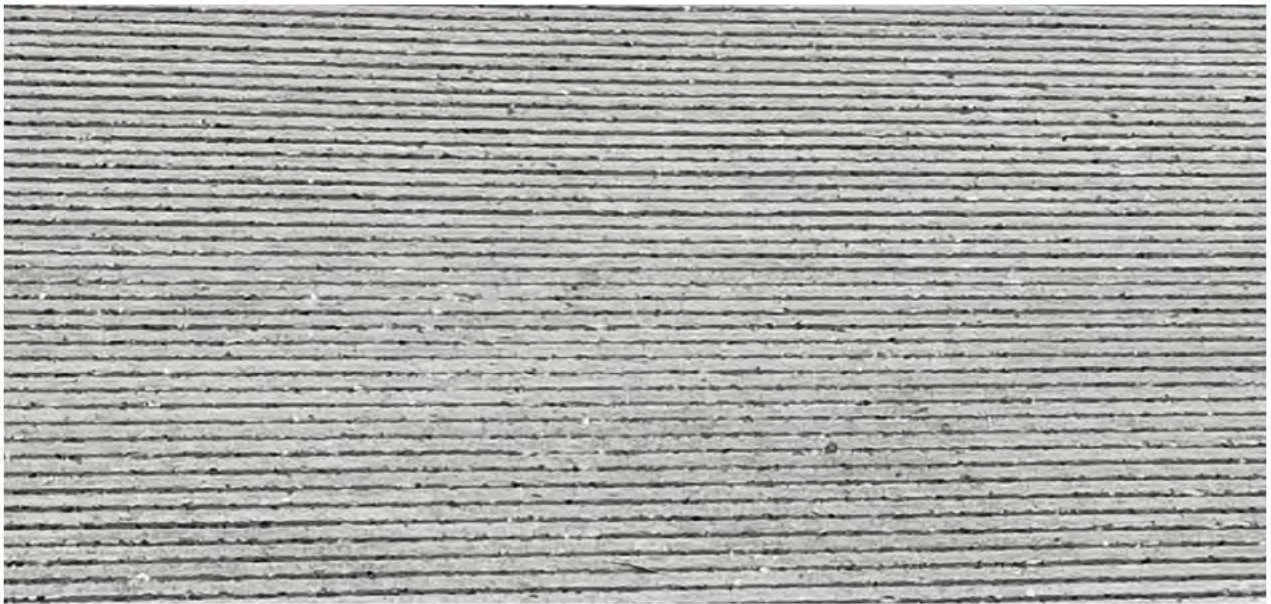


Concrete works occurring



Concrete tray available

M12 West – Audit Photos – 16 May 2025



Grinding and grooving works continuing onsite



Barrier works sighted during audit

M12 West – Audit Photos – 16 May 2025

M12W-06_OBS-01: Live drain missing protection; controls required as barrier works were occurring in this area.



M12W-06_OBS-01 (Close out): Photo provided showing drain covered with geofabric (noted that sandbags unable to be installed due to upcoming use of the slip-form paver).

M12 West – Audit Photos – 16 May 2025



Lead canopy at Shared User Path. Landscaping progressing.



Leaf canopy at Shared User Path

M12 West – Audit Photos – 16 May 2025



Former mulch storage site (under B&K Landscaping) at The Northern Road demobilised



Main compound areas are being progressively decommissioned.



The APP Group

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