

Independent Environmental Audit

July 2026

SSD 10479 – Mamre and Abbots Intersection Upgrade

First Six-Monthly Construction Audit



Prepared by

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Date 03 August 2026

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[Cover Page Image: Tim Cook – 12 June 2026]

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1 Audit Details

Audit Period	December 2025 to May 2026
Audit Date(s)	12 June 2026 (Environmental) 8 July 2026 (Traffic)
Audit Type	Independent Environmental Audit The Independent Environmental Audit (IEA) is required by Part F, Condition F38 of the Minister's Conditions of Consent SSD-10479 Mod 3 (Development Consent)
Auditor	Tim Cook (Lead Environmental Auditor 113135) BSc Geology
Traffic Specialist	Glenn Burbridge (RSA-1064-02)
Client	LOG E (which comprises of Stockland FIFE Kemps Creek (SFKC), ESR and Frasers)
Site/Project	Mamre and Abbotts Intersection Upgrade (MAIU)
Project Status	Construction
Contact	Stephanie Sheridan
Position	Project Manager / Superintendent (AT&L)

2 Declaration of Independence

Client	LOG-E (Stockland FIFE Kemps Creek (SFKC), ESR and Frasers)
Site/Project	Mamre and Abbots Intersection Upgrade (MAIU)
Project Address	Abbots Road, Kemps Creek NSW 2178
Consent Number	SSD 10479 (Mod 3)
Project Description	Widening a section of Mamre Road and intersection at Abbots Road, Kemps Creek, NSW

I declare that:

- i) I am not related to any proponent, owner, operator or other entity involved in the delivery of the project. Such a relationship includes that of employer/employee, a business partnership, sharing a common employer, a contractual arrangement outside an Independent Audit, or that of a spouse, partner, sibling, parent, or child;
- ii) I do not have any pecuniary interest in the project, proponent or related entities. Such an interest includes where there is a reasonable likelihood or expectation of financial gain (other than being reimbursed for performing the audit) or loss to the auditor, or their spouse, partner, sibling, parent, or child;
- iii) I have not provided services (not including independent reviews or auditing) to the project with the result that the audit work performed by themselves or their company, except as otherwise declared to the Department prior to the audit;
- iv) I am not an Environmental Representative for the project; and
- v) I will not accept any inducement, commission, gift or any other benefit from auditee organisations, their employees, or any interested party, or knowingly allow 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 Independent Audit Compliance Requirements 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: Tim Cook

Signature: 

Qualification: BSc (Geology) Lead Environmental Auditor (113135)

Date: 03 August 2026

3 Executive Summary

The Mamre-Abbotts-Aldington Road Upgrades are part of a significant infrastructure project within the Mamre Road Precinct (MRP), located in the Western Sydney Employment Area. The MRP spans 850 hectares of rezoned rural land, now poised for industrial development, offering significant opportunities for employment and economic growth.

This broader project is part of two State Significant Development Applications (SSD-09138102 and SSD-10479) and is being managed through a joint Voluntary Planning Agreement (VPA) between the developers, Penrith City Council, and the Department of Planning, Housing and Infrastructure (DPHI). These upgrades aim to improve road safety, efficiency, and capacity, while enhancing public and active transport options and supporting the region's long-term industrial renewal.

The wider project is divided into three major components:

- Mamre/Abbotts Road Intersection Upgrade
- Allington and Abbotts Road Upgrade - Phase 1
- Aldington and Abbotts Road Upgrade - Phase 2

The focus of this report is associated with construction activities for Mamre and Abbotts Intersection Upgrade (MAIU).

3.1 Audit Requirement

The Independent Environmental Audit (IEA) is required by Part F, Condition F38 of the Minister's Conditions of Consent SSD-10479 Mod 3 (Development Consent).

The IEA boundary is Part F (Road Works) of the Development Consent.

L2R Advisory Pty Limited was appointed by the Department of Planning, Housing and Infrastructure (DPHI) as an independent auditor to complete this IEA on 06 May 2026. Mr Glenn Burbridge of Road Safety Network was also approved as the specialist traffic expert.

The site component of the audit was completed in two batches. The environmental audit on 12 June 2026 and the traffic component on 08 July 2026.

The Department approved extending the audit period, with the audit required to be completed prior to 28 August 2026, due to the ill health of the traffic specialist.

This IEA represents the first six-monthly construction of Road Works, which currently encompasses the Mamre and Abbotts Intersection Upgrade.

3.2 Consultation with Agencies

Consultation was conducted with both the Department of Planning, Housing and Infrastructure (DPHI), Transport for NSW and Penrith City Council, inviting them to comment on the project's compliance with Approval conditions and environmental performance in general. A summary of the consultation is documented in this report.

3.3 Audit Findings

3.3.1 Good Practices

The following good practices were noted:

- The project received approval from DPHI for the Construction Environmental Management plan and associated sub-plans in February 2025, with a high level of alignment with the mitigation and monitoring requirements identified during the audit.
- The project demonstrated ongoing communication with both the DPHI and Penrith City Council.

- The site was clean and tidy with activities occurring in designated zones.
- The project demonstrated active traffic safety practices and strong alignment with the approved Traffic Management Plan.
- Significant efforts have been made to manage erosion and sediment control under the guidance of the Independent Certified Professional in Erosion and Sediment Control (CPESC) and Environmental Representative (ER), including actively reviewing and updating the Progressive Erosion and Sediment Control Plans.
- The independent traffic audit indicated that compliance with the requirements of the CTMP is high and all documentation closed out. All TGS supplied comply with the relevant requirements. Monitoring of the site, traffic requirements comply, and regular inspections are performed.
- Audit evidence, including documents and records reviewed, and interviews with project personnel, indicates that considerable effort is directed to ensuring the community/stakeholder consultation process is successful and encompasses necessary stakeholder feedback mechanisms.

3.3.2 Non-Compliances

While a high level of compliance was observed throughout the audit, two non-compliances were identified against the Conditions of Approval and the CEMP for the audit period as detailed below.

- **Non-Compliance (NC-01) Monthly reporting to DPHI**
During the Audit the MAIU Project could not demonstrate that it has been submitting details of the community consultation undertaken to DPHI on a monthly basis.
- **Non-Compliance (NC-02) Reporting Complaints to the Environmental Representative (ER)**
Two complaints (December 2025 and February 2026) that were identified in the Consultation Register were not reported to the ER or included in the Monthly ER reports.

3.3.3 Recommendations and Opportunities for Improvement

Recommendations to address non-compliances are recorded where the Project has not met a substantive requirement, and a corrective action is required to address the non-compliance. Three (3) recommendations were made to address non-compliances identified by this audit.

Opportunities for improvement are noted where the Project has substantially met the relevant requirement; however, further enhancements have been identified. No opportunities for improvement recommendations were identified.

Recommendations and improvement opportunities are presented in Section 10 of this report.

3.4 Audit Summary

A summary of audit findings is included below.

A list of all non-compliance findings and recommendations is included in Tables A1 and A2 and Sections 9 and 10 of this report. The auditor notes that a single non-conformance may cover multiple conditions or requirements. For this report, they have been consolidated.

Selected photos taken during the audit have been included in Appendix B.

Document	Compliant	Non-Compliant	Not Triggered or NA
Part F (Road Works), of the Minister's Conditions of Consent SSD-10479 Mod 3 Table A1	41	1	18
CEMP and Subplans Table A2	91	2	3

4.1 Background

LOG-E, which comprises of Stockland FIFE Kemps Creek (SFKC), ESR and Frasers commissioned L2R Advisory to undertake an Independent Environmental Audit (IEA) in accordance with Part F (Road Works), Condition F38 of the Minister's Conditions of Consent SSD-10479 Mod 3 (Development Consent).

The Department of Planning, Housing and Infrastructure (DPHI) granted consent for SSD-10479-Mod-3 on 27 February 2025. Modification description – Construct roadworks, including Mamre Road and Abbots Road intersection works, widening of Abbots Road and widening of Aldington Road.

The Works Authorisation Deed, and approval under Section 138 of the Roads Act 1993 was executed with Transport for NSW on 14 October 2025.

Approval of the Construction Environmental Management Plan and associated sub plans was provided by the Department of Planning, Housing and Infrastructure (DPHI) on 08 August 2025.

Construction started on 24 November 2025.

4.2 Development

The Mamre-Abbots-Aldington Road Upgrades are part of a significant infrastructure project within the Mamre Road Precinct (MRP), located in the Western Sydney Employment Area. The MRP spans 850 hectares of rezoned rural land, now poised for industrial development, offering major opportunities for employment and economic growth.

This broader project is part of two State Significant Development Applications (SSD-09138102 and SSD-10479) and is being managed through a joint Voluntary Planning Agreement (VPA) between the developers, Penrith City Council, and the Department of Planning, Housing and Infrastructure (DPHI). These upgrades aim to improve road safety, efficiency, and capacity, while enhancing public and active transport options and supporting the region's long-term industrial renewal.

The wider project is divided into three major components:

- Mamre/Abbots Road Intersection Upgrade
- Allington and Abbots Road Upgrade - Phase 1
- Aldington and Abbots Road Upgrade - Phase 2

Please refer to Figure 1 for the separation of the different project stages.

The project includes road widening, upgrades, and intersection improvements to support the planned industrial redevelopment and meet future traffic demands. The MRP will host key industrial and logistics developments from major industry players. When operational, these developments will use the Mamre Road and Abbots Road intersection for access, while others will connect via Aldington Road.

4.3 Audit Objectives and Boundary

The Independent Environmental Audit (IEA) is mandated by Part F (External Road Works), Condition F38 of the Minister's Conditions of Consent SSD-10479 Mod 3 (Development Consent). The IEA assesses the first six months of construction.

The objective of this IEA is to assess the environmental performance of the project and determine whether it is complying with the requirements in the approval, including those of any approved strategy, plan, or program. It also involves reviewing the adequacy of the approved strategies, plans, and programs and recommending any suitable measures to enhance the environmental performance of the development.

The IEA boundary is Part F (Road Works) of the Development Consent, which currently encompasses the

Mamre and Abbots Intersection Upgrade (MAIU) as identified in orange within Figure 1.

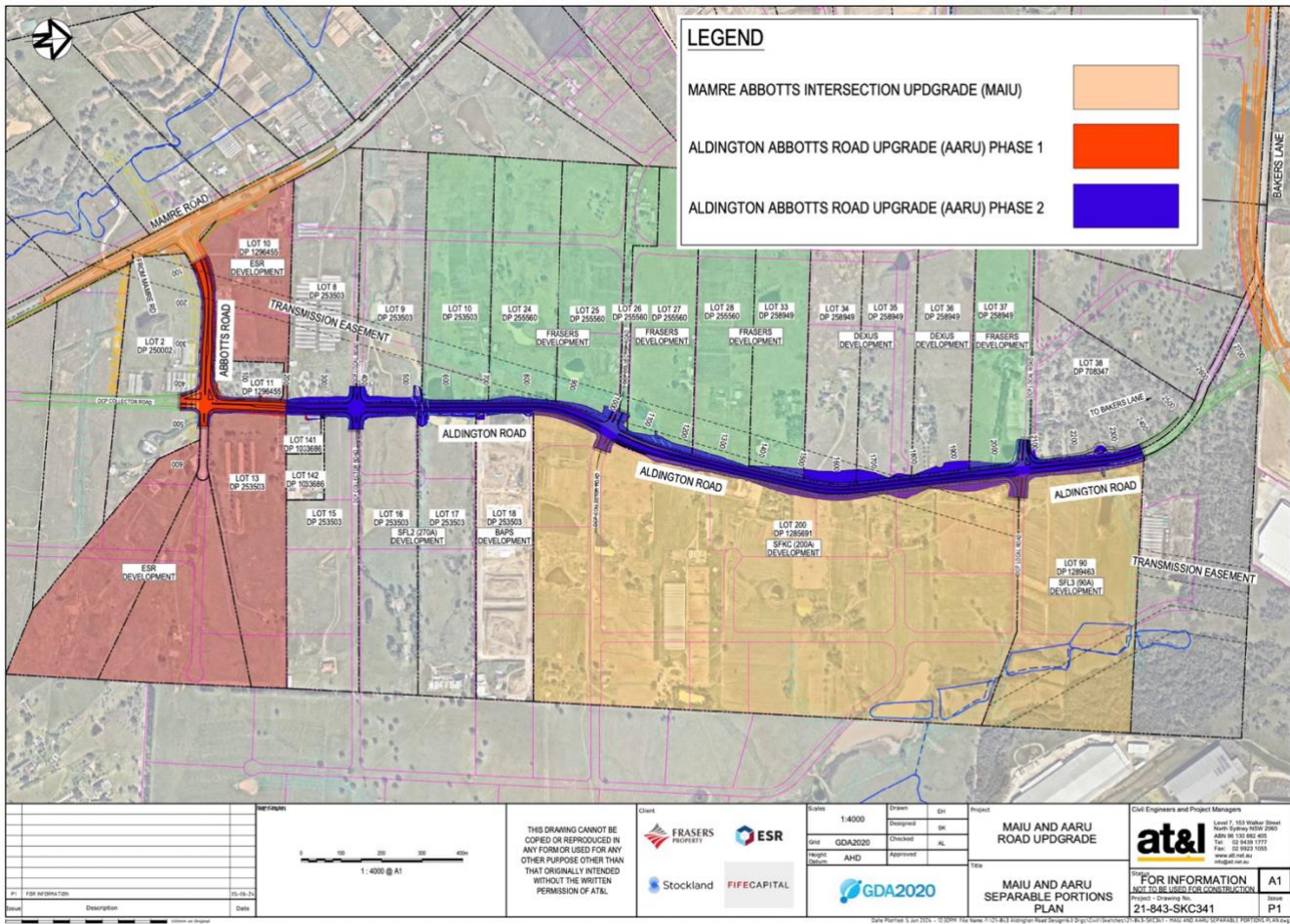


Figure 1: Mamre-Abbots- Aldington Road Upgrades. Source: at&I

5 Audit Scope

The IEA has been prepared in accordance with Part F (Road Works), Condition F38 of the Minister's Conditions of Consent SSD-10479 Mod 3 (Development Consent). Table 2 outlines the requirements of these conditions, which are addressed within this report. The scope of this audit has been tailored to meet the specific requirements of the Independent Audit Post Approval Requirements (2020).

Table 2: Independent Environmental Audit (IEA) Conditions

Condition	Requirement
F38	Within six months of the commencement of construction of the Interim Road Works, and every six months thereafter, until completion of the works, unless the Planning Secretary directs otherwise, the Applicant must commission and pay the full cost of an Independent Environmental Audit of the works. The audits must:
(a)	be prepared in accordance with the Independent Audit Post Approval Requirements (Department, 2020).
(b)	be led and conducted by a suitably qualified, experienced and independent expert, including a specialist traffic person, whose appointment has been endorsed by the Planning Secretary;
(c)	assess the environmental performance of the Interim Road Works;
(d)	assess whether the works are complying with the conditions of this consent; and
(e)	recommends measures or actions to improve the environmental performance of the works; and
(f)	be submitted to the satisfaction of the Planning Secretary within six weeks of commissioning the Audit (or within another timeframe agreed by the Planning Secretary).

5.1 Audit Timeframe

This IEA marks the initial audit of the Project, with construction commencing in late November 2025. The Department approved an extension of the audit period, with the project to undertake the IEA on or before 28 August 2026.

5.2 Audit Plan

This audit was undertaken in general accordance with the following audit standards:

- AS/NZS ISO 19011:2018 – Guidelines for auditing management systems.
- NSW Department of Planning and Environment 'Independent Audit – Post Approval Requirements' (May 2020).
- The audit included the following activities:
- The relevant consent conditions and related documents from the now Department of Planning, Housing and Infrastructure (DPHI).

- Development of the audit criteria to determine compliance, such as the audit protocol. This included a list of documents required, specific to the Conditions, to demonstrate compliance.
- Consultation with Stakeholders (DPHI, TfNSW and Penrith City Council).
- A range of documents was provided electronically by the project team for the auditor's detailed review before the site visit, to facilitate focused discussion.
- Pre-audit site meeting on 27 May 2026.
- Audit fieldwork was carried out on 12 June 2026, including face-to-face interviews and a site inspection with project staff. Audit opening and closing meetings were held during this period.
- Follow-up with project staff for clarifications and document requests.
- As this was the first audit, no review of previous audit findings was required.

5.3 Key Documents

The Project's compliance has been assessed against Part F (Road Works), Condition F38 of the Minister's Conditions of Consent SSD-10479 Mod 3 (Development Consent).

Project performance has been assessed against the key requirements of the following documents:

- Construction Environmental Management Plan - Mamre and Abbots Road Intersection Upgrade - Kemps Creek, prepared by Aspect Environmental Pty Ltd (Aspect), dated 3 June 2025, Revision 08 (Condition F36)
- Construction Traffic Management Plan prepared by Ason Group and dated 4 February 2025, rev 7 and the 'CTMP Addendum Mamre Rd, Abbots Rd and Aldington Rd Upgrades, prepared by Ason Group, dated July 2025 (Condition F36 (b))
- Mamre-Abbots Intersection Upgrade (MAIU) and Aldington-Abbots Road Upgrade (AARU) Construction Noise and Vibration Management Plan, prepared by SLR Consulting Australia Pty Ltd, dated 3 June 2025, rev. v1.8 (Condition F36 (c))
- Mamre Abbots Intersection Upgrade (MAIU) and Aldington Abbots Road Upgrade (AARU) Construction Air Quality Management Plan, prepared by SLR Consulting Australia Pty Ltd, dated 4 March 2025, rev v2.3 (Condition F36 (d))
- Erosion and Sediment Control Plan for Mamre and Abbots and Intersection Upgrade, prepared by Andrew Littlewood, Revision 04 dated 17 November 2025. (Condition F36 (e))
- Construction Flora and Fauna Management Plan, Mamre and Abbots Road Intersection Upgrade, prepared by Aspect Environmental Pty Ltd, dated 10 March 2025, rev 1 (Condition F36 (f))
- Heritage Management Plan Aldington and Abbots Road, and Mamre and Abbots Road Intersection Upgrades, prepared by Biosis, dated 3 June 2025 (Condition F36 (g))
- Unexpected Contamination Finds Protocol, Mamre Road, Abbots Road and Aldington Road Upgrade, Kemps Creek NSW, prepared by ADE Consulting Group Pty Ltd, version V5f, dated 11 March 2025 (Condition F36 (h))
- Contingency Plan, prepared by Aspect Environmental Pty Ltd (undated) (Condition F36 (i))
- Community Consultation Strategy and Complaints Handling Procedure - Mamre Abbots Intersection Upgrade and Aldington Abbots Road Upgrade (Phase 1 and Phase 2), prepared by SLR Consulting Australia, dated 28 May 2025, rev 8 (Condition F33)

5.4 Audit Team

Tim Cook was appointed by the Department of Planning, Housing and Infrastructure (DPHI) as the lead independent auditor to conduct this Environmental Management and Compliance Audit on 10 May 2026. Mr Glenn Burbridge of Road Safety Network was also approved as the specialist traffic expert.

Due to unexpected ill health with Mr Burbridge, a time extension was provided by DPHI on 01 July 2026, with DPHI providing an extension to conduct the audit before 28 August 2026.

Copies of the approval and time extension letters are provided in Appendix C.

5.5 Personnel present for Audit

L2R Advisory would like to thank the following personnel for their time and assistance throughout the audits.

Table 3. Personnel Present for the Audits

Name	Company	Position
Stephanie Sheridan	AT&L	Project Manager / Superintendent
Nathan Tonks	Robson Civil	Site Manager
Gerard Noone	Robson Civil	Project Manager
Derek Doohan	Robson Civil	Safety and Environment
Mark Constable	Robson Civil	Site Supervisor
Glenn Burbridge	Road Safety Network (RSN)	Traffic Specialist

6 Audit Methodology

The audit was conducted in accordance with the requirements of the NSW Department of Planning and Environment's 'Independent Audit – Post Approval Requirements' (May 2020).

Open and transparent communication with all parties was maintained throughout the audit process to ensure a fair and objective assessment of the project's performance and compliance with the Development Consent and project-related documents such as the CEMP.

6.1.1 Audit Activities

Table 4 below documents the key activities and associated dates for this audit.

Table 4: Key Audit Activities and Associated Dates

Activities	Key Dates
L2R technical and fee proposal	15 April 2026
Pre Audit site meeting, document request, audit protocols	27 May 2026
Compliance tables issued	28 May 2026
Consultation with Agencies	DPHI and TfNSW on 28 May 2026
Desktop Review	May to July 2026
Site inspection and Interviews	12 June 2026 (Environment) 08 July 2026 (Traffic)
Analysis and reporting	May to July 2026
Compliance Tables submitted for review by AT&L	26 June 2026 14 July 2026
Draft Audit Report issued to AT&L	21 July 2026 (traffic) 30 July 2026
Final Report issued to AT&L	03 August 2026

6.1.2 Consultation with Agencies

Requests for consultation with DPHI and TfNSW were carried out to seek comments on the development's compliance with the Approval and its overall environmental performance. Consultation with agencies as part of this audit is detailed in Section 7 of this report.

6.1.3 Audit Protocols

Audit protocols were prepared, outlining the documentary evidence and lines of inquiry proposed by the auditor to evaluate compliance with each of the Approval conditions and the Construction Environmental Management Plan (CEMP) and its associated sub-plans. The protocols were formatted in a table and provided to AT&L prior to the site audit and interviews.

6.1.4 Desk-top Review

AT&L and the wider project team provided documents, records and other evidence identified by the audit protocols for assessment by the auditor. The auditor undertook a desktop review of documentary evidence, and the audit protocols were updated with findings. Additional targeted questions were raised in preparation for the interviews.

6.1.5 Site Visit, Inspection and Interviews

The site inspections involved face-to-face interviews with project personnel and walk-through inspections of the site. Where possible, findings were closed out, or further evidence was sought; documentary evidence and/or site observations were used to verify responses provided by project personnel. The inspections and interviews aimed to determine the following:

- Alignment with the Development Consent - Part F (Road Works) of SSD-10479 Mod 3
- Works were undertaken within the approved project boundary
- Controls nominated in the CEMP were implemented on-site
- Effectiveness of environmental controls and traffic management
- Impact of the facility on the environment and traffic flow
- Verify responses provided by project personnel.

6.1.6 Reporting

The audit findings were documented in the compliance tables and presented to AT&L in two stages, allowing for additional questions and clarifications. AT&L was given the opportunity to provide further information at each stage to demonstrate the project's compliance. The compliance tables are included in Appendix A of this report. The draft report and compliance tables were then forwarded to AT&L for review to confirm consistency with the Development Consent and to check for any factual errors.

6.2 Compliance Descriptions

The Department of Planning - Independent Audit – Post Approval Requirements (May 2020) specify the compliance status and descriptions to be used when assessing compliance. No other terms are permitted to determine compliance status; however, auditor observations may be included, provided they supplement the approved status descriptions.

Table 5: Independent Audit Compliance Status Descriptions

Status	Description
Compliant	The auditor has collected sufficient verifiable evidence to determine 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 condition 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 during the temporal scope of the audit being undertaken (may be retrospective or future requirement), therefore an assessment of compliance is not relevant.

For transparency, when the Project was unable to provide sufficient verifiable evidence to demonstrate compliance or non-compliance, the auditor made a determination based on available information, and a “limitation of compliance status” was recorded.

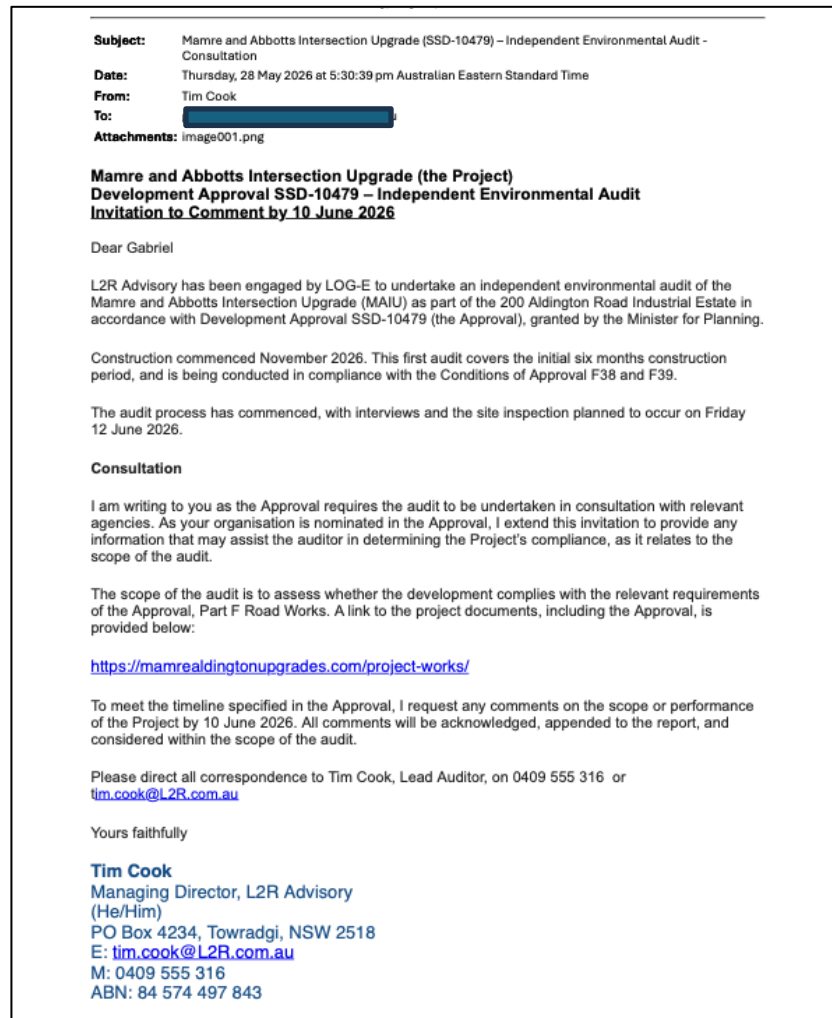
The compliance status was achieved by evaluating a representative sample of documents, records, and data for each requirement. On-site observations focused on higher-risk areas and were assumed to reflect the overall performance across the project.

7 Consultation

Before the audit, consultations were undertaken with the Department of Planning, Housing and Infrastructure (DPHI) and Transport for NSW (TfNSW) to confirm the scope and identify any key areas to be considered during the audit. An example of the email correspondence is provided below.

Unfortunately, at the time of issue, no response from DPHI or TfNSW has been forthcoming.

Since the communications request did not result in any responses, the correspondence has not been included as an appendix.



8 Environmental Performance

The environmental performance of the project was determined by assessing the implementation and effectiveness of the mitigation measures and monitoring programs outlined in the Construction Environmental Management Plan (CEMP) and key sub-plans.

The findings are summarised against the CEMP and key sub-plans below.

Recommendations and opportunities for improvement are detailed in Section 10 of this report.

8.1.1 Community Consultation Strategy and Complaint Handling Procedure

The project could demonstrate a high level of alignment with the project's community consultation strategy and complaints handling procedure, which included:

- As per the current state of works, the appropriate community and stakeholder consultation and interaction was being undertaken.
- Strategy and procedure demonstrated to be active, with complaints tracked and closed out.
- Three community-based incidents were identified during the reporting period.
- No complaints or enquiries have remained unresolved, and no dispute resolution has been required.
- Community notifications of works, including OOHW observed.
- While the project was able to demonstrate that it had been active in community consultation and engagement, the project had also not been submitting details of the community consultation undertaken on a monthly basis to DPHI.
- Monthly reporting identifies community complaints and incidents; however, the audit identified two community complaints that were not included in the monthly ER reports, although they were detailed in the community consultation spreadsheet.

Non-Compliance (NC-01) Monthly reporting to DPHI

During the Audit, the MAIU Project could not demonstrate that it has been submitting details of the community consultation undertaken to DPHI on a monthly basis.

Non-Compliance (NC-02) Reporting Complaints to the ER

While the MAIU Project could demonstrate that it was recording and closing out community enquiries and complaints, the audit identified that two complaints (December 2025 and February 2026) listed in the Consultation Register were neither reported to the ER nor included in the Monthly ER reports.

8.1.2 Construction Environmental Management Plan

The project could demonstrate a high level of alignment with the Construction Environmental Management Plan, which included:

- Proactive internal communications.
- Active environmental monitoring and tracking of performance.
- No pollution incidents or environmental emergencies
- Escalation of environmental mitigations and management methods when required.
- An independent Environmental Representative (ER) and Certified Professional in Erosion and Sediment control (CPESC) active on the project with multiple visits and reports. Actions identified during the site

visits were demonstrated to be addressed and closed out.

- Records management systems are in place.
- Undertaking environmental surveillance.
- Ongoing communication with DPHI and TfNSW.

8.1.3 Construction Traffic Management Plan

The project could demonstrate a high level of alignment with the Construction Traffic Management Plan, which included:

- No safety-based issues were identified during the audit.
- Records management and documentation to demonstrate activities.
- Addressing traffic management in the driver's code of conduct, inductions and toolbox talks.
- Heavy vehicle monitoring and daily recording of vehicle movements.
- Site speed limits.
- Non-tonal alarms were in use on trucks and construction equipment.
- Truck queuing on site rather than on the road.
- Active traffic management, monitoring and reporting.
- Separation of heavy and light vehicles on site.
- Independent traffic safety audits are being completed.
- Ongoing communications with TfNSW.
- Establishing a process for monitoring the condition of road pavements and conducting repairs where required.
- Conducting OOHW for services infrastructure and pavement works to minimise the impact on the community.
- Monthly environmental reports indicate that there have been no exceedances of the traffic limits, with the recorded traffic values below the predictions made in the Project Construction Traffic Management Plans (CTMP).

The independent traffic audit indicated that compliance with the requirements of the CTMP is high and all documentation closed out. All TGS supplied comply with the relevant requirements. Monitoring of the site, traffic requirements comply, and regular inspections are performed.

8.1.4 Progressive Erosion & Sediment Control Plans

The project could demonstrate a high level of alignment with the erosion and sediment control plans, which included:

- Erosion and sediment controls were on site and observed to be sufficient, with evidence of active management and maintenance to reduce mud tracking on Abbots Road where it dissects the site.
- No environmental incidents.
- Regular site inspections from the ER and CPESC (Andrew Littlewood- CPESC No. 5988) with demonstrated close-out of identified actions.
- Progressive Erosion & Sediment Control Plans: Mamre Road Signalised Intersection version 3, dated 07 March 2026
- Weather-related site inspections.

- The water cart and street sweeper were operational.

8.1.5 Construction Waste Management Plan

The project could demonstrate a high level of alignment with the Construction Waste Management Plan, which included:

- Segregation of materials.
- Recycling facilities are available in the office and work sheds.
- Re-use of material.
- The site was clean and tidy.
- Waste tracking and reporting undertaken.

8.1.6 Construction Noise and Vibration Management Plan

The project could demonstrate a high level of alignment with the Construction Noise and Vibration Management Plan, which included:

- Servicing of plant and equipment.
- Real-time monitoring of noise and vibration through SiteHive units.
- Monthly environmental reports included the SiteHive monitoring data and comparison against relevant guidelines.
- The SiteHive monitors the closest sensitive receiver at 983 Mamre Road (Lot 39). The house is set back approximately 30m from the original fenceline, which is set back from Mamre Road.
- Measured noise levels were below industrial noise limits (75dB) within the site and therefore less at the nearest sensitive receiver.
- Out-of-hours notifications were provided to residents prior to works.
- Project-generated noise levels were generally consistent across the audit period.
- No noise or vibration recordable incidents or complaints

8.1.7 Construction Air Quality Management Plan

The project could demonstrate a high level of alignment with the Construction Air Quality Management Plan, which included:

- Site induction includes air quality management requirements.
- Real-time monitoring of air quality through SiteHive units and dust deposition gauges.
- The recorded air quality levels were predominantly within the specified air quality criteria.
- The water cart and street sweeper were operational.
- Vehicle speed limits were observed on site.
- Monthly environmental reports from the ER included an analysis of the SiteHive monitoring data and comparison against relevant guidelines.
- The rolling average for particulate matter (PM10) was below the one-hour average limit (200 µg/m³) during the audit period.
- The rolling averages for particulate matter (PM10) were below the 24-hour average limit (600µg/m³) during the audit period.
- Two monthly results were above the nominated annual average of 4 g/m²/month for the dust deposition gauges; however, the monthly average for the first five months was below the criteria.
- No air quality related community complaints

8.1.8 Construction Flora and Fauna Management Plan

The project could demonstrate a high level of alignment with the Construction Flora and Fauna Management Plan, with the exception of working beyond the permissible site boundary, which included:

- Pre-clearance surveys conducted before the site works (07 November 2025) with the specialist report identifying that:
- Specialist ecologist reports and emails identified:
 - a) As potential habitat for threatened flora species was considered to be absent, targeted flora surveys were not required
 - b) Two habitat trees were identified, with supervised clearance completed through soft felling.
 - c) No evidence of the Cumberland Plain Land Snail was identified during the targeted searches
 - d) an inspection for Green and Golden Bell Frogs on 10 December 2025. The dam was identified as not suitable habitat, and no frog species were heard calling during the inspection. Targeted surveys were identified as not necessary by the ecologist
 - e) The dewatering of one dam in the north of the study area, along the boundary of Mamre Rd, was supervised on the 31st of March 2026. Accessible fauna were removed with nets and relocated. A fauna exit ramp was constructed to allow for safe self-relocation of fauna not accessible by the ecologist
- Site induction includes flora and fauna management requirements.
- Mitigation measures such as weed management were observed.

8.1.9 Construction Heritage Management Plan

The project could demonstrate a high level of alignment with the Construction Heritage Management Plan, which included:

- Site induction includes heritage management requirements, including unexpected finds.
- Unexpected finds protocol is in place, though it has not been required to be activated.
- A dilapidation survey of the heritage post adjacent to Mamre Road was completed.

8.1.10 Unexpected Finds Protocols

The project has not had to activate the unexpected finds protocols.

9 Summary of Audit Findings

An assessment of compliance was undertaken against Part F (Road Works) of the Minister's Conditions of Consent SSD-910479 Mod 3, the CEMP and key subplans.

A summary of the compliance is presented in Table 6. Compliance was assessed using the compliance status descriptors in Section 6.2 of this report.

Details of non-conformances are provided in this Section, with recommendations and opportunities for improvement in Section 10. There is overlap among the requirements of the Conditions of Consent, the CEMP, and the Subplans, resulting in duplicate non-conformance listings in Tables 7 and 8.

As this was the first audit, there is no close-out of previous audit findings.

A list of evidence and documents used for the audit is included in Appendix A, in Tables A1 and A2.

Table 6: Compliance Status

Document	Compliant	Non-Compliant	Not Triggered or NA
Part D (External Road Works), of the Minister's Conditions of Consent SSD-10479 Mod 3 Table A1	41	1	18
CEMP and Subplans Table A2	91	2	3

9.1 Audit Findings: Non-Compliance

9.1.1 Minister's Conditions of Consent SSD-10479 Mod 3

The MAIU Project demonstrated substantial compliance with Part F of the Conditions of Consent. Detailed compliance findings are provided in Appendix A, Table A2. A summary of the non-compliances against Part F of the Conditions of Consent is detailed in Table 7.

Table 7: Identified Non-Compliances against the Conditions of Consent

Condition	Finding Summary
Conditions of Consent	
Approval Condition F35 The Applicant must provide details of the consultation undertaken in accordance with the Community Consultation Plan, to the Planning Secretary on a monthly basis including: a) the outcomes of consultation, matters resolved and unresolved; and	Non-Compliance NC-01 The MAUI Project could not demonstrate that they had been submitting details of the community consultation undertaken on a monthly basis to DPHI. Refer to Recommendation R-01

b) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.	
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9.1.2 CEMP and Subplans

ESR demonstrated substantial compliance with the CEMP and subplans. Detailed compliance findings are included in Appendix A, Table A2. A summary of the non-compliances against the CEMP and subplans is outlined in Table 8.

Table 8: Identified Non-Compliances against the Conditions of Consent

Condition	Finding Summary
CEMP and Subplans	
Community Consultation Strategy and Complaints Handling Procedure Reporting Requirements - Updated Complaints register is to be provided within 24 hours to the Environmental Representative (ER) (Condition C35). - Complaints are included in monthly ER reports to DPHI	Non-Compliance NC-02 The audit has identified that while the ER monthly reports identify the presence of community complaints, the complaints from December 2025 and February 2026, had not been detailed in the reports. Refer to Recommendations R-02 & R-03

10 Recommendations

Recommendations for addressing non-compliances and opportunities for improvement identified during this audit are outlined in Section 8. In line with the DPIE Audit Guideline, the MAIU Project must respond to the Department on how they plan to address any recommendations in the audit report.

For each recommendation and improvement opportunity, reference is made to the relevant section in the report or compliance tables where the non-compliance was raised.

10.1 Recommendations to Address Non-Compliances

Recommendations to address non-compliance have been identified where the auditor has determined that ESR has not met a substantive requirement, and corrective action is required to address the non-compliance.

The recommendations presented in Table 9 have been raised to address non-compliances identified during this audit. Please refer to the reference provided for context on each recommendation.

Table 9: Recommendation Summary

R#	Aspect and Reference	Recommendation
R-01	NC-01 - The MAIU project had not been submitting details of the community consultation undertaken on a monthly basis to DPHI. Table A1, Condition F35, Community Consultation	Recommendation R-01 The MAIU project to inform DPHI of the community consultation done to date.
R-02	NC-02 - Reporting of complaints to the Environmental Representative. Community Consultation Strategy and Complaints Handling Procedure – Reporting Requirements.	Recommendations R-02: The project to issue a communique on the ER notification requirements and timelines for incidents, environmental emergencies and non-conformances to all appropriate project members.
R-03	NC-03 - Reporting of complaints by the Environmental Representative. Community Consultation Strategy and Complaints Handling Procedure – Reporting Requirements.	Recommendations R-03: Consultation register (redacted) to be provided to the ER for submission with the monthly report to DPHI.

10.2 Opportunities for Improvement

Opportunities for improvement have been identified where the Project has substantively met the relevant requirement; however, the auditor has identified an improvement opportunity.

No improvement opportunities were raised by this audit.

Appendix A: Tables A1 and A2

Appendix A: Table A1 – SSD-10479 Compliance Table Mamre and Abbotts Intersection Upgrade

Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
PART F ROAD WORKS				
ADMINISTRATIVE CONDITIONS				
Terms of Consent				
F1	The Interim Road Works and Ultimate Road Works may only be carried out: a) in compliance with the conditions of this consent; b) in accordance with all written directions of the Planning Secretary; c) in accordance with the Modification Report and Response to Submissions (RTS) for SSD-10479 Modification 3; and d) in accordance with the plans in Appendix 6 & 7.		The project demonstrated a high level of compliance	Compliant
Limits of Commencement				
F2	In relation to the Ultimate Road Works, consent is not granted to the 'Future AARU Extension' shown in green on the 1000 series civil works package on the following lots: a) Lot 2 DP 250002; b) Lot 11 DP 1296455; and c) Lot 38 DP 708347		This condition relates to works outside of the MAIU project.	NA
F3	The Applicant must comply with the requirements of TfNSW and Council for all construction vehicle movements, as detailed in Construction Traffic Management Plans approved as part of the Works Authorisation Deed (WAD) and Section 138 Roads Act 1993 approval processes.	Executed Works Authorisation Deed dated 14 October 2025 ZAMR Engineering May 2026 Monthly Report. Road Safety Network (RSN) Stage 3 Construction Traffic Management Plan Compliance Audit 21/07/2026	WAD executed as a Deed on 14 October 2025. ZAMR Engineering May 2026 Monthly Report in Section 4 Conclusion details: <i>Works under the Works Authorisation Deed (WAD) for the Mamre Road Abbotts Road Intersection Upgrade Project are progressing in compliance with WAD requirements and Transport for NSW (TfNSW) Specifications.</i> The RNS Audit dated 21/07/2026 indicated that compliance with the requirements of the CTMP is high and all documentation closed out. All TGS supplied comply with the relevant requirements. Monitoring of the site, traffic requirements comply, and regular inspections are performed.	Compliant

Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
Notification of Commencement				
F4	The date of commencement of each of the following phases of the Interim Road Works must be notified to the Planning Secretary in writing, at least one month before that date, or as otherwise agreed with the Planning Secretary: a) construction of each phase of the Interim Road Works; b) operation of the interim traffic signals at the Mamre Road / Abbotts Road intersection; and c) operation of traffic signals at each intersection on Abbotts Road and Aldington Road.	Letter from FIFE Capital to DPHI, dated 22 October 2025.	a) Letter dated 22 October indicates the intent to commence the Mamre Abbotts Intersection Upgrade interim road works on Monday 24 November 2025. Work commenced on site on Monday 24 November 2025. b) Interim traffic signals not anticipated till September 2026. c) Future works	Compliant
Timing				
F5	The Interim Road Works must be constructed, to the satisfaction of the relevant roads authorities, as follows: a) the first stage of the Aldington Road Widening Works, including intersection 3 works, prior to operation of the first warehouse on the Site, as shown on Figure 6 in Appendix 6; b) the second stage of the Aldington Road Widening Works, including intersection 4 as shown in the 3000-series civil works package, prior to the operation of any further warehouses on the Site, as shown on Figure 6 in Appendix 6; c) Abbotts Road Widening Works, prior to operation of the first warehouse on the Site, as shown in red shading on Figure 6 in Appendix 6; and d) Mamre Road and Abbotts Road Intersection Works, including operation of interim traffic signals, as described in the 2000 series civil works package and shown in orange shading on Figure 6 in Appendix 6, prior to operation of the first warehouse on the Site.	2000 Series civil works drawings.	a) - c) Outside of the audit boundary d) Interim traffic signals not anticipated till September 2026. Warehouse is currently under construction and not operational. No building Occupation Certificate has been sought or received.	Compliant
F6	For the avoidance of doubt, the Applicant must not operate the first warehouse on the Site until the Interim Road Works described in Conditions F5(a), F5(c) and F5(d) are completed to the satisfaction of the relevant roads authorities.		As per F5	Compliant

Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
F7	The Applicant must not: a) undertake exempt or complying development on the Site shown in Figure 1 in Appendix 1; and b) commence operation of any further warehouses on the Site, until the Interim Road Works stages described in conditions F5(a), (b), (c) and (d) are completed to the satisfaction of the Planning Secretary.		No exempt or complying development has occurred. No building Occupation Certificate has been sought or received.	Compliant
F8	All Interim Road Works must be completed, to the satisfaction of the relevant roads authorities, prior to any other buildings on the Site receiving Occupation Certificate(s).		Interim Road works are under construction. No building Occupation Certificate has been sought or received.	Compliant

Aldington Road Widening Works Roads

F9	The Applicant must enter into a Planning Agreement with Council in accordance with the Letter of Offer dated 21 August 2024 in relation to carrying out and completing the Aldington Road Widening Works and dedication of the land on which they are located, within 6 months of the date of determination of SSD-10479 MOD 3.		This condition relates to works outside of the MAIU project.	NA
F10	The Applicant must lodge an application under section 138 of the <i>Roads Act 1993</i> to Council to undertake the Aldington Road Widening Works within 3 months of the date of determination of SSD-10479 MOD 3.		This condition relates to works outside of the MAIU project.	NA
F11	The Applicant must design and construct the Aldington Road Widening Works, including landscaping, in accordance with the requirements of Council and any approval issued under section 138 of the <i>Roads Act 1993</i> . Any requirement for road closures must be detailed in the section 138 application and be approved by Council.		This condition relates to works outside of the MAIU project.	NA
F12	The Applicant must obtain a Subdivision Works Certificate for the Aldington Road Widening Works prior to the commencement of construction, in accordance with the requirements of Council.		This condition relates to works outside of the MAIU project.	NA

Intersection 3 and 4 Works

F13	The design of the intersection 3 and 4 works must be in accordance with Austroads Guides. The certified copies of the civil design plans must be submitted to TfNSW for review and approval prior to the release of the		This condition relates to works outside of the MAIU project.	NA
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Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
	Construction Certificate and commencement of the intersection 3 and 4 works respectively.			
F14	The Applicant must be responsible for all public utility adjustment/relocation works necessitated by the intersection 3 and 4 works, and as required by the various public utility authorities and/or their agents.		This condition relates to works outside of the MAIU project.	NA
F15	The Applicant is required to enter into a WAD(s) for the intersection 3 and 4 works, and the WAD(s) must be executed prior to TfNSW assessment of the detailed civil design plans. A plan checking fee and lodgement of a performance bond are required from the Applicant prior to the release of the approved road design plans by TfNSW.		This condition relates to works outside of the MAIU project.	NA
F16	The Applicant must ensure all traffic accessing the Site uses Aldington Road and Abbots Road to connect to Mamre Road, until the connection of Aldington Road to Mamre Road via the Southern Link Road is available.		This condition relates to works outside of the MAIU project.	NA
Abbots Road Widening Works				
F17	The Applicant must design and construct the Abbots Road Widening Works in accordance with the requirements of Council and any approval issued under section 138 of the Roads Act 1993, unless the Abbots Road Widening Works are constructed in accordance with SSD-9138102-MOD 5.		This condition relates to works outside of the MAIU project.	NA
Mamre Road / Abbots Road Intersection Road Works – Works Authorisation Deed				
F18	The Applicant must enter into a WAD with TfNSW for the Mamre Road/Abbots Road Intersection Works, including the installation of the interim signalised intersection of Abbots Road and Aldington Road. TfNSW fees for administration, plan checking, civil works inspections and project management must be paid by the Applicant prior to the commencement of works.	Email notification of confirmation of WAD fees dated 18 December 2025, indication of delay and approval to start construction.	WAD fees paid on 18 December 2025. TfNSW issued the invoice for WAD fees on 03 December 2025 and indicated in an email dated 18 November 2025 that TfNSW does not require the WAD fees to be paid prior to granting construction approval due to a delay in the preparation of the invoice by TfNSW.	Compliant
F19	Prior to the commencement of construction of the interim traffic control signals, the proposed Traffic Control Signal/s (TCS) at the intersection of Mamre Road/Abbots Road and Aldington Road/Abbots Road must be designed to meet TfNSW requirements and have approval under section 87(4) of the Roads Act 1993. The TCS plans must be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.	TfNSW Letter – TfNSW Design Acceptance – Traffic Signal Installation (TCS5186) at Mamre Road and Abbots Road Intersection, Kemps creek NSW. Reference SYD23	Approval from TfNSW has been obtained. Interim traffic signals not anticipated till September 2026.	Compliant

Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
		LOG-E dated 13 November 2025 Design Drawing DS2023/000165 TCS No. 5186 signed and as approved by TfNSW (01/05/2025)		
F20	The submitted design must be in accordance with Austroads Guide to Road Design in association with relevant TfNSW supplements (available on www.transport.nsw.gov.au). The certified copies of the TCS design and civil design plans must be submitted to TfNSW for consideration and approval prior to the release of a Construction Certificate and commencement of construction of the traffic control signals. Please send all documentation to development.sydney@transport.nsw.gov.au .	TfNSW Letter – TfNSW Design Acceptance –Civil Design Drawings for Proposed Works along Mamre Road at Abbots Road Intersection, Kemps Creek NSW. Reference SYD23 LOG-E dated 21 November 2025	Approval from TfNSW has been obtained prior to construction commencing on Monday 24 November 2025.	Compliant
F21	Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to TfNSW for approval, prior to the commencement of any works referred to in Condition F18. Please send all documentation to development.sydney@transport.nsw.gov.au . A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued.	Flood Impact Risk Assessment, Mamre Road – Abbots Road Intersection Upgrade, Kemps Creek. Stantec, 12 September 2025. Rev 4B. Reference 300203927	Hydraulic and flood modelling was undertaken and provided to TfNSW as part of the approved WAD design package. WAD executed as a Deed on 14 October 2025	Compliant
F22	The Applicant must be responsible for all public utility adjustment/relocation works, necessitated by the work referred to in Condition F18 and as required by the various public utility authorities and/or their agents. Should any public utility adjustment/relocation works be required adjacent to a classified road, plans are to be submitted to TfNSW for concurrence under section 138 of the Roads Act, 1993, prior to the commencement of any works. Please send all documentation to development.sydney@transport.nsw.gov.au .	2000 Design Drawings (F5) Asset Relocation Drawings C531771- ARP5209 (Sheets 1 to 14) Telstra Asset relocation SR423376-1 – Project Brief. Issue 4, April 2024. Endeavour Energy Letter to Proceed, 02 November 20205	Telstra and electricity relocations required as part of the project was provided to TfNSW as part of the approved WAD design package. Telstra and Endeavour Energy approval documentation observed.	Compliant

Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
F23	A plan checking fee may be payable and a performance bond may be required before TfNSW approval is issued.		Noted	NA
F24	The Applicant must obtain a Road Occupancy Licence (ROL) from TfNSW Transport Management Centre for any works that may impact on traffic flows on Mamre Road during construction activities. A ROL can be obtained through https://myrta.com/oplinc2/pages/security/oplincLogin.jsf .	TfNSW Road Occupancy Licence Stage 1 – 2570358, 2570370, 2570614, 2570620, 2594132, 2646262, 2662408. Stage 2 - 2657550, 2657554, 2662296, 2662302, 2677644, 2677646, 26776486.	The project could demonstrate that they obtained ROL's from TfNSW. Note: Stage 1 = Western Side of Mamre Road Stage 2 = Eastern Side of Mamre Road	Compliant
F25	The Applicant is required to satisfy conditions F18 to F24 for the Mamre Road / Abbotts Road Intersection Works, unless otherwise agreed in writing by TfNSW.	F18 to F24	The project has demonstrated compliance with this condition as detailed in the conditions above. No other agreement or pathway was entered.	Compliant

Ultimate Road Works

F26	The Applicant may construct all or part of the Ultimate Road Works if all of the land required for the Ultimate Road Works has been acquired by or dedicated to Council and approval under section 138 of the Roads Act 1993 has been issued for all or part of the works.		This condition relates to works outside of the MAIU project.	NA
F27	The Applicant must obtain prior written agreement from Council, before commencing the Ultimate Road Works before all of the land required for the Ultimate Road Works has been acquired by or dedicated to Council.		This condition relates to works outside of the MAIU project.	NA
F28	If the Applicant constructs all or part of the Ultimate Road Works described in the 1000 series civil works package, the Applicant must comply with the requirements of Conditions F30 to F47 for the scope of the Ultimate Road Works, and all references to Interim Road Works in those conditions must be read as Ultimate Road Works.		This condition relates to works outside of the MAIU project.	NA
F29	If the Applicant is to construct the Ultimate Road Works in accordance with condition F26, the Applicant must enter into a WAD(s) with TfNSW for any signalised intersection works, prior to the commencement of construction.		This condition relates to works outside of the MAIU project, however works are being conducted under the approved WAD.	NA

Road Maintenance

Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
F30	During the construction of the Interim Road Works, the Applicant is responsible for the upkeep and repair of the operational road pavement within the existing road reserve, of: a) Abbots Road for its full length, where the Applicant is undertaking the Abbots Road Widening Works; and b) Aldington Road from the intersection with Abbots Road to the northern extent of the Interim Road Works.	WAD	The MAIU project is within the TfNSW road reserve and not within Council land. The project has however demonstrated that it inspects and maintains the operational road pavement of Mamre Road, including at the intersection of Mamre and Abbots Road	NA
F31	Weekly pavement inspections must be undertaken by the Applicant to ensure the road pavements are safe for all vehicles. Any identified potholes or pavement failures must be reported to Council immediately together with the proposed rectification method and timing for repair.	Weekly traffic Inspection 01/06/2026	The MAIU project is within the TfNSW road reserve and not within Council land. As per F30	NA
F32	All repair works required in accordance with Conditions F30 and F31 must be undertaken to the satisfaction of Council and be at no cost to Council. If Council is required to undertake any repairs to the road works to ensure a safe operating environment for all road users, the cost of such will be paid by the Applicant.		The MAIU project is within the TfNSW road reserve and not within Council land.	NA

COMMUNITY CONSULTATION PLAN

F33	The Applicant must prepare a Community Consultation Plan for the Interim Road Works to the satisfaction of the Planning Secretary. The Plan must: a) be approved by the Planning Secretary prior to the commencement of the Interim Road Works; b) be implemented for the duration of the Interim Road Works; c) assign a central contact person to keep the community regularly informed throughout the works; d) detail the mechanisms for regularly consulting with the nearest sensitive receivers and wider residential communities, to keep them informed about: (i) upcoming works, duration and any night-time or out of hours works; (ii) changes to property access and details of traffic disruptions; (iii) schedule for high noise generating works and vibration intensive activities, including details of the specific mitigation measures that would be implemented in accordance with the construction noise and vibration management plan approved under Condition F36; (iv) procedures to minimise dust impacts including details of the controls that would be implemented in accordance with the air quality management plan approved under Condition F36; (v) relocation of services including utilities and drainage; and (vi) details of environmental monitoring results;	DPHI letter to Stockland Fife Kemps Creek Trust <i>Construction Environmental Management Plan for Phase 2 Aldington and Abbots Road Upgrade – 200 Aldington Road Industrial Estate (SSD-10479)</i> Dated 08 August 2025 https://mamrealdingtonupgrades.com/project-works/	DPHI letter confirmed the CCP was prepared to the satisfaction of the Planning Secretary 'Community Consultation Strategy and Complaints Handling Procedure - Mamre Abbots Intersection Upgrade and Aldington Abbots Road Upgrade (Phase 1 and Phase 2)', prepared by SLR Consulting Australia, dated 28 May 2025, rev 8. The Department letter notes that many of the sub-plans have been previously approved by the Planning Secretary as part of CEMPs for other phases of the external road upgrade works under SSD-10479-PA-56 and SSD-10479-PA-62.	Compliant
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Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
	e) include contact details for key project personnel, relevant regulatory authorities and key community stakeholders; f) include a complaints procedure for recording, responding to and managing complaints, including: (i) website, email, toll-free telephone number and postal address for receiving complaints; (ii) advertising the contact details for complaints prior to and during the works through on-site signage; (iii) a complaints register to record the date, time and nature of the complaint, details of the complainant and any actions taken to address the complaint; and (iv) procedures to resolve any disputes that may arise during the course of the Interim Road Works.			
F34	The Applicant must: a) not commence construction of the Interim Road Works until the Community Consultation Plan is approved by the Planning Secretary; b) implement the approved Community Consultation Plan for the duration of the Interim Road Works.	https://mamrealdingtonupgrades.com/wp-content/uploads/2025/11/MAIU-Commencement-Dayworks-Notification.pdf Community Consultation Register	Refer to Community Consultation Plan checklist for implementation a) CCP approved 08 August 2025. MAIU Commencement Notification - Community notification (undated) indicates that construction will start from Monday 24 November 2025. b) The Community Consultation Plan continues to be implemented.	Compliant
F35	The Applicant must provide details of the consultation undertaken in accordance with the Community Consultation Plan, to the Planning Secretary on a monthly basis including: a) the outcomes of consultation, matters resolved and unresolved; and b) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved. Note: The Community Consultation Plan may be prepared for the Aldington Road widening works component only, where the remainder of the Interim Road Works are covered by a Community Consultation Plan approved in accordance with SSD-9138102 MOD 5.	MAIU AARU Community Consultation Register (May 2026) Provides information from the start of the project and before as it includes several projects. https://mamrealdingtonupgrades.com/project-works/	A redacted consultation register is provided on the general project website. One complaint in June (Driveway lighting) where the ER was informed. ER Monthly Reports (November to May 2026) have reported no community complaints, however a review of the Consultation register identified two other project related complaints that had not been detailed in the ER reports, nor to the Department. 22/12/25 Phone call complaint that the letter box had been fenced in by workers. 04/02/26 phone call to raise concern about workers parking in driveways, restricting access.	Non-Conformance & Recommendation
			Non-Conformance (NC-01) NEXT PAGE	

Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
			Non-Conformance (NC-01) The MAIU project had not been submitting details of the community consultation undertaken on a monthly basis to DPHI. The project has proposed that they will provide a redacted consultation register to the ER to be submitted as an appendix to the monthly report. The auditor notes that as the consultation register covers multiple projects within SSD 10479, it may be streamlined for one consultation register to be submitted to the Department each month on behalf of all of the projects. Recommendation R-01 - The MAIU project to inform DPHI of the community consultation done to date.	
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN				
F36	Prior to the commencement of any part of the Interim Road Works, the Applicant must prepare a Construction Environmental Management Plan (CEMP) in accordance with the requirements of Condition C1 and to the satisfaction of the Planning Secretary. The CEMP must include the following:	DPHI letter to the Trustee for Stockland Fife Kemps Creek Trust <i>Construction Environmental Management Plan for Mamre and Abbots Intersection Upgrade – 200 Aldington Road Industrial Estate (SSD-10479)</i> Dated 08 August 2025 https://mamrealdingtonupgrades.com/Downloads/MAIU%20Approval-of-Plan-Strategy-or-Study.pdf	Construction Environmental Management Plan - Mamre and Abbots Road Intersection Upgrade - Kemps Creek, prepared by Aspect Environmental Pty Ltd (Aspect), dated 3 June 2025, Revision 08 <i>The Department of Planning, Housing and Infrastructure (Department) has reviewed the CEMP for the Mamre and Abbots Road Intersection Upgrade (MAIU) and concludes the plan addresses the relevant conditions. As such, the following document is approved.</i>	Compliant
F36 (a)	be prepared in consultation with Council;			Compliant

Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
F36 (b)	a traffic management plan prepared in consultation with TfNSW and Council, detailing: (i) current cumulative construction traffic data; (ii) the measures to ensure road safety and network efficiency during the Interim Road Works; (iii) a Driver Code of Conduct; (iv) a program to monitor the effectiveness of the road safety and network efficiency measures and adherence to specified routes; (v) procedures for notifying residents and local schools of any disruptions to routes;		'Construction Traffic Management Plan' prepared by Ason Group and dated 4 February 2025, rev 7 and the 'CTMP Addendum Mamre Rd, Abbots Rd and Aldington Rd Upgrades', prepared by Ason Group, dated July 2025;	Compliant
F36 (c)	a noise and vibration management plan prepared in accordance with the <i>Construction Noise and Vibration Guideline</i> , TfNSW 2023 and <i>Interim Construction Noise Guideline</i> , DECC 2009, describing measures developed in consultation with affected residents to manage high noise and vibration intensive works, and include an out of hours work protocol. Measures may include notifications, respite periods, scheduling of noisy works, temporary barriers, quieter plant or alternative construction methods, verification monitoring and/or provision of alternative accommodation;		'Mamre-Abbots Intersection Upgrade (MAIU) and Aldington-Abbots Road Upgrade (AARU) Construction Noise and Vibration Management Plan', prepared by SLR Consulting Australia Pty Ltd, dated 3 June 2025, rev. v1.8,	Compliant
F36 (d)	an air quality management plan prepared in accordance with the <i>Good Practice Guide for the Assessment and Management of Air Pollution from Road Transport Projects</i> , CASANZ 2023, detailing the location and duration of dust controls, details of monitoring and triggers for implementation of additional dust controls if required;		Mamre Abbots Intersection Upgrade (MAIU) and Aldington Abbots Road Upgrade (AARU) Construction Air Quality Management Plan' prepared by SLR Consulting Australia Pty Ltd, dated 4 March 2025, rev v2.3;	Compliant
F36 (e)	an erosion and sediment control plan prepared in accordance with <i>Managing Urban Stormwater: Soils and Construction – Volume 1: Blue Book</i> (Landcom, 2004) and detail the measures to ensure the construction phase water quality targets in the <i>Technical Guidance for Achieving Wianamatta South Creek Stormwater Management Targets</i> (Technical Guidance) (NSW Government, 2022) are met;	Letter from DPHI dated 17/02/2026	Erosion and Sediment Control Plan for Mamre and Abbots and Intersection Upgrade, prepared by Andrew Littlewood, Revision 04 dated 17 November 2025.	Compliant
F36 (f)	mitigation measures recommended in the Biodiversity Development Assessment Report for the Mamre and Abbots Road Intersection prepared by Fraser Ecological and dated 3 June 2024 and the Biodiversity Development Assessment Report for the Aldington and Abbots Road Upgrade prepared by Fraser Ecological and dated 14 June 2024;		Construction Flora and Fauna Management Plan, Mamre and Abbots Road Intersection Upgrade, prepared by Aspect Environmental Pty Ltd, dated 10 March 2025, rev 1;	Compliant
F36 (g)	a cultural heritage management plan including a procedure for the collection of one isolated surface artefact and an unexpected finds protocol, prepared in consultation with Registered Aboriginal Parties;		Heritage Management Plan Aldington and Abbots Road, and Mamre and Abbots Road Intersection Upgrades, prepared by Biosis, dated 3 June 2025;	Compliant

Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
F36 (h)	an unexpected finds procedure and asbestos management plan to manage any unexpected contamination encountered during the works, including details of testing and off-site disposal in accordance with the POEO Act and associated regulations; and		Unexpected Contamination Finds Protocol, Mamre Road, Abbots Road and Aldington Road Upgrade, Kemps Creek NSW', prepared by ADE Consulting Group Pty Ltd, version V5f, dated 11 March 2025	Compliant
F36 (i)	a contingency plan detailing measures to deal with unexpected issues arising during the works, such as excessive dust, noise, traffic, water quality impacts and unfavourable weather conditions.		Contingency Plan', prepared by Aspect Environmental Pty Ltd (undated)	Compliant
F37	The Applicant must: (a) not commence construction of the Interim Road Works until the CEMP is approved by the Planning Secretary; and (b) carry out the construction of the Interim Road Works in accordance with the CEMP approved by the Planning Secretary and as revised and approved by the Planning Secretary from time to time. Note: <i>The Construction Environmental Management Plan may be prepared for the Aldington Road Widening Works component only, where the remainder of the Interim Road Works are covered by a Construction Environmental Management Plan approved in accordance with SSD-9138102-Mod-5.</i>	DPHI letter to Stockland Fife Kemps Creek Trust <i>Construction Environmental Management Plan for Phase 2 Aldington and Abbots Road Upgrade – 200 Aldington Road Industrial Estate (SSD-10479)</i> Dated 08 August 2025	Refer to CEMP checklist for implementation status MAIU Commencement Notification - Community notification (undated) indicates that construction will start from Monday 24 November 2025.	Compliant
INDEPENDENT AUDIT				
F38	Within six months of the commencement of construction of the Interim Road Works, and every six months thereafter, until completion of the works, unless the Planning Secretary directs otherwise, the Applicant must commission and pay the full cost of an Independent Environmental Audit of the works. The audits must: - be prepared in accordance with the Independent Audit Post Approval Requirements (Department, 2020) - be led and conducted by a suitably qualified, experienced and independent expert, including a specialist traffic person, whose appointment has been endorsed by the Planning Secretary; - assess the environmental performance of the Interim Road Works; - assesses whether the works are complying with the conditions of this consent; and - recommends measures or actions to improve the environmental performance of the works; and	DPHI Letter (Ref SSD-1049-PA-96) Dated 06/05/2026 Approval of Endorsement for Independent Environmental Auditors - 200 Aldington Road Industrial Estate DPHI Letter (Ref SSD-1049-PA-109) Dated 01/07/2026 200 Aldington Road Industrial Estate – Request for Independent Environmental Audit Extension of Time.	This audit report represents the completion of items F38 (a-e). Department approval for Lead Auditor Mr Tim Cook and Traffic Specialist Mr Glen Burbridge dated 06 May 2026. An extension of time was provided due to the unexpected ill health of the traffic specialist. The letters from the Department are provided in Appendix C.	Compliant

Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
	f) be submitted to the satisfaction of the Planning Secretary within six weeks of commissioning the Audit (or within another timeframe agreed by the Planning Secretary).			
F39	In accordance with the specific requirements in the Independent Audit Post Approval Requirements (Department 2020), the Applicant must: a) review and respond to each Independent Audit Report prepared under condition F38 of this consent; b) submit the response to the Planning Secretary and any other NSW agency that requests it, together with a timetable for the implementation of the recommendations; c) implement the recommendations to the satisfaction of the Planning Secretary; and d) make each Independent Audit Report and response to it publicly available no later than 60 days after submission to the Planning Secretary and notify the Planning Secretary in writing at least 7 days before this is done. Note: The scope of the Independent Audit may be limited to the Aldington Road widening works, where the remainder of the Interim Road Works have been subject to an independent audit under SSD-9138102-Mod-5.		Not triggered – the condition is triggered after this report has been completed.	Not triggered
NOISE				
F40	The Interim Road Works must be undertaken during the following hours: a) 7 am to 6 pm Monday to Friday; b) 8 am to 1 pm Saturday; and c) at no time on Sundays or public holidays.	Project Pre-shift Briefings 26/02/2026, 07/04/2026, 23/05/2026, 29/05/2026, 06/06/2026 & 12/06/2026.	Addressed in Section 5.2 of the CNVMP. Prestart at 6:30 to 6:45 on weekdays at 7:30 on Saturday then works start after that.	Compliant
F41	Works outside of the hours identified in condition F40 may be undertaken in the following circumstances:		Addressed in Section 5.3 of the CNVMP.	
	a) works that are inaudible at the nearest sensitive receivers;		Works under this condition have not been triggered.	Compliant
	b) works agreed to in writing by the Planning Secretary;		Works under this condition have not been triggered.	Compliant
	c) for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or		Works under this condition have not been triggered.	Compliant

Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
	d) where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.		Works under this condition have not been triggered.	Compliant
F42	Notwithstanding Conditions F40 and Condition F41, the following works may be undertaken out of hours, in accordance with the Out of Hours Works Protocol approved under Condition D25(c):		Addressed in Section 5.3 of the CNVMP.	
	a) installation of drainage infrastructure;		As per F42(c)	Compliant
	b) asphaltting; and		As per F42(c)	Compliant
	c) other works required to be completed at night for safety reasons, as detailed in an approved CTMP.	TfNSW Road occupancy Licences (2570358, 2570370, 2570388) 2677646 & 2677644) Out of Hours Community notification for Barrier Installation. Community Consultation Register	TfNSW Road Occupancy Licence (2570358, 2570370 & 2570388) for barrier installation works (Stage 1a) between 24 November 2025 and 06 December 2025. TfNSW Road Occupancy Licence (2677646 & 2677644) for barrier installation works between 25 May 2026 and 15 June 2026. Out of Hours notification for up to 5 nights starting Monday 01 June 2026. Notification through email / letter box drop. Information detailed in Community Consultation Register. <i>(CNVMP notes... Barrier placement/relocation, Lime stabilisation, DGB placement and compaction, Asphalt placement, line marking & signage)</i>	Compliant

VIBRATION

Condition Surveys

F43	Prior to the commencement of the Interim Road Works, the Applicant must: a) undertake building condition surveys for properties located within 25 metres of the works; and b) prepare a dilapidation survey of the heritage post adjacent to Mamre Road.	Pre commencement Dilapidation Report, MAI, Version 1.0 November 2025	Addressed in Section 6 of the CNVMP. Initial site inspection conducted on 31/10/2025. Additional walk completed on 14/11/2025. Included the Heritage Post at 967 Mamre Road Construction started Monday 24 November 2025.	Compliant
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Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
F44	The Applicant must repair, or pay the full costs associated with repairing property that is damaged by carrying out the Interim Road Works.	Community consultation Register Site Discussions	Addressed in Section 6 of the CNVMP. The Community consultation register identifies the minor works, primarily regarding vehicle access, temporary pavement works of driveways, and fencing that that project has undertaken with regards to residential properties.	Compliant
Vibration Criteria				
F45	Vibration caused by Internal Road works at any residence or structure outside the site must be limited to: a) for structural damage, the latest version of DIN 4150-3 (2016-12) Vibration in Buildings – Part 3: Effects on Structures (German Institute for Standardisation, 2016); and b) for human exposure, the acceptable vibration values set out in the Environmental Noise Management Assessing Vibration: a technical guideline (DEC, 2006) (as may be updated or replaced from time to time).	SiteHive Vibration reports (Nov 2025 to May 2026) Construction Noise and Vibration Management Plan (CNVMP)	Addressed in Section 4.4.1, 4.4.3 and 4.4.4 of the CNVMP The SiteHive monitors the closest sensitive receiver at 983 Mamre Road (Lot 39). The house is set back approximately 30m from the original fenceline, which is setback from Mamre Road. No vibration complaints have been received by sensitive receivers.	Compliant
F46	Vibratory compactors must not be used closer than 30 metres from residential buildings unless vibration monitoring confirms compliance with the vibration criteria specified in condition F45.	SiteHive Vibration reports (Nov 2025 to May 2026) Construction Noise and Vibration Management Plan	Addressed in Section 4.4.3, 4.4.6 and 5.5 of the CNVMP. The SiteHive monitors the closest sensitive receiver at 983 Mamre Road (Lot 39). The house is set back approximately 30m from the original fenceline, which is setback from Mamre Road. Vibration monitoring undertaken confirms compliance with the vibration criteria specified in approved Construction Noise and Vibration Management Plan.	Compliant
F47	The limits in Conditions F45 and F46 apply unless otherwise outlined in a Construction Noise and Vibration Management Plan, approved under Condition F36 of this consent.	DPHI letter to Stockland Fife Kemps Creek Trust <i>Construction Environmental Management Plan for Phase 2 Aldington and Abbotts Road Upgrade – 200 Aldington Road Industrial Estate (SSD-10479) Dated 08 August 2025.</i>	Addressed in Section 1.2 of the CNVMP. Supplementary criteria in Section 4.4 of the approved CNVMP.	Compliant

Approval (ID)	Requirement	Evidence Collected	Questions/Findings	Compliance Status
		Construction Noise and Vibration Management Plan		

Appendix A: Table A2 – CEMP and sub-plan Compliance Table Mamre and Abbotts Intersection Upgrade

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
Construction Environmental Management Plan, Mamre and Abbotts Intersection Upgrade, dated 03/06/2025, REV 8 (Condition F35)				
CEMP Section 5 - Monitoring and Review				
CEMP 5.1	ENVIRONMENTAL INSPECTIONS			
CEMP 5.1.1	The Contractors Safety and Environmental Coordinator will complete environmental inspections: a) Fortnightly b) following rainfall events >10mm c) prior to any major shutdown period e.g. Easter and Christmas.	Site Environmental Inspections 05/01/2026, 04/02/2026, 01/04/2026, 11/05/2026 Post rainfall inspection Report (#1 15/12/2025 (18mm) & #4 27/02/2026 (46.4mm)) Shut down Inspection #1 18/12/2025 & #2 22/04/2026 ER Inspections 08/12/2025, 04/02/2026, 20/02/2026, 13/03/2026, 31/03/2026, 16/04/2026, 20/05/2026. CPESC Inspections 21/01/2026, 17/02/2026, 25/03/2026, 22/04/2026 & 20/05/2026	Safety and environmental inspections are completed on a regular basis, both formally and informally. A selection of formal safety and environmental inspection reports were viewed. Environmental inspections are conducted individually as well as with the routine ER and CPSEC inspections. The ER reports and the monthly environmental performance reports indicate items raised by the ER during site inspections were suitably addressed. SiteHive environmental monitoring equipment installed for the project provides real-time alerts for noise, dust and vibration.	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
CEMP 5.1.2	A daily pre-start inspection of plant and equipment will be undertaken by plant and equipment operators and any leaks or excessive emissions reported to the Contractors Safety and Environmental Coordinator.	Prestart Inspection 08/05/2026, 11/05/2026, 18/05/2026, 23/05/2026	Sample of daily pre-start inspections of watercart and articulated dump trucks confirm the completion of pre-starts.	Compliant
CEMP 5.1.3	The ER will regularly monitor the implementation of the CEMP and sub-plans to determine whether the Project is being carried out in accordance with this CEMP and the SSD-10479 Development Consent.	ER Inspections 08/12/2025, 04/02/2026, 20/02/2026, 13/03/2026, 31/03/2026, 16/04/2026, 20/05/2026	The ER, Carl Vincent (ErSed) attends the site on a regular basis to monitor the implementation of the CEMP and sub-plans.	Compliant
CEMP 5.1.4	The CPESC will supervise the delivery and operation of all construction phase erosion and sediment controls on the Site, review and approve updated ERSED plans and conduct monthly audits in accordance with SSD-10479 CoC D25.	CPESC Inspections 21/01/2026, 17/02/2026, 25/03/2026, 22/04/2026 & 20/05/2026	The CPESC (Mr Andrew Littlewood) is active on the project.	Compliant
CEMP 5.2	ENVIRONMENTAL MONITORING		Refer to sub-plans	
CEMP 5.2.1	Environmental monitoring will be undertaken to assist in verifying the following: • construction is in accordance with environmental approvals • compliance with all relevant legislative requirements • the minimisation of potential environmental incidents • effectiveness of environmental controls • implementation of this CEMP and the sub-plans.	Site Hive Monitoring data Environmental Performance Reports ER and CPESC inspection reports Project Environmental Inspection Reports Site inspection	Environmental monitoring was identified to be occurring across the project in general alignment with the CEMP and sub-plans. Site Hive environmental monitoring equipment installed for the project provides Realtime alerts for noise, dust and vibration. Refer also to sub-plans.	Compliant
CEMP 5.2.2	AT&L will provide the ER with all performance reporting documentation in order for the ER to perform their functions in accordance with the SSD 10479 Development Consent, including monthly and quarterly reporting to the DPHI.	ER Monthly Environmental Performance Reports (Jan to May 2026)	The monthly environmental performance reports assess and document the information provided by AT&L	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
CEMP 5.3 ENVIRONMENTAL AUDITING				
CEMP 5.3.1	Internal auditing AT&L will undertake an internal Health, Safety, Security and Environmental (HSSE) audit of the Project, the timing will depend upon the duration of the Project. Records of auditing and reporting will be maintained to demonstrate compliance.	ConstructSafe WHS Observation Report MAIU – Robson Civil Projects, 17 April 2026. ZAMR Engineering May 2026 Monthly Report. Internal Enviro Compliance Review – March 2026 (Robson)	The executive Summary of the report indicates that: <i>Overall, Robsons Civil Projects displayed a high level of coordination and use of a mature safety management system.</i> ZAMR Engineering May 2026 Monthly Report. Table 5: Site visits, WHSE / Traffic Surveillance Inspections	Compliant
CEMP 5.3.2	External Audit SSD 10479 CoC F38 requires that within six months of the commencement of construction of the Project, and every six months thereafter, until completion of the Project. The Independent Audits will be led and conducted by a suitably qualified, experienced and independent expert, including a specialist traffic person, whose appointment has been endorsed by the Planning Secretary. The independent audits will: • assess whether the works are complying with the CoC • recommend measures or actions to improve the environmental performance of the Project • submitted to the satisfaction of the Planning Secretary within six weeks of commissioning the Audit (or within another timeframe agreed by the Planning Secretary).	DHPI Letter – Approval of Independent Auditor 10/05/2026 DHPI Letter – Approval of Independent Audit Extension 01/07/2026	Department approval for Lead Auditor Mr Tim Cook and Traffic Specialist Mr Glenn Burbridge dated 06 May 2026. This audit represents the first audit. The pre audit briefing occurred on 27 May 2026. The Department provided approval for extension of the audit to occur on or before 28 August 2026.	Compliant
CEMP 5.3.3	In accordance with SSD 10479 CoC F36 (i) and the requirements in the Independent Audit Post Approval Requirements (Department 2020), the Project will: • review and respond to each Independent Audit Report prepared under CoC D27 • submit the response to the Planning Secretary and any other NSW agency that requests it, together with a timetable for the implementation of the recommendations		This audit represents the first independent audit completed for the project. Compliance with these requirements will be assessed in the next project independent audit.	Not Triggered

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
	- implement the recommendations to the satisfaction of the Planning Secretary - make each Independent Audit Report and response to it publicly available no later than 60 days after submission to the Planning Secretary and notify the Planning Secretary in writing at least 7 days before this.			
CEMP 5.4	CONTINGENCY MANAGEMENT PLAN			
CEMP 5.4.1	If inspections, monitoring and/or auditing indicate that the mitigation measures listed in the subplans are not effective in managing environmental impacts, the actions outlined in the Contingency Plan (Appendix N) will be implemented.	ER Inspections 08/12/2025, 04/02/2026, 20/02/2026, 13/03/2026, 31/03/2026, 16/04/2026, 20/05/2026. ER Monthly Environmental Performance Reports (Jan to May 2026)	Measures within Contingency Plan (Appendix N) has been implemented throughout the audit period. The audit has identified that the mitigation measures are effective for managing the environmental impacts of the project, however it is noted that increases of mitigation measures has included: Dust - increased watercart and street sweeper use and activity finetuning based on weather for dust. Sediment tracking - increased use of road sweeper, greater surveillance, improved site access controls and improved clean water diversion. Increased driver awareness regarding the driver code of conduct.	Compliant
CEMP 5.5	NON-COMPLIANCE AND ACTIONS			
CEMP 5.5.1	Non-compliances will be investigated to determine the root cause and any corrective and/or preventative actions arising from the investigation. This investigation will be documented in a Non-Compliance Report prepared by, or for, the Contractors Project Manager and will include any corrective and/or preventative actions. The Non-Compliance Report will be provided to AT&L within five days of the non-compliance. In accordance with SSD 10479 CoC E11, the Planning Secretary must be notified via the Major Projects website within seven days after the Project becomes aware of any non-compliance.	Site discussion and documentation review	The project has not recorded any non-compliances that have required reporting to the Department. (December 2025 to May 2026).	Compliant
CEMP 5.6	ENVIRONMENTAL INCIDENT AND EMERGENCY RESPONSE			

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status												
CEMP 5.6.1	The RCP Project Manager must report environmental incidents to AT&L immediately. Under SSD 10479 CoC E10, AT&L must notify the Planning Secretary in writing via the Major Projects website immediately after AT&L becomes aware of an incident. An environmental incident is defined in SSD 10479 Development Consent as an: <i>occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.</i> Material harm is defined as <i>harm that:</i> <i>a) involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial, or</i> <i>b) results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).</i>	Site discussion and documentation review	The project has not recorded any incidents that have required reporting to the Department. (December 2025 to May 2026).	Compliant												
CEMP 5.6.2	Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, AT&L 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 within Appendix 4 of the SSD 10479 Development Consent, and such further reports as requested.		No pollution incidents or environmental emergencies meeting these criteria were identified within the audit period.	Compliant												
CEMP 5.6.3	Where a pollution incident causes or threatens material harm to the environment or human health, the following authorities must also be notified immediately under the POEO Act: - EPA - Penrith City Council - The Ministry of Health (via Public Health Units) - SafeWork NSW (formerly Work Cover) - Fire and Rescue NSW.		No pollution incidents or environmental emergencies meeting these criteria were identified within the audit period.	Compliant												
CEMP 5.7	ENVIRONMENTAL REPORTING															
Summary of environmental reports provided in Table 5-2																
	<table><tr><th>Report</th><th>Timing / Frequency</th><th>Status / Evidence</th><th>Status</th></tr><tr><td>Dilapidation Survey and Report</td><td>Before the commencement of construction</td><td>Completed</td><td>Compliant</td></tr><tr><td>ER Quarterly Report</td><td>Quarterly to DPHI</td><td>ER reports are completed monthly</td><td>Compliant</td></tr></table>	Report	Timing / Frequency	Status / Evidence	Status	Dilapidation Survey and Report	Before the commencement of construction	Completed	Compliant	ER Quarterly Report	Quarterly to DPHI	ER reports are completed monthly	Compliant			
Report	Timing / Frequency	Status / Evidence	Status													
Dilapidation Survey and Report	Before the commencement of construction	Completed	Compliant													
ER Quarterly Report	Quarterly to DPHI	ER reports are completed monthly	Compliant													

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
	Consultation/ Complaints Register	Daily	The project demonstrated that the consultation register is updated and current, proof of provision to the ER could not be confirmed following two separate complaints. Refer to NC-02	Non Complaint
	CPESC Monthly Audit Reports	Monthly	CPESC reports are completed monthly	Compliant
	Environmental Review Report	Annually	Not yet required	NA
	Incident Report to AT&L	Within 20 days of the date on which the incident occurred	No incident reports required to date	Compliant
	Non-Compliance Report to AT&L	Within five days of the date on which the noncompliance was identified	No non-compliance reports required to date	Compliant
	Evidence required for Compliance Report	As requested by AT&L for reporting within six months after the commencement of construction of the development, and in the same month each subsequent year	Throughout this six monthly audit process, all requested information has been provided.	Compliant
	Environmental inspection and progress reports	Ongoing to the Contractors Project Manager	PROVIDED	Compliant
	Traffic numbers/movements tracking and reports	Monthly	Provided to ER for monthly report	Compliant
	Report on excessive dust being generated at source and dust leaving the site.	When occurs, based on visual inspection		Compliant
	Monthly Project Report (including waste management and overall environmental performance of the Project)	Monthly to AT&L	Provided	Compliant
	Pre-start checks on plant and equipment and reports to Contractors Safety and Environmental Coordinator	Daily and randomly	Pre-start reports provided	Compliant
	Internal HSSE Audit Report	Annually	WHS report provided. E internal review conducted	Compliant
CEMP 5.8	CEMP Review and Revision Program			
CEMP 5.8.1	A review will be undertaken by the RCP Safety and Environmental Coordinator, in consultation with the RCP Project Manager and AT&L Representative, on an annual basis commencing one year after the commencement of construction. An Environmental Review Report recommending measures to improve the environmental performance of the Project will be produced by the review.	Site discussions and document review.	CEMP review for this project has not yet been undertaken during construction activities as the project has not been operating for 12 months. While the full CEMP has not been reviewed and revised, it is noted that the progressive soil and erosion plans	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
			have undergone updates to reflect the progression of the project.	
CEMP 5.8.2	SSD 10479 CoC E8 also states that all strategies, plans and programs required under the SSD 10479 Development Consent will be reviewed and the Planning Secretary notified of the review within three months of: - The submission of a Compliance Report under CoC E14 - The submission of an incident report under CoC E10 - The approval of any modification of the conditions of the SSD 10479 Development Consent - The issue of a direction of the Planning Secretary under CoC A1(b) which requires a review.	Site discussions and document review.	The criteria for conducting a review under this condition has not been triggered.	Compliant
CEMP 5.8.3	As per CoC E9, where documents are revised under the above reviews, the revised documents will be sent to the Planning Secretary for approval within six weeks of the review (or as agreed by the Planning Secretary).		The criteria for conducting a review under this condition has not been triggered.	Compliant
CEMP 5.8.4	All employees and contractors will be informed of any revisions to the CEMP during toolbox talks.		The criteria for conducting a review under this condition has not been triggered.	Compliant
Construction Traffic Management Plan MAIU & AARU Revision 7, dated 04 February 2025 (Condition F36(b))				
CTR	Implementation assessed by Independent Traffic Specialist			
CTR-1	Section 3 of the CTMP identifies the following key areas and details mitigation measures associated with: - Minimising traffic impacts on the surrounding network - Vehicle management - Contractor and heavy vehicle parking - Pedestrian and cyclist management - Fencing requirements - Traffic control - Authorised traffic controllers - Driver awareness and Code of Conduct - Worker induction	Refer to Construction Traffic Management Audit conducted by the Department approved Traffic Specialist in Appendix D MAIU Vehicle Movement Plan, June 2026. Road Safety Network (RSN) Stage 3	Independent Site Safety Assessment completed by Zoran Bakovic (Traffic Engineering Centre) on Wednesday 27th May to validate current traffic set-up along Mamre Road and Abbots Road. ZAMR Engineering May 2026 Monthly Report in Section 4 Conclusion details: <i>Works under the Works Authorisation Deed (WAD) for the Mamre Road Abbots Road Intersection Upgrade Project are progressing in compliance with WAD requirements and Transport for NSW (TfNSW) Specifications.</i>	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
		Construction Traffic Management Plan Compliance Audit 21/07/2026 ZAMR Engineering May 2026 Monthly Report. Consultation Register	The RNS Audit dated 21/07/2026 indicated that compliance with the requirements of the CTMP is high and all documentation closed out. All TGS supplied comply with the relevant requirements. Monitoring of the site, traffic requirements comply, and regular inspections are performed. The consultation register identifies on 04/02/26 a phone call to raise concern about workers parking in driveways, restricting access. The project addressed the concern and no further issues were detailed. Refer to NC-03	
Construction Noise and Vibration Management Plan MAIU & AARU Revision 1.8, dated 03 June 2025 (Condition F36(c)) Section 6				
CNV	MITIGATION MANAGEMENT MEASURES			
CNV-1	Project Planning - Quieter, low-vibration construction methods will be used where reasonable and feasible. - Works will occur during standard hours where possible; some OOHW is unavoidable due to traffic constraints. - Truck access is restricted to Mamre Road, preferably via Abbotts Road rather than Bakers Lane.	Audit Interviews	Vehicle plant selection, based upon newer vehicles which operate quieter than older models. Project planning has reduced the use of night works where possible, for noise, but have also tried to reduce the amount of times that Mamre Road has to have restricted flow, to maintain amenity to road users. Site vehicle and truck access is via Abbotts Road.	Compliant
CNV-2	Scheduling - High-noise activities will be limited to OOHW Period 1 (before 10 PM) where practicable. - Repeated OOHW at the same location on consecutive nights will be avoided. - Cumulative noise and vibration impacts with AARU and MAIU projects will be avoided where feasible and reasonable. - NOTE: Appendix D OOHW Protocol (28/02/2025) indicates around 20 OOHW shifts.	TfNSW Road occupancy Licences (2570358, 2570370, 2570388) 2677646 & 2677644) Out of Hours notification for up to 5 nights starting Monday 01 June 2026 Out of Hours Community notification for Barrier Installation. Community Consultation Register	Out of Hours notification for up to 5 nights starting Monday 01 June 2026. Notification through email / letter box drop. Information detailed in Community Consultation Register. Attended noise monitoring was conducted on 03/06/2026 at 10:35pm during saw cutting works. L Aeq 15 min = 68.8 dBA. Project planning has reduced the frequency of night works where possible. Due to the high traffic flow of Mamre Road, when OOHW is undertaken high noise activities cannot be restricted to before 10pm on all occasions.	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
		Road Occupying Licences from TfNSW. Noise and Vibration monitoring Monthly Environmental Performance Reports	The works are being completed in separate works packages which reduces the potential for cumulative noise and vibration impacts. The project could demonstrate that it followed due process with regard to appropriate approvals and community consultation regarding OOHV. No community complaints were identified regarding OOHV.	
CNV-3	Training - All personnel will receive training on the project's noise and vibration requirements. - Inductions and toolbox talks will include information on the location and sensitivity of surrounding receivers.	Project Induction Toolbox talks	Training has been conducted for the project, including refresher toolbox training, and information in daily pre-starts.	Compliant
CNV-4	Site Layout - Site layout will minimise reversing and place noisy activities away from sensitive areas. - Natural screening will be used where available - Noise impact considerations must be documented for significant layout changes.	ER and CPESC Reports Environmental Monitoring map Site observations	The audit identified that, as per the current state of works, the appropriate mitigation measures were being implemented, where it was safe to do so. No significant layout changes were identified.	Compliant
CNV-5	Plant and Equipment Source Mitigation - Equipment will be well-maintained, efficient, and fitted with noise controls. - Non-tonal alarms used where safe; stationary noise sources placed away from sensitive areas. - Regular checks and noise monitoring to ensure compliance. - No dropping of materials; loading/unloading away from sensitive areas. - No truck queuing near residences; minimise compression braking and trips.	Monthly Environmental Performance Reports SiteHive Reports (Dec 2025 – May 2026) ER and CPESC Reports Site observations	No-tonal alarms were in use, and trucks were observed queuing on site. Site inspection indicated that the operations were being conducted in such a way to reduce the noise impacts on the community.	Compliant
CNV-6	Screening Use fixed or temporary barriers to shield noise from sensitive receivers.	Site observations Monthly Environmental Performance Reports	The narrow road reserve on which the project is being constructed does not facilitate the ability to screen sensitive receivers.	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status														
	Position site structures and equipment to take advantage of natural or built screening.	Community Consultation Register	Traffic noise along Mamre Road, is constant during construction hours. The project however has scheduled the work in different phases to reduce disruption to sensitive receivers.															
CNV-7	Vibration - Advance notification will be provided to receivers within minimum vibration working distances. - If cosmetic damage thresholds may be exceeded, lower-vibration methods will be considered and monitoring undertaken. - Works will stop if vibration levels exceed acceptable limits - Prepare a dilapidation survey of the heritage post adjacent to Mamre Road.	Mamre and Abbotts Road Intersection Construction Noise and Vibration Impact Assessment, SLR, May 2024 CEMP ER and CPESC inspection reports Project Environmental Inspection Reports Community Consultation Register SiteHive Reports (Nov 2025 – May 2026) Audit interviews Dilapidation Report	SLR 2024 indicates that all receivers are beyond the minimal working distance for cosmetic damage (25m). The SiteHive monitors the closest sensitive receiver at 983 Mamre Road (Lot 39). The house is set back approximately 30m from the original fenceline, which is set back from Mamre Road. Works within the audit period has not been within the minimum distance. No vibration related incidents were identified, or complaints received. A dilapidation survey of properties and of the heritage post adjacent to Mamre Road was completed.	Compliant														
CNV-8	Additional Mitigation Measures If mitigated noise levels still exceed NMLs, the Additional Mitigation Measures Matrix (AMMM) from the CNVG will be applied.	Site discussion	Mitigation measures have included pre notification to residents, equipment selection and respite periods.	Compliant														
	Hours of Work <table><tr><td colspan="3">Table 5 Hours of Work</td></tr><tr><th>Activity</th><th>Day</th><th>Time</th></tr><tr><td rowspan="2">Earthworks and Construction</td><td>Monday – Friday</td><td>7 am to 6 pm</td></tr><tr><td>Saturday</td><td>8 am to 1 pm</td></tr><tr><td>Operation</td><td>Monday – Sunday</td><td>24 hours</td></tr></table>	Table 5 Hours of Work			Activity	Day	Time	Earthworks and Construction	Monday – Friday	7 am to 6 pm	Saturday	8 am to 1 pm	Operation	Monday – Sunday	24 hours	Pre-start briefing documentation	The site was demonstrated to work within the nominated Hours of Work, except were Out of Hours Work was scheduled and notified to the impacted residents.	Compliant
Table 5 Hours of Work																		
Activity	Day	Time																
Earthworks and Construction	Monday – Friday	7 am to 6 pm																
	Saturday	8 am to 1 pm																
Operation	Monday – Sunday	24 hours																

CNV NOISE MONITORING (SECTION 6.3)

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
CNV-9	Unattended noise monitoring - Unattended monitoring will be conducted at locations representative of the nearest, most affected residences, selected based on current construction activity, such as those locations presented in Figure 4. - Real-time statistical noise loggers (e.g. SiteHive) will be used, with an online portal for live or near-live review - Trigger level exceedances will generate SMS/email alerts for prompt investigation	SiteHive Reports (Dec 2025 – May 2026) Project Environmental Inspection Reports	MAIU SiteHive Continuous noise monitoring measures LAmin, LA90, LA10, LAmax, and LAeq The audit identified that, as per the current state of works, the appropriate unattended noise monitoring was being implemented.	Compliant
CNV-10	Attended noise monitoring - Conducted as needed to distinguish construction noise from other sources and identify noisy equipment or activities. - Carried out by qualified specialists using methods compliant with AS 1055:2018. - Measures LAmin, LA90, LA10, LA1, LAmax, and LAeq over 15-minute intervals. - Extraneous noise (e.g. traffic) excluded or noted. - Monitoring results are reported monthly, with separate reporting for complaint-related data.	Noise monitoring 03 June 20206. Robson Civil Projects, Noise Monitoring Record form 10208.	The audit identified that, as per the current state of works, the appropriate unattended noise monitoring was being implemented to track general operations. Noise monitoring (spot checks) was conducted for night works by Robsons, however no attended noise monitoring, by an external specialist has been required. No specific complaint that drives the requirement for attended noise monitoring has been received.	Compliant
VIBRATION MONITORING				
CNV-11	Continuous Monitoring: - Real-time vibration monitoring (e.g. SiteHive) will be conducted continuously during vibration-intensive works (e.g. rock breaking, vibratory rolling) within minimum working distances of sensitive receivers/structures. - Monitors will be placed at the closest point of the structure to the work area and relocated as work progresses.	SiteHive Reports (Dec 2025 – May 2026) Monthly Environmental Performance Reports	The audit identified that, as per the current state of works, the appropriate vibration monitoring was being implemented and that the site operated within the vibration limits.	Compliant
CNV-12	Attended Monitoring: Performed by qualified specialists in response to complaints or structural exceedances to support real-time adjustment of techniques.		The criteria for conducting attended monitoring under this condition has not been triggered.	Compliant
Construction Air Quality Management Plan MAIU & AARU, revision 2.3, dated 04 March 2025 (Condition F36(d))				
CAQ	GENERAL MITIGATION MEASURES			

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
CAQ-1	Preparing the site - All reasonable steps to minimise dust generated will be undertaken during construction - Exposed surfaces and stockpiles will be regularly watered or treated with approved dust suppressants. - Land stabilisation will be carried out to reduce exposed surfaces. - Dust-generating activities near sensitive receptors will be closely monitored, with additional controls applied as needed. - Stockpiles: - Not in active use and present for >20 days will be protected from erosion within 10 days. - Disturbed areas will be temporarily stabilised within two weeks of stockpile establishment.	Project Environmental Inspection Reports ER and CPESC inspection reports Monthly Environmental Performance Reports Site inspection	The audit identified that, as per the current state of works, the appropriate dust mitigation and suppression was being implemented. Water cart operational. Street sweeper used as required. Stockpiles and exposed surfaces observed to be stabilised where able to be done.	Compliant
CAQ-2	Operating Vehicle/Machinery and Sustainable Travel - Prevent dirt tracking onto public roads; keep access roads clean. - Use compliant, well-maintained vehicles; limit engine idling. - Enforce site speed limits and minimise truck queuing through planning	Project Environmental Inspection Reports ER and CPESC inspection reports Monthly Environmental Performance Reports Site inspection Drivers Code of Conduct and Site Familiarisation	Site inspection identified active street sweeping and large vehicle management as did the documentation. Tracking of material between the site compound and site work area (on the other side of Abbotts Road) was an area of focus for the ER, CPESC and contractor site surveillance. The area was demonstrated to be actively managed. Speed limits were observed and communication through site signage and inductions.	Compliant
CAQ-3	Construction Tools: Use only cutting/grinding tools with dust suppression (e.g. water sprays). Water carts : Apply water carts to exposed surfaces and unsealed roads. Spill kits: Have spill kits on site and clean spills promptly using wet methods. Monitor: Monitor wind conditions continuously; stop works during strong winds if dust becomes excessive Waste: Truck loads must be covered; no burning of waste or combustible material permitted. Earthworks: Minimise duration of exposed surfaces; rehabilitate disturbed areas within 20 days of final levels.	Project Environmental Inspection Reports ER and CPESC inspection reports Monthly Environmental Performance Reports Site inspection	The documentation provided during the audit process and site observations indicate that the project is operating in a manner to mitigate the potential air quality impact on sensitive receivers and the surrounding environment. ER and CPESC inspections continue to observe and report on site practices in alignment with the CEMP.	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status								
	Dust/Odour: Investigate and mitigate strong odours or dust emissions if observed. Materials Handling: Keep sand/aggregates damp unless drying is essential, with controls in place. Speed Limits: General (20km/h), High Risk (10km/h) Haul Routes (50km/h) Trackout: - Use water-assisted sweepers as needed. - Maintain haul roads and log inspections. - Implement wheel wash or cattle grid systems with rumble grids to prevent material leaving the site											
CAQ	AIR QUALITY MONITORING											
CAQ-4	Baseline Monitoring: Begin 3 months before construction to establish air quality baseline using dust deposition gauges (DDGs) compliant with AS/NZS 3580.1.1:2016; changed every 30 days.	SiteHive Report (August 2025) DDG1, DDG2 & DDG3 (August 2025)	Baseline monitoring was conducted in August 2025 for Air, Noise and Vibration. In addition, an air quality general baseline has been established within the wider projects that encompass SSD 9522 and SSD 10479 (Mamre Road) which provided ongoing data suitable for a baseline prior to construction activities for the Mamre, Abbots and Aldington Road upgrades. <table><tr><td>Total Insoluble Matter</td><td>DDG1</td><td>DDG2</td><td>DDG3</td></tr><tr><td>g/m²/month</td><td>0.1</td><td>0.2</td><td>1.2</td></tr></table>	Total Insoluble Matter	DDG1	DDG2	DDG3	g/m ² /month	0.1	0.2	1.2	Compliant
Total Insoluble Matter	DDG1	DDG2	DDG3									
g/m ² /month	0.1	0.2	1.2									
CAQ-5	Real-Time Monitoring PM₁₀ monitors to be installed near sensitive receptors and adjusted as works progress. Multiple monitors will be provided by the contractor to suit various stages of works being completed at the time. 200 µg/m³ (1 hour average) 60 µg/m³ (24 hour average)	SiteHive Reports (Jan to May 2026) Monthly Environmental Performance Reports (January to May 2026)	Realtime monitoring is in place, with results tracked and reported. Results indicated that performance, for project related activities, was within the project 24-hour average and one hour average stipulated criteria.	Compliant								
CAQ-6	Dust deposition gauges DDG1 and DDG2 (2 locations within the MAIU project boundary) (4 g/m²/month) (annual average)	Envirolab Certificates of Analysis	Two dust deposition gauges are present within the project footprint (DDG1 & DDG2).	Compliant								

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status																								
			Two monthly results were above the nominated annual average of 4 g/m²/month, however the monthly average for the first five months falls below the criteria. The results for May 2026 were not yet available at the time of the audit. <table><tr><td>Total Insoluble Matter g/m²/month</td><td>DDG1</td><td>DDG2</td></tr><tr><td>November 2025</td><td>< 0.1</td><td>< 0.1</td></tr><tr><td>December 2025</td><td>1.6</td><td>< 0.1</td></tr><tr><td>February 2026</td><td>14</td><td>2.2</td></tr><tr><td>March 2026</td><td>2.0</td><td>5.0</td></tr><tr><td>April 2026</td><td>< 0.1</td><td>0.17</td></tr><tr><td>Five-Month Average*</td><td>3.54</td><td>2.18</td></tr><tr><td colspan="3">*Where the analytical result was <0.1, a value of 0.05 was used for the five-month average calculation.</td></tr></table>	Total Insoluble Matter g/m ² /month	DDG1	DDG2	November 2025	< 0.1	< 0.1	December 2025	1.6	< 0.1	February 2026	14	2.2	March 2026	2.0	5.0	April 2026	< 0.1	0.17	Five-Month Average*	3.54	2.18	*Where the analytical result was <0.1, a value of 0.05 was used for the five-month average calculation.			
Total Insoluble Matter g/m ² /month	DDG1	DDG2																										
November 2025	< 0.1	< 0.1																										
December 2025	1.6	< 0.1																										
February 2026	14	2.2																										
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April 2026	< 0.1	0.17																										
Five-Month Average*	3.54	2.18																										
*Where the analytical result was <0.1, a value of 0.05 was used for the five-month average calculation.																												
CAQ-7	Key Performance Indicator – No visible dust leaving the Project Site Boundary	ER Inspection Reports	ER inspection reports and site records did not identify that dust was leaving the site boundary.	Compliant																								
CAQ-8	Key Performance Indicator – No complaints related to dust or other air quality issues	Community consultation Register	No dust related community complaints were identified	Compliant																								
Note:	Air Quality Monitoring locations (Figure 11 AQMP)																											
Progressive Erosion & Sediment Control Plans: MAIU, version 01, dated 17 November 2025																												
Progressive Erosion & Sediment Control Plans: Mamre Road Signalised Intersection version 3, dated 07 March 2025																												
ESC-1	An Erosion and Sediment Control Plan is to be developed to the Soils and Construction Managing Urban Stormwater Standards (Landcom 2004) and implemented and updated throughout the project stages.	Progressive Erosion & Sediment Control Plans: Mamre Road Signalised Intersection version 3, dated 07 March 2026	The Erosion and Sediment Control Plan had been updated to reflect site activities and the CPESC is active on the project.	Compliant																								

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
ESC-2	Appropriate erosion and sediment control must be installed and maintained during construction to avoid the potential of incurring indirect impacts on environmental and biodiversity values.			
Construction Waste Management Plan revision 01, dated 05 March 2025				
CWM-1	Manage waste during construction Manage contaminated and hazardous waste	Project Waste Register (Jan 2026 – May 2026) Waste Dockets Eco Resource Recovery (EPA Licence 10699) Waste Dockets: WB363215/1, WB363179/1, WB363261/1, WB363290/1, WB363349/1 & WB363416/1	No hazardous or contaminated material has been identified and required removal from the site. A selection of waste removal certificates was reviewed. Asphalt, mixed waste and aggregate materials had been removed by H&R express transport (17/03/2026) and disposed to Eco Resource Recovery (EPA Licence 10699). Additional loads on 18/05/2026 and 19/05/2026. The project tracks general waste disposal to licenced facilities. The site compound area is established to suitably manage waste material.	Compliant
CWM-2	Waste monitoring will be undertaken to assist in the management of the waste and to obtain accurate waste generation records. Monitoring includes: - recording waste generated and disposal methods - reviewing past waste disposal receipts - recording waste volumes recycled, reused or contractor removed in accordance with Penrith DCP. - Waste audits may be periodically completed to gauge the effectiveness and efficiency of waste segregation procedures and recycling and reuse initiatives.		As per above. Waste is managed and tracked on site. A dedicated waste audit has not been conducted on the site. Waste volumes for the MAIU project have not been outside of those anticipated in the project assessment.	Compliant
Fill Management Plan MAIU & AARU, revision 1f, dated 07 August 2025				
FILL-1	Materials imported to the site must satisfy the minimum requirements as detailed with the FMP. All materials to be imported must be accompanied by appropriate reports from qualified Environmental Consultants verifying the status of the material with respect to contamination.	Robson Environmental Information Sheet – Virgin Excavated Natural Material (VENM) EIS-003.2	The project has suitable systems in place, however due to the nature of the project and the works will generate excess material. As such no ENM or VENM has been required on site.	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
	- Topsoil may be proposed in areas of landscaping to promote healthy vegetation growth. The topsoil may be imported from a specialised supplier or from an approved site in accordance with the VENM criteria. - A record of truck movements should be maintained for trucks carrying material imported to the site - Materials not deemed consistent with the supporting documentation will be rejected from entering the site. - Any material imported to site that is found to be non-compliant (discovered during check testing or during general site activities), or subject to be, will be isolated and if the non-compliant material is found to be incompatible with the Site, it will be removed.	Material tracking and stockpile survey		
Salinity Management Plan MAIU & AARU, revision 3f, dated 11 March 2025				
SAL-1	Salinity testing shall be undertaken on imported soil and in accordance with Department of Land and Water Conservation (DLWC) (2002), Site Investigations for Urban Salinity. Workers trained	Site discussion	No soil is currently being imported to site.	Compliant
Construction Flora and Fauna Management Plan MAIU revision 01, dated 10 March 2025 (Condition F35(f))				
4.1	MITIGATION MEASURES			
FFM-1	Ecologist: A qualified Ecologist must be engaged, holding a valid NSW Scientific Licence and DPI Animal Research Authority to: - Conduct targeted flora surveys before vegetation clearing. - Perform comprehensive pre-clearing surveys for threatened flora/fauna and priority weeds. - Delineate habitat-bearing trees/shrubs. - Undertake specific surveys for the Cumberland Land Snail and Litoria aurea (Green and Golden Bell Frog) in dams. - Undertake an additional pre-clearing survey of culverts to be removed in case on inhabitation by microbat species - Supervise clearing of aquatic habitats to manage and relocate displaced fauna.	Preclearance supervision Summary, Mamre and Abbots Road Intersection Upgrade, Kemps Creek, Ecoplanning, 14 November 2025 Dam Dewatering – Green and Golden Bell Frog, Ecoplanning Email 07/01/2026 Dam Dewatering summary, Mamre Road and Abbots Road	The Ecoplanning (2025) report indicates: <i>Pre-clearance supervision was completed on 7 November 2025. The earlier pre-clearance survey conducted in April 2025 assessed the entire project area, including Phase 1, Aldington and Abbots Road upgrade.</i> <i>Potential fauna habitat was limited to exotic grasslands and the native canopy species (two small patches in the northern section of the study area, consisting of Eucalyptus moluccana (Grey Box) and Allocasuarina littoralis (Black She-Oak) with no shrub layer). Two habitat trees were identified, with clearance to be through soft felling.</i> <i>As potential habitat for threatened flora species was considered to be absent, targeted flora surveys were not required.</i>	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
		Intersection Upgrade, Kemps Creek, Ecoplanning, 14 April 2026	<i>No evidence of the Cumberland Plain Land Snail was identified during the targeted searches.</i> <u>Green and Golden Bell Frog</u> Ecoplanning email indicates an inspection for Green and Golden Bell Frogs on 10 December 2025. The dam was identified as not suitable habitat, and no frog species were heard calling during the inspection. Targeted surveys were identified as not necessary by the ecologist. <u>Dam Dewatering</u> The Ecoplanning (2026) report indicates: <i>The dewatering of one dam in the north of the study area, along the boundary of Mamre Rd, was supervised on the 31st of March 2026 and removed accessible fauna with nets, which was relocated.</i> <i>A fauna exit ramp was constructed to allow for safe self-relocation of fauna not accessible by the ecologist.</i>	
FFM-2	Construction: Tree Protection: Install fencing and temporary barriers (e.g. flagging tape) around retained trees and vegetation prior to construction. Hygiene Protocols: Enforce vehicle washdown and hygiene procedures to prevent spread of weeds/pathogens. Revegetation: Use Cumberland Plain Woodland species for any roadside landscaping works Weed Control: Manage pests, vermin, and priority weeds in accordance with the Biosecurity Act 2015 and DPI's NSW WeedWise guidelines. Site Management: Locate stockpiles, storage, and laydown areas away from retained native vegetation. Soil Management: Avoid importing soil to prevent introduction of weeds and pathogens.	Preclearance supervision Summary, Mamre and Abbots Road Intersection Upgrade, Kemps Creek, Ecoplanning, 14 November 2025 ER and CPESC inspection reports Site Inspection	The Ecoplanning report indicates: <i>One priority weed, <i>Olea europaea subsp.cuspidata</i>, was identified at one location within the study area (Figure 1). To avoid the spread of this species, disposal should occur offsite at an appropriate facility. Additionally, the pre-clearing survey identified extensive infestations of <i>Solanum sisymbriifolium</i> (Sticky nightshade). Although not listed as a priority weed for the Greater Sydney region, affected areas were conservatively mapped and it is recommended that this species is removed and disposed offsite at an appropriate facility to limit further spread.</i> The weeds were removed and disposed to a licenced landfill. No tree protection required as all trees have been removed from the construction footprint. Landscaping works will be undertaken in a future phase of works. ER and CPESC inspections	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
5.2	MONITORING AND REVIEW			
FFM-3	- Six monthly monitoring by qualified ecologist - Check for weed growth and pest/vermin activity.		Ecologist inspections were conducted in November 2025 and April 2026 as identified above. With the native vegetation removed from the construction area and the dam decommissioned there is no longer a requirement for six monthly ecologist inspections.	Compliant
Dam Decommissioning Management Plan MAIU Rev 06 March 2025				
DAM-1	Water quality sampling of the dam water is required prior to dewatering to determine if it is stratified and if the water is suitable for onsite reuse.	Dam Dewatering summary, Mamre Road and Abbotts Road Intersection Upgrade, Kemps Creek, EcoPlanning, 14 April 2026 Robson Water Discharge Records (7 events) Robson Water Discharge Register (7 events).	The one dam on site has been decommissioned. Water quality monitoring records that relate to the water discharge register and Robsons approval process were viewed.	Compliant
DAM-2	Prior to dam dewatering and removal of dam structures, a suitably qualified ecologist is to inspect the dam to identify the presence or likely presence of aquatic species of flora and fauna.	Dam Dewatering summary, Mamre Road and Abbotts Road Intersection Upgrade, Kemps Creek, EcoPlanning, 14 April 2026	The EcoPlanning (2026) report indicates: <i>The dewatering of one dam in the north of the study area, along the boundary of Mamre Rd, was supervised on the 31st of March 2026 and removed accessible fauna with nets, which was relocated.</i> <i>A fauna exit ramp was constructed to allow for safe self-relocation of fauna not accessible by the ecologist.</i>	Compliant
DAM-3	Any soil and sediments to be excavated and removed would be sampled and classified in accordance with the NSW Environment Protection Agency (EPA) Waste Classification Guidelines (2014) to guide disposal options and assess if soils are suitable for onsite reuse.	Project Waste Register (Jan 2026 – May 2026) Waste Dockets	All material removed from site was disposed to a licence facility.	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
Note:	The four farm dams to be decommissioned as part of the Project (AARU P2 & WAIU) are shown in Figure 4-1 and Figure 4-2. All four dams are located on private property adjacent to existing roads. One in MAIU. (Figure 4.2)		One dam within the project footprint has been appropriately decommissioned.	Compliant
AARU & MAIU Heritage Management Plan', prepared by Biosis Pty Ltd, dated 03 June 2025				
5.1	OPERATIONAL RELATED MEASURES			
HER-1	Heritage inductions for all employees, contractors and subcontractors working in the study area.	Project Induction documentation	The project induction details heritage requirements.	Compliant
HER-2	Community collection of AHIMS 45-5-5607/Aldington Road 01 and long-term management strategy.		This condition relates to works outside of the MAIU project.	NA
HER-3	Procedure to follow in the event of unexpected Aboriginal or non-aboriginal finds.	Heritage Management Plan Aldington and Abbots Road, and Mamre and Abbots Road Intersection Upgrades, prepared by Biosis, dated 3 June 2025;	The required information is detailed within the Heritage Management Plan and the requirement detailed within the project induction. No unexpected finds have been identified in the construction to date.	Compliant
Unexpected Contamination Finds Protocol Mamre Road & AARU, version 5f, dated 11 March 2025 (Condition D35(h)).				
UNX-1	Unexpected Finds Protocol The recommended protocol is summarized as a flowchart in Appendix A – Unexpected Finds Protocol. All unexpected finds must be recorded within the unexpected finds register and held in record for a minimum of 5 years Triggered by the discovery or suspicion of unexpected materials or substances (e.g. asbestos, contamination) in any form (solid, liquid, gas).	Unexpected Contamination Finds Protocol, Mamre Road, Abbots Road and Aldington Road Upgrade, Kemps Creek NSW', prepared by ADE Consulting Group Pty Ltd, version V5f, dated 11 March 2025	The criteria for unexpected contaminated finds under this condition have not been triggered.	Compliant
UNX-2	Worker and Contractor Training	Project Induction documentation	The information is detailed within the project induction.	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
Community Consultation Strategy and Complaints Handling Procedure MAIU & AARU (Phase 1&2) , revision 8, dated 28 May 2025 (Condition F33)				
COM-1	MRWG Workshops: Held quarterly to identify collaboration opportunities (e.g. joint newsletters), coordinate engagement, and review complaints procedures.	Mamre Road Precinct Working Group Minutes (Dec 2025, Jan 2026, Feb 2026 and May 2026)	The project could demonstrate its ongoing involvement in the MRWG.	Compliant
COM-2	Project Website: Continuously updated with construction milestones, timing, and expected impacts for stakeholders and the public.	Project Website	https://mamrealdingtonupgrades.com/project-works/	Compliant
COM-3	One-to-One Meetings: Held as needed with landowners/community to discuss project issues; records retained and actions logged.	Community Consultation Register	The audit identified that, as per the current state of works, the appropriate community and stakeholder consultation and interaction was being undertaken.	Compliant
COM-4	Stakeholder Meetings: Conducted with agencies or developers to address project-specific matters and reduce community impacts.	Community Consultation Register		
COM-5	Agency/Key Stakeholder Notifications: Targeted email updates provided to high-interest parties; interactions logged.			
COM-6	Project Letters: Issued as needed to introduce the project and provide general updates, including anticipated impacts.	Community Consultation Register Commencement Notification		
COM-7	Notification Cards: Distributed for upcoming specific works.	Letters used.		
COM-8	Letterbox Drops/Emails: Targeted notifications to potentially affected residents, often paired with door knocking; all distributions logged.	Community Consultation Register		
6.3	Complaints and enquiries handling			
COM-9	Enquiries:	Community Consultation Register	The audit identified that, as per the current state of works, the project was recording all interactions with the community and responding appropriately when required.	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
	- General enquiries are answered immediately where possible; otherwise, responses are provided within 24 hours after consulting relevant staff. - All enquiries are logged in the complaints and enquiries database.			
COM-10	Complaints: - Categorised as minor (respond within 24 hrs), moderate (48 hrs), or major (5 business days). - If unresolved immediately, a follow-up verbal response is provided within 2 hours (during construction) or within 24 hours (outside construction hours). - If unresolved, a written response is issued within 5 business days. - Unresolved issues may proceed to mediation by an independent mediator appointed by LOG-E.	Community Consultation Register (to May 2026)	As per the recent complaints register, items have been raised and addressed. No complaints or enquiry's have remained unresolved.	Compliant
COM-11	Dispute Resolution: - Escalated to the Environmental Representative (ER) if unresolved or if environmental concerns are significant. - ER assesses impacts, recommends corrective actions, and ensures compliance with CEMP and Condition A35.	ER Monthly Environmental Performance Reports (January to May 2026) Community Consultation Register (to May 2026)	No complaints have remained unresolved and as such no dispute resolution has been required.	Compliant
6.4	Engagement feedback and data management			
COM-12	Record Keeping: - All interactions are to be documented using the Record of Contact Form and Consultation Register. - Confirm understanding, contact details, and advise the person that notes are being taken.	Community Consultation Register (to May 2026)	The Community Consultation Register is active on the project and logs interactions coming into the project (in) or from the project to the community (out).	Compliant
COM-13	Escalation: - Report all contacts promptly to the CCLR. - Escalate complaints or aggressive/threatening behaviour immediately to the Site Supervisor and CCLR.	Community Consultation Register (to May 2026)	The Community Consultation Register details the escalation and who has addressed the matter Note this is not just for complaints or aggressive/ threatening behaviour.	Compliant

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status
COM-14	Consultation Register Must Include: Date/time, method of contact, complainant details, nature of issue, actions taken, any follow-up/monitoring, and justification if no action was taken.	Community Consultation Register (to May 2026)	The Community Consultation Register includes the required information.	Compliant
COM-15	Reporting Requirements: - Updated Complaints register is to be provided within 24 hours to the Environmental Representative (ER) (Condition C35). - Complaints are included in monthly ER reports to DPHI		A project related complaint occurred addressed on 11 June 2026. The complaint related to poor lighting at the driveway / road intersection. The Project met with the resident and proposed a daymaker at his driveway while construction was occurring. No further actions were required. A review of the Consultation register identified two other project related complaints that had not been reported in the ER reports, nor to the Department. 22/12/25 Phone call complaint that the letter box had been fenced in by workers. 04/02/26 phone call to raise concern about workers parking in driveways, restricting access. Non-Conformance (NC-02) The audit has identified that while the ER monthly reports identify the presence of community complaints, the complaints from December 2025 and February 2026, had not been provided to the ER or detailed in the reports. Recommendation R-02 The project to issue a communique on the ER notification requirements and timelines for incidents, environmental emergencies and non-conformances to all appropriate project members. R-03 Consultation register (redacted) to be provided to the ER for submission with the monthly report to DPHI.	Non-Conformance & Recommendations
Contingency Plan (Appendix N)				

ID	Requirement	Evidence Collected	Questions/Findings	Compliance Status																														
CONT-1	Activities relating to dust and tracking material have required the escalation to Condition Amber.		The project could demonstrate the escalation of contingency measures for the management of dust and tracking of material to an amber level.	Compliant																														
<table><tr><th colspan="3">Dust Emissions</th></tr><tr><th>Condition</th><th>Trigger</th><th>Response</th></tr><tr><td>Green</td><td>Inspections show that there is no visible dust leaving the site.</td><td>Monitor weather conditions and stop works if dust generation is excessive. Continue implementation measures of the CAQMP.</td></tr><tr><td>Amber</td><td>Inspections show that there is visible dust leaving the site.</td><td>During periods of unsuitable weather (high winds and high temperatures), avoid or minimise dust generating activities where possible, or increase frequency of dust suppression activities. Remove, suppress, stabilise or cover materials that have a potential to produce dust as soon as possible, unless being used on site. Impose 30km/h speed limits on haul routes to minimise dust generated from vehicle movements.</td></tr><tr><td>Red</td><td>Inspections show that there is visible dust leaving the site multiple times during a day OR from multiple locations within the site.</td><td>Where possible, locate high dust generating activities away from sensitive receivers. Record any exceptional events that cause dust and/or air emissions on or off site and note action taken to resolve situation.</td></tr><tr><td></td><td></td><td></td></tr></table> <table><tr><th colspan="3">Dust Generated by Traffic</th></tr><tr><th>Condition</th><th>Trigger</th><th>Response</th></tr><tr><td>Green</td><td>No observable dust.</td><td>No response required.</td></tr><tr><td>Amber</td><td>Minor quantities of dust in the air and/or tracking on to the road.</td><td>Review and investigate construction activities and respective control measures, where appropriate. Implement additional remedial measures, such as: • Deployment of additional water sprays • Relocation or modification of dust- generating sources • Check condition of vibrating grids to ensure they are functioning correctly • Temporary halting of activities and resuming when conditions have improved. </td></tr></table>					Dust Emissions			Condition	Trigger	Response	Green	Inspections show that there is no visible dust leaving the site.	Monitor weather conditions and stop works if dust generation is excessive. Continue implementation measures of the CAQMP.	Amber	Inspections show that there is visible dust leaving the site.	During periods of unsuitable weather (high winds and high temperatures), avoid or minimise dust generating activities where possible, or increase frequency of dust suppression activities. Remove, suppress, stabilise or cover materials that have a potential to produce dust as soon as possible, unless being used on site. Impose 30km/h speed limits on haul routes to minimise dust generated from vehicle movements.	Red	Inspections show that there is visible dust leaving the site multiple times during a day OR from multiple locations within the site.	Where possible, locate high dust generating activities away from sensitive receivers. Record any exceptional events that cause dust and/or air emissions on or off site and note action taken to resolve situation.				Dust Generated by Traffic			Condition	Trigger	Response	Green	No observable dust.	No response required.	Amber	Minor quantities of dust in the air and/or tracking on to the road.	Review and investigate construction activities and respective control measures, where appropriate. Implement additional remedial measures, such as: • Deployment of additional water sprays • Relocation or modification of dust- generating sources • Check condition of vibrating grids to ensure they are functioning correctly • Temporary halting of activities and resuming when conditions have improved.
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ID	Requirement		Evidence Collected	Questions/Findings	Compliance Status
	Red	Large quantities of dust in the air and/or tracking on to the road.	As with Condition Amber, plus: • If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies and the ER. • Implement relevant responses and undertake immediate review to avoid such occurrence in future.		

Environmental Performance

CEMP Environmental Objectives and Targets (CEMP Section 1.4)					
	Objective	Target	Monitoring Method	Findings	Status
General	a) Comply with all relevant environmental standards, legislation and approvals during the life of the Project.	No written warnings or infringement notices	- Site Inspection Checklist - Site diary records - ER monitoring and inspections - CPESC supervision and inspections	The project has not received any written warnings or infringement notices.	Compliant
	b) Harm to people, the environment and property	No environmental incidents	Incident register/reports	The project has not had any recorded environmental incidents.	Compliant
Air Quality	Meet NSW Environment Protection Authority (EPA) air quality criteria	No written warnings or infringement notices	- Site Inspection Checklist - Daily pre-start checks on plant and equipment - Site diary records - Site safety walk and observation	The project has not received any written warnings or infringement notices.	Compliant
	Minimise impacts from dust emissions during construction for sensitive receivers	- No visible dust emissions leaving the Project site - No complaints relating to air quality	- Consultation Register - Site diary records	The project could demonstrate that it continues to monitor air quality and operating with the required criteria, despite a few elevated results within the dust deposition gauges.	Compliant
Waste	Manage waste production and resource recovery	In accordance with targets within Penrith City Council's Waste Hierarchy	Waste reporting	The project is managing and tracking waste	Compliant
Noise and Vibration	Minimise impact from construction noise and vibration for sensitive receivers	No complaints relating to noise and vibration	- Noise and vibration monitoring - Consultation Register	The project has not had any recorded complaints regarding noise and vibration.	Compliant
	Manage construction noise	To be in accordance with EPA's interim Construction Noise Guideline (DECC, 2009)	- Noise monitoring - Consultation Register	The project continues to monitor noise and vibration as is within the guidelines and inform the community with Out Of Hours Works is to be undertaken.	Compliant

Soil and Water	Minimise adverse water quality and sedimentation impact during construction	Minimum impact on waterbodies surrounding the Project	- ER monitoring and inspections - CPESC supervision and monthly inspections	The project to date has not had an adverse impact on any offsite waterbodies.	Compliant
Traffic	Manage construction vehicles in efficient and safe manner	No accidents	Incident Reports	The project to date has not had any project related accidents.	Compliant
	Manage car parking and traffic disturbances on surrounding road network and public road network users.	No complaints relating to car parking and traffic.	- Consultation Register - Monthly reports to ER	In February 2026 the project had one complaint relating to workers parking and blocking a residential driveway. This was investigated and identified to not be project related. The project however installed additional no parking signage for the resident.	Compliant
Heritage	No impact to Aboriginal heritage items	Limit impacts to the scope permitted by the Development Consents	Results from implementation of Heritage Unexpected Finds Procedure	The project to date has not had any impact on aboriginal heritage items.	Compliant
Flora and Fauna	Enable compliance with relevant legislation, CoC, requirements and guidelines	No written warnings or infringement notices	- Environmental inspection checklist - Daily logbook - Environmental Representative (ER) monitoring, inspections and audits	The project has not received any written warnings or infringement notices.	Compliant
	Minimise impacts to biodiversity during construction	No impact to biodiversity	- Site Inspection Checklist - Six-monthly monitoring by suitably qualified ecologist	The project could demonstrate that it reduced its impact on biodiversity and ongoing use of an ecologist through preclearance surveys, tree clearance, and dam decommission activities.	Compliant
	Minimise impacts of wildlife to Western Sydney Airport operations	Minimal occurrence of common strike species at the site	- Site Inspection Checklist - Six-monthly monitoring by suitably qualified ecologist	The project has removed the potential habitat for potential common strike species. Captured water is being used for dust suppression activities.	Compliant

End.

Appendix B: Site Photographs



Plate 1: Light vehicle parking, pedestrian separation and heavy vehicles in the back.



Plate 2: Vehicle entry / exit Abbots Road separating the site in two.



Plate 3: Bulk loading of lime into equipment for material stabilization treatment. (On Northern side of Abbotts Road)



Plate 4: Water cart and machinery involved in the lime application. (South of Abbotts Road)



Plate 5: Water reuse from decommissioned dam. (South of Abbotts Road)



Plate 6: General site works and traffic barriers. Mamre Road is a high traffic road, that has necessitated some out of hours works. (South of Abbotts Road)



Plate 7: Dust deposition gauge (South of Abbots Road)



Plate 8: Neighbours driveway. Note the presence of ongoing access and the lights to enable safe entry/ exit for the resident. (South of Abbots Road)



Plate 9: Excavation and stormwater infrastructure (North of Abbots Road)



Plate 10: Dust deposition gauge



Plate 11: Water truck refilling on site. There were no visible dust plumes from the project during the inspection.



Plate 12: Boundary erosion and sediment controls in place.

Site Layout Plan

This Site Layout Plan shall be made site specific for each work location and include hazards identified as part of the risk assessment for the site. This Plan shall be communicated to all personnel at the time of induction to the work location and be displayed in prominent locations within the workplace.

Issue No. 2.0

Revision Date 14/04/2026

11506

Project (Site) Name: MAJU - Mamre Abbott's Intersection Upgrade	
Street Address: 25 Abbots Rd, Kemps Creek, NSW 2178	
Nearest Cross Road: Mamre Road	
Site UHF Channel: 49	
Site Contact Details	
Name	Contact No.
Emergency Controller: Jarrod Griffith	[REDACTED]
Project Manager: Gerard Noone	
Site Manager: Nathan Tonks	
First Aid Officer: Derek Doohan	
First Aid Officer: Mark Constable	
Emergency Services	
Location	Contact No.
Hospital: Mount Druitt Hospital	02 9881 1555
Medical: Erskine Park Family Medical	02 9834 3038
Fire: Fire & Rescue NSW St Marys	000 or 112 (mobile)
Police: St Marys Police Station	000 or 112 (mobile)
Site / Project Foreseeable Emergencies	
Medical Emergency	Falls from or trapped at height
Serious Injury	Plant rollover
Fire or Explosion	Confined space incident
Material/Chemical Spill	Major burns

FRM-11506-Site Layout Plan
Issue 1.0 (16/02/2026) (Project)
Issue 2.2 (10/10/2024) (Template)
Page 1 of 1

Plate 13: Site layout plan

Project Preshift Briefing

This Project Preshift Briefing shall be made site specific for each work location and include hazards identified as part of the risk assessment for the site. This Briefing shall be communicated to all personnel at the time of induction to the work location and be displayed in prominent locations within the workplace.

Issue No. 11301

No.	Name	Signature	BA	DA	DP	DP	DP
31	James Allen	[Signature]					
32	Max Watson	[Signature]					
33	Jim Griffith	[Signature]					
34	Sam Griffin	[Signature]					
35	Simon Smith	[Signature]					
36	Michael Joseph	[Signature]					
37	James Griffin	[Signature]					
38	Derek Doohan	[Signature]					
39	Joe Kinn	[Signature]					
40	Spencer Petcher	[Signature]					
41	Kim Cook	[Signature]					
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FRM 11301-Project Preshift Briefing
Issue 11.1 (07/02/2023)
Page 4 of 4

Plate 14: Preshift briefing 12/06/2026

Appendix C: Auditor Approval & Time Extension

Department of Planning, Housing and Infrastructure

Our ref: SSD-10479-PA-96

Mr Richard Harris
Development Manager
The Trustee for Stockland Fife Kemps Creek Trust
Level 12, 89 York Street
Sydney NSW 2000

6 May 2026

Subject: Approval of Endorsement for Independent Environmental Auditors – 200 Aldington Road Industrial Estate (SSD-10479)

Dear Mr Harris,

I refer to your letter dated 23 April 2026, seeking approval for the Endorsement for Independent Environmental Auditors as required by condition F38(b) of Schedule 2 of SSD-10479.

The Department of Planning, Housing and Infrastructure (Department) has reviewed the CVs and Declaration of Independence and concludes the documents address the relevant conditions.

In accordance with Schedule 2, Condition F38(b) of the consent and as nominee of the Planning Secretary, I endorse the following independent environmental audit team:

- Mr Tim Cook (Lead Auditor)
- Mr Glenn Burbridge (Traffic Specialist)

You are reminded that if there are any inconsistencies between the approved documents and the conditions of consent, the conditions prevail.

Please ensure you make the approved documents publicly available on the project website at the earliest convenience. Should you have any further enquiries, please contact Tuna Wang, Industry Assessments, at the Department on (02) 9274 6011 or via tuna.wang@dpie.nsw.gov.au.

Yours sincerely



Lindsey Blecher
Team Leader
Industry Assessments
As nominee of the Planning Secretary

Department of Planning, Housing and Infrastructure

Reference: SSD-10479-PA-109

Richard Harris
Fife Industrial Investments Pty Ltd
ACN 605 62 566
Level 12, 89 York Street
Sydney NSW 2000
01/07/2026

Sent via the Major Projects Portal only

Subject: 200 Aldington Road Industrial Estate – Request for Independent Environmental Audit extension of time

Dear Mr Harris

I refer to your request for an extension of time to undertake the upcoming Independent Environmental Audit (**IEA**) for the 200 Aldington Road Industrial Estate (**project**), pursuant to Schedule 2, Condition F38 of SSD-10479 as modified (**consent**), submitted to the NSW Department of Planning, Housing and Infrastructure (**Department**) on 19 June 2026.

The Department notes that the reason for the extension is the unexpected unavailability of the appointed traffic specialist and does not object to the request in the circumstances.

In accordance with Schedule 2, Condition F38 of the consent, as nominee of the Planning Secretary I direct that the project undertake the upcoming IEA on or before 28 August 2026.

Please ensure that a copy of this letter is included in the appendices to the final IEA report as evidence of the extension.

Should you wish to discuss the matter further, please contact Anne Vo, Compliance Officer on (02) 9995 5211 or email compliance@planning.nsw.gov.au

Yours sincerely



Julia Pope
Team Leader Compliance - Metro North
Compliance

As nominee of the Planning Secretary

Appendix D: Construction Traffic Audit Report



MAIU

Stage 3 Road Safety Audit

PROJECT No: P2264

DOCUMENT CONTROL

VERSION	DATE	PREPARED BY	SIGNED
		Glenn Burbridge	
Draft	21/7/2026	RSA-02-1064 PWZTMP #0051952947	

The procedures used are those in the Austroads' (2009) Guide to Road Safety – Part 6A: Implementing Road Safety Audits, Roads and Maritime Services' (2011) Guidelines for Road Safety Audit Practices, and TS 05492:1.0 Traffic Control at Work Sites (effective 1 July 2026), which supersedes the former Traffic Control at Work Sites Manual (Ver 6.1).

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12. Road Safety Auditor/ Traffic Specialist	5
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1. Background

An initial email was sent to Glenn Burbridge, from Stephanie Sheridan (Superintendent) on the 11th of May 2026 to outline the proposed scope of works to complete the critical aspects of the project. The audit is a Stage 3 CTMP Compliance Audit. The primary reference document provided is shown in Appendix A: Construction Traffic Management Plan Mamre Road, Abbots Road and Aldington Road Upgrade. The Site is located at the Mamre Road / Abbots Road intersection, Abbots Road and Aldington Road, Kemps Creek and is legally known as Lots 111, 112, 113, 114 and 115 DP 1296469 and Lot 10 DP 1296455. The Site is located approximately 4 km north-west of the future Western Sydney International (Nancy-Bird Walton) Airport (WSA), 13 km south-east of the Penrith CBD and 40 km west of the Sydney CBD. **This audit focuses on the Mamre/Abbots Road intersection upgrade**; a project being delivered by Robson Civil Projects on behalf **Land Owners Group East (LOG-E)** under State Significant Development application SSD-10479. This includes road widening, new traffic signals, stormwater and culvert works, utility installations and relocations at the Mamre Road and Abbots Road junction. Works commenced in November 2025 with completion expected in early 2027. This Inspection report summarises the various elements and associated risks for the proposal.

This complete report will be supplied to Stephanie Sheridan, which outlines the findings. The audit inspection is a compliance audit. The audit was performed on the 8th of July 2026.

2. Distribution List

Changes to this document may only be made by the original author or their authorised representative. The final version of this document, and all subsequent revised versions, shall be distributed to the following parties.

Name	Position	Email
Stephanie Sheridan	Superintendent	stephanie.s@atl.net.au
Tim Cook	Senior Auditor	tim.cook@l2r.com.au

3. Previous Audits

Name of Audit	Date	Type
MAIU	22/10/2025	Design Compliance

4. Acronyms

PMP	Pedestrian Movement Plan(s)
RASS	Radar activated speed sign(s)
TfNSW	Transport for NSW
ROL	Road Occupancy Licence(s)
SZA	Speed Zone Authorisation
TCP	Traffic Control Plan(s)
TCWS	TfNSW TS 05492:1.0 Traffic Control at Work Sites
TMC	Transport Management Centre
TMP	Traffic Management Plan(s)
VMP	Vehicle Movement Plan(s)
VMS	Variable message sign(s)
AFC	Approved for construction

5. Statement

I hereby certify that the audit team have examined the documents listed in appendix A and have inspected the files in the undertaking of this Road Safety Audit. I also confirm that this audit has been carried out independently of the design team following the general principles detailed in Austroads Guide to Road Safety Part 6: Road Safety Audit and in accordance with TfNSW guide to Road safety Auditing. The audit has been carried out for the sole purpose of identifying any features onsite that may be a danger to road users. The identified findings have been noted in findings below.

6. Project Scope

The project information within this audit is provided by Ason Group who has been engaged by AT&L on behalf of Land Owners Group East (LOG-E) to prepare a Road Safety Audit of the Section F3 compliance documents provided for the Mamre Road / Abbotts Road intersection upgrade, Kemps Creek (the Site). The audit will focus on the Mamre Road / Abbotts Road intersection upgrade.

7. Purpose of Audit

This report presents the findings of the compliance to the CTMP implementation for the Mamre Road / Abbotts Road intersection upgrade. The aim of the audit is not an as-built check of the approved design, but rather to identify any non-compliance to the approved CTMP and associated implementation.

8. Audit Scope

To verify the vehicle movements within the CTMP of the Mamre Road / Abbotts Road intersection upgrade, implementation of the barrier system and the following daily reporting that is required during the CTMP implementation. Inspect items within CTMP for evidence of compliance for the following:

- TGS.
- VMP.
- Daily site checklist.
- Driver code of conduct.
- Road safety audit conducted.
- Community consultation.
- Community complaints register.
- TfNSW and council consultation.

9. Audit Location

The location of the audit site is presented in figures one below.



Figure 1: Project Site

10. Procedures and Reference Material

The procedures used are in accordance with the requirements in Austroads' "Guide to Road Safety, Part 6A Implementing Road Safety Audits" and is structured around a standard checklist provided in that manual as well as TfNSW "Accident Reduction Guide – Part 2: Road Safety Audits". The audit incorporates the principles of the safe system approach to road safety auditing. The analysis and subsequent report are compiled for safety and technical aspects in accordance with:

- TS 05492:1.0 Traffic control at work sites (effective 1 July 2026).
- Australian Standards AS 1742.3:2019 (Manual of uniform traffic control devices) and AS/NZS 3845.1:2015 (Road safety barrier systems and devices).
- TfNSW QA specification G10 (TS 03401) Temporary Traffic Management, and TfNSW TS 02642:1.0 Supplement to Austroads Guide to Road Design (barrier design and placement).

11. Supporting Information

All documents provided for this audit are attached to Appendix A of this report. Each Reference number will show conforming documents that comply with item F3 of the compliance checklist.

12. Road Safety Auditor/ Traffic Specialist

- Glenn Burbridge, (Road Safety Senior Auditor - RSA-02-1064)

13. Conclusion

The compliance with the requirements of the CTMP is high and all documentation closed out. All TGS supplied comply with the relevant requirements. Monitoring of the site, traffic requirements comply, and regular inspection are performed.

Glenn Burbridge (RSA-02-1064)

A handwritten signature in blue ink, appearing to be 'Glenn Burbridge', is written over a light blue horizontal line.

Disclaimer: Although the author provides recommendations, the implementation of the recommendation is at the discretion of the principle and its contractors. Road safety network provides the information only and does not provide the engineering, materials, or the labour to implement the recommendations. The final decision on whether to accept the recommendations contained in this report is at the discretion of the principle. Road safety network provides no warranty for the recommendation nor responsibility for its implementation. The information provided in this report is the exclusive property of road safety network and the sources used to provide the information in this report.

14. Finding

Item Number	Section Audited	Compliance	Auditor comments	Evidence provided	Document Reference
1	Approved CTMP, TfNSW and council communication and comments	Yes	The CTMP supplied has been approved by all relevant stakeholders. All comments from stakeholders have been addressed.	CTMP and email correspondence	REF 1
2	CTMP Appendix C, TGS for the construction day to day operations and aftercare, staging of TTM	Yes	All TGS provided are compliant with TS 05492:1.0 Section 14 (TGS design), Section 11.5 (work area protection), Section 12.4 (PTCD/traffic controller requirements), Section 13 (signs and devices), and Section 13.2.1 Table 49 (edge clearances). The TGS has been implemented correctly onsite.	All TGS provided within the CTMP	REF 1
3	CTMP Section 3.3 Section 2.3, 2.3.1 and appendix A: Driver code of conduct, the haulage routes and the VMP within the site. CTMP Section 3.3 Vehicle movements.	Yes	On the day of audit, all Heavy vehicles were seen observing the VMP All VMP's are compliant with TS 05492:1.0 Traffic control at work sites (effective 1 July 2026). No Heavy vehicle was observed on the day of the audit not following the VMP.	VMP, Haulage route provided with the CTMP.	REF 1
4	CTMP Section 3.2 Minimising Traffic Impacts on Surrounding Network: Point 4: Reporting: Reporting and monitoring of movements during peak periods are to be undertaken to ensure that drivers are adhering to restricted times, and to ensure that the approved traffic generation, and subsequent impacts on the road network are in line with those approved.	Partial	Some evidence of reporting or monitoring of vehicle movements has been provided	Yes, Vehicle logs have been provided.	REF 2
5	CTMP section 4.2 Worksite inspection and recording.	Yes	Copies of the Road safety audit and close outs after switch, which is a condition of the WAD and CTMP. Daily safety walk checklist provided and complete.	Road safety Audits, Safety Walk checklists, and' TGS and CTMP current versions.	REF 3
6	4.2 .1 Incident management	Yes	Incident register provided and closed out by Robson Civil only. Being major incident, it is assumed there are ongoing investigations by Police and TfNSW	Incident Register provided	REF 4



L2R
Advisory

10 August 2026

**Department Planning Housing and
Infrastructure**
Industry Assessments

Your Ref: SSD -10479 – PA-114

Attention: The Planning Secretary

RE: Mamre Abbotts Intersection Upgrade (SSD-10479) – Part F Road Works

In accordance with Condition F39 of Development Consent SSD-10479, please find attached the Final Independent Environmental Audit Report for the Mamre Abbotts Intersection Upgrade (MAIU), dated 3 August 2026, together with the Applicant's response to the audit recommendations and implementation actions.

In accordance with Condition F39(d) of Development Consent SSD-10479, this letter serves as at least seven days' written notice to the Planning Secretary that the Final Independent Environmental Audit Report and the Applicant's response will be made publicly available no later than 60 days after submission to the Planning Secretary.

The Independent Environmental Audit assessed compliance with Part F (Road Works) of SSD-10479 and the approved environmental management plans for the period December 2025 to May 2026. The audit identified two non-compliances and made three recommendations. The Applicant has considered the audit findings and provides the following responses to the recommendations.

Recommendation R-01:

The MAIU Project to inform DPHI of the community consultation undertaken to date.

Response:

The community consultation activities undertaken to date is attached to this submission. Details of community consultation activities, including outcomes, resolved matters and unresolved matters, will continue to be provided to the Environmental Representative on a monthly basis in accordance with Condition F35 of the Development Consent.

Implementation:

Implemented and ongoing.

Recommendation R-02:

The Project to issue a communique on the Environmental Representative (ER) notification requirements and timelines for incidents, environmental emergencies and non-conformances to all appropriate project members.

Response:

The Project notes that community complaints are to be provided to the Community Consultation Team and are also forwarded to the Environmental Representative within 24 hours of receipt for consideration and inclusion in the monthly environmental reporting process. The audit finding related to two complaints not



being reflected in the relevant monthly Environmental Representative reports and the inability to verify notification through the records reviewed during the audit. To further reinforce project requirements, all relevant personnel have been reminded of the notification and reporting requirements for complaints, incidents, environmental emergencies and non-conformances.

Implementation:

Implemented and ongoing.

Recommendation R-03:

Consultation Register (redacted) to be provided to the ER for submission with the monthly report to DPHI.

Response:

The Applicant notes that the Consultation Register is required to be updated and published on the project website on a monthly basis in accordance with the approved Community Consultation Strategy and conditions of consent. the Consultation Register will continue to be made available to the Environmental Representative and each monthly Environmental Representative Report will identify any complaints received during the reporting period and include a reference and link to the current Consultation Register published on the project website. This will provide access to the complete record of community complaints, enquiries and consultation activities and support verification that these matters have been appropriately captured and reported.

Subject to any objection from the Department or Environmental Representative, this approach will be implemented from the next monthly Environmental Representative Report and will continue for the duration of the project.

Implementation:

To be implemented from the next monthly Environmental Representative Report and ongoing thereafter.

The Applicant is committed to maintaining compliance with the Development Consent and continuing to improve environmental management and community consultation processes throughout the delivery of the project.

Should you have any questions, please do not hesitate to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Richard Harris', with a stylized, overlapping loop structure.

Richard Harris