

Compliance Report Declaration Form



Project Name	Parramatta Light Rail – Stage 1
Project Application Number	SSI 8285
Description of Project	Development for the purpose of the Parramatta Light Rail – Stage 1, Infrastructure Works – Stage 2, Package 4.
Project Address	Land in the suburbs of Westmead, North Parramatta, Parramatta, Rosehill, Camellia, Rydalmere, Dunas, Telopea, Carlingford, Granville and Clyde.
Proponent	Transport for NSW
Title of Compliance Report	Pre-Construction Compliance Report – Package 4 Infrastructure Works
Date	19/12/2019

I declare that I have reviewed relevant evidence and prepared the contents of the attached Compliance Report and to the best of my knowledge:

- The Compliance Report has been prepared in accordance with all relevant conditions of consent
- The Compliance Report has been prepared in accordance with the Compliance Reporting Post Approval Requirements
- The findings of the Compliance Report are reported truthfully, accurately and completely
- Due diligence and professional judgement have been exercised in preparing the Compliance Report
- The Compliance Report is an accurate summary of the compliance status of the development.

Notes:

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

Name of Authorised Reporting Officer	
Title	Associate Director Environmental Management
Signature	
Qualification	Ba. Science (Hons) in Applied Geography, Environmental Science
Company	Transport for NSW
Company Address	130 George Street, Parramatta

Pre-Construction Compliance Report

Package 4 – Infrastructure Works

Parramatta Light Rail – Stage 1 (SSI-8285)

December, 2019

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Glossary / Abbreviations

Abbreviation	Expanded text
AA*	The Acoustics Adviser for the CSSI.
AEI	Areas of Environmental Interest
Active Transport Link*	An active transport link (pedestrian and cycling) connecting Carlingford to the Parramatta Valley Cycleway at Rydalmere, with bridge crossings at Parramatta River and James Ruse Drive, and ending at Alfred Street, Parramatta
Ancillary facility*	A temporary facility for construction of the project including an office and amenities compound, construction compound, material crushing and screening plant, materials storage compound, maintenance workshop, testing laboratory, material stockpile area car parking compound and truck marshalling facility.
ARD	Archaeological Research Design
ASS	Acid Sulphate Soils
CEMP*	Construction Environmental Management Plan
CMP	Conservation Management Plan
CNVIS	Construction Noise and Vibration Impact Statement
CoA	The Planning Minister's conditions of approval
Completion of construction*	The date upon which all construction works and activities described in the EIS/Submissions Report (incorporating Preferred Infrastructure Report) are completed and all requirements of the Secretary (if any) and the whole of the CSSI has been constructed to the appropriate standard for operation
Construction*	<p>Includes all works required to construct the CSSI as described in the EIS/Submissions Report (incorporating Preferred Infrastructure Report), including commissioning trials of equipment and temporary use of part of the CSSI, but excluding the following low impact work:</p> <ul style="list-style-type: none"> (a) survey works including carrying out general alignment survey, installing survey controls (including installation of global positioning system (GPS)), installing repeater stations, carrying out surveys of existing and future utilities and building and road dilapidation surveys; (b) investigations including investigative drilling, contamination investigations and excavation; (c) establishment of ancillary facilities in approved locations including constructing ancillary facility access roads and providing utilities to the facility; (d) operation of ancillary facilities if the ER has determined the operational activities will have minimal impact on the environment and community; (e) minor clearing and relocation of native vegetation, as identified in the EIS/Submissions Report (incorporating Preferred Infrastructure Report); (f) installation of mitigation measures including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments; (g) property acquisition adjustment works including installation of property fencing, and relocation and adjustments of property utility connections

Abbreviation	Expanded text
	<p>including– water supply and electricity;</p> <p>(h) relocation and connection of utilities where the relocation or connection has a minor impact to the environment as determined by the ER;</p> <p>(i) reconfiguration of Robin Thomas Reserve for the purposes of maintaining two sports playing fields;</p> <p>(j) archaeological testing under the <i>Code of practice for archaeological investigation of Aboriginal objects in NSW (DECCW, 2010)</i> or archaeological monitoring undertaken in association with [a]-[i] above to ensure that there is no impact to heritage items;</p> <p>(k) other activities determined by the ER to have minimal environmental impact which may include construction of minor access roads, temporary relocation of pedestrian and cycle paths and the provision of property access including access and egress to construction ancillary facilities; and</p> <p>(l) maintenance of existing buildings and structures required to facilitate the carrying out of the CSSI.</p> <p>However, where heritage items, or threatened species, populations or ecological communities (within the meaning of the <i>Biodiversity Conservation Act 2016</i>) are affected or potentially affected by any low impact work, that work is construction, unless otherwise determined by the Secretary in consultation with OEH or DPI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation).</p> <p>Construction does not include site establishment works where such works are included as part of a Site Establishment Management Plan approved under Condition C18.</p>
CLMP	Contaminated Land Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CSSI*	The Critical State Significant Infrastructure as described in Schedule 1 of this approval, the carrying out of which is approved under the terms of this approval.
CSSI, the	Parramatta Light Rail – Stage 1 (Westmead to Carlingford)
CTP	Compliance Tracking Program
Department*	NSW Department of Planning, Industry and Environment
DECC*	Former NSW Department of Environment and Climate Change
DPC Heritage	Department of Premier and Cabinet (as at 1 July 2019) Heritage (delegate of the NSW Heritage Council – formerly Office of Environment and Heritage (OEH), Heritage Division
DPIE	NSW Department of Planning, Industry and Environment (formally known as Department of Planning and Environment, DPE)
DPI*	NSW Department of Primary Industries including DPI Agriculture, DPI Biosecurity and Food Safety, DPI Land and Natural Resources, DPI Water and DPI Fisheries
Eat Street*	That section of Church Street between Palmer and George streets.
EIS*	The Environmental Impact Statement submitted to the Secretary seeking approval to carry out the project described in it, as revised if required by the Secretary under the EP&A Act and including any additional information provided by the Proponent in support of the application for approval of the project.

Abbreviation	Expanded text
EP&A Act*	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EPA*	NSW Environment Protection Authority
EPL*	Environment Protection Licence under the POEO Act
ER*	The Environmental Representative for the CSSI
ETS	Opal Electronic Ticketing System
HAMU	Historical Archaeological Management Unit
Heritage Division*	The Heritage Division of OEH
Heritage item*	A place, building, work, relic, archaeological site, tree, movable object or precinct of heritage significance, that is listed under one or more of the following registers: the State Heritage Register under the <i>Heritage Act 1977</i> (NSW), a state agency heritage and conservation register under section 170 of the <i>Heritage Act 1977</i> (NSW), a Local Environmental Plan under the EP&A Act, the World, National or Commonwealth Heritage lists under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth), and an “Aboriginal object” or “Aboriginal place” as defined in section 5 of the <i>National Parks and Wildlife Act 1974</i> (NSW).
Highly Noise Intensive Works*	Rock breaking, rock hammering, sheet piling, pile driving and any similar activity
ICNG*	<i>Interim Construction Noise Guideline</i> (DECC, 2009)
Incident*	An occurrence or set of circumstances that causes, or threatens to cause material harm. <i>Note: “material harm” is defined in this approval.</i>
ISCA	Infrastructure Sustainability Council of Australia
Land*	Has the same meaning as the definition of the term in section 1.4 the EP&A Act
Landowner*	Has the same meaning as “owner” in the <i>Local Government Act 1993</i> and in relation to a building means the owner of the building
Material harm*	Is harm that: (a) involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial, or (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).
Minister*	NSW Minister for Planning
NCA*	Noise catchment area
Non-compliance*	An occurrence, set of circumstances or development that is a breach of this approval but is not an incident.
NPW Act	NSW National Parks and Wildlife Act 1974
NSW Heritage Council*	Heritage Council of NSW

Abbreviation	Expanded text
OEH	NSW Office of Environment and Heritage It is noted that OEH was abolished on 1 July 2019. The OEH (environment) section is taken as a reference to Department of Planning, Industry and Environment (DPIE) and the OEH (heritage) section is taken as a reference to Department of Premier and Cabinet (DPC) heritage
OEMP*	Operational Environmental Management Plan
Operation*	The carrying out of the CSSI (whether in full or in part) upon the completion of construction for the applicable stage (if any), excluding the following activities: <ul style="list-style-type: none"> • commissioning trials of equipment; • temporary use of any part of the CSSI; and • maintenance works. <i>Note: There may be overlap between the carrying out of construction and operation if the phases are staged. Commissioning trials of equipment and temporary use of any part of the CSSI are within the definition of construction.</i>
PCCR	Pre-Construction Compliance Report
PIR*	The Preferred Infrastructure Report submitted to the Secretary under the EP&A Act (referred to as part of the Submissions Report (including Preferred Infrastructure Report)).
Planning Approval	The Planning Approval includes the Conditions of Approval, the EIS and the Submissions and Preferred Infrastructure Report
PLR	Parramatta Light Rail (Stage 1)
POEO Act*	<i>Protection of the Environment Operations Act 1997 (NSW)</i>
Precinct*	The precincts of Westmead; Parramatta North; Parramatta CBD; Rosehill and Camellia; and Carlingford as described in the EIS and illustrated in Figures 5.2a to 5.2h of Volume 1
Proponent*	The person identified as such in Schedule 1 of this approval
Relevant Council(s)*	Any or all as relevant: <ul style="list-style-type: none"> • City of Parramatta; and • Cumberland Council
Relevant Road Authority*	The same meaning as the road authorities defined in the <i>Roads Act 1993</i> .
Relic*	Has the same meaning as the definition of the term in section 4 of the <i>Heritage Act 1977 (NSW)</i>
REMMM	Revised Environmental Management and Mitigation Measures
RMS*	NSW Roads and Maritime Services
RVTM	Requirements Verification and Traceability Matrix
SCO	Sydney Co-ordination Office
Secretary*	Secretary of the NSW Department of Planning and Environment (or nominee, whether nominated before or after the date on which this approval was granted)
SEMP	Site Environmental Management Plan

Abbreviation	Expanded text
Sensitive receiver*	Includes residences, temporary accommodation such as caravan parks and camping grounds, and health care facilities (including nursing homes, hospitals). Also includes the following, when in use: educational institutions (including preschools, schools, universities, TAFE colleges), religious facilities (including churches), child care centres, passive recreation areas, commercial premises (including film and television studios, research facilities, entertainment spaces, restaurants, office premises and retail spaces), and others as identified by the Secretary
SaM	Stabling and Maintenance Facility
SPR	Scope and Performance Requirements
Submissions Report*	The report comprising the Proponent's response to written submissions received in relation to the application for approval for the CSSI under the EP&A Act. The Proponent has prepared a Submissions Report (incorporating the Preferred Infrastructure Report) for the CSSI
TCG	Traffic Control Plan
TfNSW	Transport for NSW (the Proponent)
TTAMP	Traffic, Transport and Access Management Plan
TTLG	Traffic and Transport Liaison Group
Tree*	As defined in Australian Standard <i>AS 4970-2009 Protection of trees on development sites</i> .
UDLP	Urban Design and Landscape Plan
UDRR	Urban Design Requirement Report
Unexpected heritage find*	An object or place that is discovered during the carrying out of the CSSI and which may be a heritage item but was not identified in the documents referred to in Condition A1 or suspected to be present. An unexpected heritage find does not include human remains.
Work*	All physical work for the purpose of the CSSI including construction

* As defined in the Infrastructure Approval (CSSI-8285)

1 Introduction

1.1 Context

This Pre-Construction Compliance Report (PCCR) has been prepared for the Parramatta Light Rail – Stage 1 (also known as CSSI 8285), Infrastructure Works (Stage 2, Package 4).

The Infrastructure Works comprises the construction of civil works, public domain and light rail infrastructure (generally up to road surface and stop top-of-slab level) including provision of services containment but generally excluding cabling for rail systems. The Staging Report (PLR-TFNSW-CBD-PE-RPT-000001) describes the staging of the delivery and operation of the CSSI in compliance with the requirements of the Infrastructure Approval SSI 8285.

Condition of Approval (CoA) A34 of the Infrastructure Approval requires that the PCCR must be prepared and submitted to the Planning Secretary for information no later than one month before the commencement of construction of the stage of works to which the report applies. The PCCR is also to be made publicly available by TfNSW.

1.2 Purpose of this report

The purpose of this PCCR is to address the requirements of CoAs A34, A35 and A36 of the Infrastructure Approval. This PCCR has been prepared in accordance with the Project wide Compliance Tracking Program (PLR-TFNSW-PJT-PE-PRG-000001).

The requirements of the pre-construction compliance related CoA are listed in Table 1-1, together with the cross-reference to where the requirements are addressed in this PCCR.

Table 1-1 Conditions applicable to the Pre-Construction Compliance Report

CoA No.	Condition Requirements	Document reference	How Addressed
A34	A Pre-Construction Compliance Report must be prepared and submitted to the Secretary for information no later than one (1) month before the commencement of construction (or each stage of construction identified in the Staging Report).	This document Section 2.2	This document was submitted to the ER for review and endorsement, and submitted for information to the Secretary more than one month before the commencement of construction.

CoA No.	Condition Requirements	Document reference	How Addressed
A35	<p>The Pre-Construction Compliance Report must include:</p> <p>(a) details of how the terms of this approval that must be addressed before the commencement of construction have been complied with; and</p>	<p>Table 2-2</p> <p>Table 2-3</p>	<p>Table 2-2 identifies how the relevant CoA will be tracked and outlines the reporting / documentation relevant to support compliance with the CoA.</p> <p>Table 2-3 identifies how the relevant Revised Environmental Mitigation Measure (REMMM)'s will be tracked and outlines the reporting / documentation relevant to support compliance with the REMMM.</p> <p>Table 2-4 identifies how the relevant Environmental Performance Outcome (EPO) will be tracked and outlines the reporting / documentation relevant to support compliance with the EPO.</p>
	(b) the proposed commencement date for construction.	Section 2.2	A proposed commencement date has been nominated in Section 2.2
A36	Construction must not commence until the Pre-construction Compliance Report has been submitted to the Secretary.	Section 2.2	Section 2.2 describes that the PCCR must be submitted to the Secretary no later than one month before the commencement of construction

A brief overview of Package 4 is provided in Table 1-2.

Table 1-2 Parramatta Light Rail (Stage 1), Package 4 – overview

Project Name	Parramatta Light Rail – Stage 1
Project Application Number	SSI 8285
Site Address	Land in the suburbs of Westmead, North Parramatta, Parramatta, Rosehill, Camellia, Rydalmere, Dunas, Telopea, Carlingford, Granville and Clyde.
Name of Compliance Report	Pre-Construction Compliance Report – Stage 2, Package 4 Infrastructure Works
Dates covered by this Report	Pre-construction works only
Summary of project activities that occurred during the reporting period	Construction of civil works, public domain and light rail infrastructure (generally up to road surface and stop top-of-slab level) including provision of services containment but generally excluding cabling for rail systems.

1.3 Background and Parramatta Light Rail description

Parramatta Light Rail is one of the NSW Government's major infrastructure projects being delivered to serve a growing Sydney.

Parramatta Light Rail Stage 1 ('the CSSI') will connect Westmead to Carlingford via Parramatta Central Business District (CBD) and Camellia. Stage 1 is expected to be operational in 2023.

The project will create new communities, connect great places and help both local residents and visitors move around and explore what the region has to offer. The route will link Parramatta's CBD and train station to a number of key locations, including the Westmead Precinct, the Parramatta North Growth Centre, the new Western Sydney Stadium, the Camellia Town Centre, the new Powerhouse Museum and Riverside Theatre arts and cultural precinct, the private and social housing redevelopment at Telopea, the Rosehill Gardens Racecourse and the three Western Sydney University campuses.

In summary, the key features of the project include:

- A new dual track light rail network of approximately twelve (12) kilometres in length, including approximately seven (7) kilometres within the existing road corridor and approximately five (5) kilometres within the existing Carlingford Line and Sandown Line, replacing current heavy rail services
- Sixteen (16) Stops that are fully accessible and integrated into the urban environment including a terminus stop at each end of Westmead and Carlingford
- High frequency 'turn-up-and-go' services operating seven days a week from 5am to 1am. Weekday services will operate approximately every 7.5 minutes in the peak period between 7am and 7pm
- Modern and comfortable air-conditioned light rail vehicles, nominally 45 metres long and driver-operated, each carrying up to 300 passengers.
- Intermodal interchanges with existing public transport services at Westmead terminus, Parramatta CBD and the Carlingford terminus
- Creation of two light rail and pedestrian zones (no general vehicle access) within the Parramatta CBD along Church Street (generally between Market Street and Macquarie Street) and along Macquarie Street (generally between Horwood Place and Smith Street)
- A Stabling and Maintenance (SaM) Facility located in Camellia for light rail vehicles to be stabled, cleaned and maintained
- New bridge structures along the alignment including over James Ruse Drive and Clay Cliff Creek, Parramatta River (near the Cumberland Hospital), Kissing Point Road and Vineyard Creek, Rydalmere
- Alterations to the existing road network including line marking, additional traffic lanes and turning lanes, new traffic signals, and changes to traffic flows
- Relocation and protection of existing utilities
- Public domain and urban design works along the corridor and at Stop precincts
- Closure of the heavy rail line between Carlingford and Clyde
- Active transport corridors and additional urban design features along sections of the alignment and within Stop precincts
- Integration with the Opal Electronic Ticketing System (ETS)
- Real time information in light rail vehicles and at Stops via visual displays and audio.

An overview of Parramatta Light Rail Stage 1 route is shown in **Figure 1-1**.

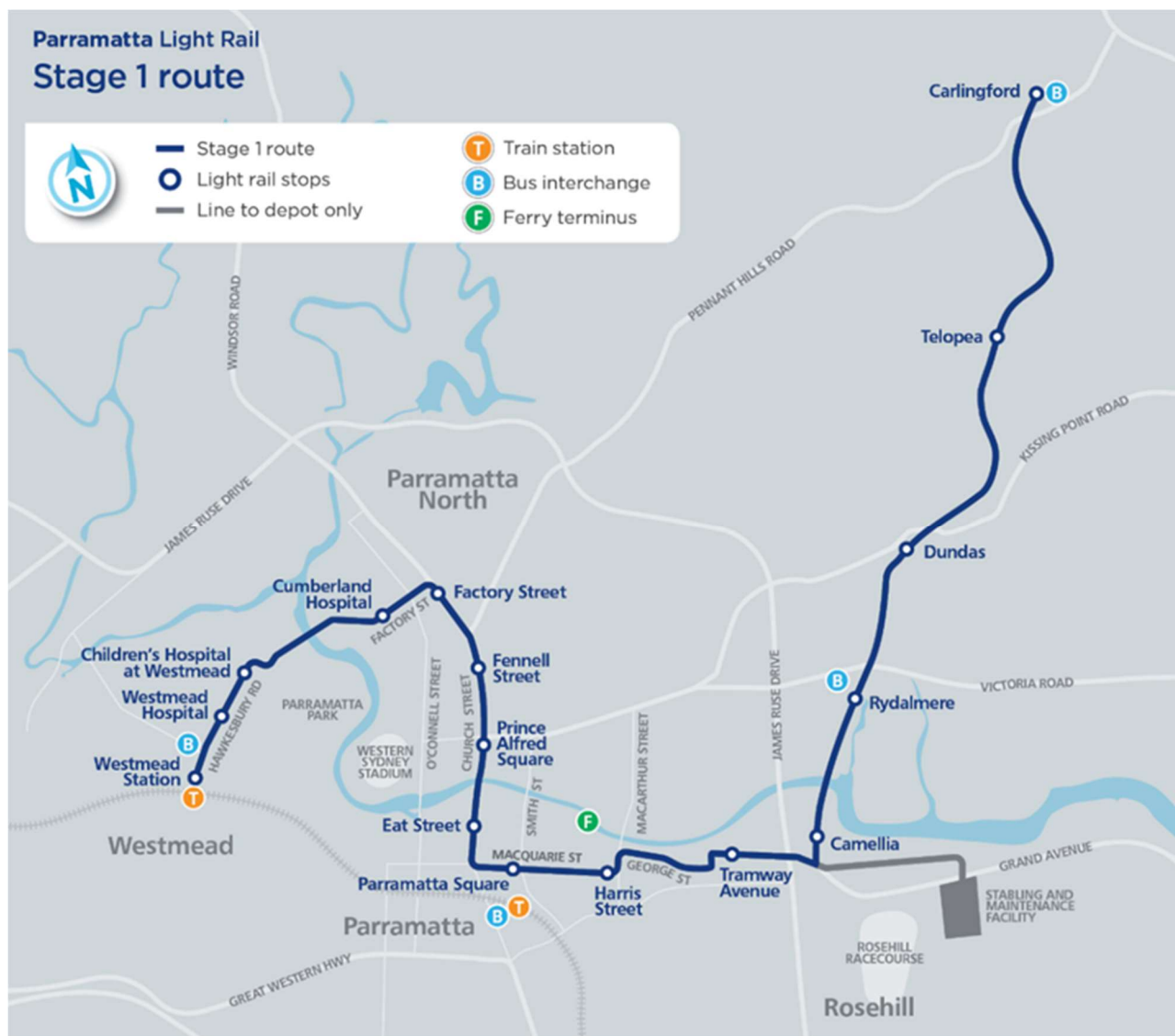


Figure 1-1: Parramatta Light Rail Stage 1 Route

1.3.1 Statutory Context

The PLR is subject to environmental impact assessment under the *Environmental Planning and Assessment Act 1979* (EP&A Act). It is classified as Critical State Significant Infrastructure (CSSI).

Detailed environmental impact assessments have been carried out and approved by the Minister for Planning. The Planning Approval for the PLR is described below in section 1.3.2.

The *Environmental Planning and Assessment Act 1979* (EP&A Act) and the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) are the primary legislation regulating land use planning and development assessment in NSW. Clause 79 of State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP) permits development for the purpose of a railway or rail infrastructure facilities to be carried out by or on behalf of a public authority without consent, provided that the Project is not carried out on land reserved under the *NSW National Parks and Wildlife Act 1974* (NPW Act).

As the PLR would be for a light rail and would be carried out by or on behalf of Transport for NSW on land that is not reserved under the *NPW Act*, the Project could, subject to identification of significant impacts, be assessed under Part 5 of the EP&A Act. As such, the PLR was assessed under Part 5.1 of the EP&A Act as Critical State significant infrastructure (CSSI).

1.3.2 Parramatta Light Rail Planning Approval

The Parramatta Light Rail is subject to environmental impact assessment under the *Environmental Planning and Assessment Act 1979* (EP&A Act). It is classified as Critical State Significant Infrastructure (CSSI). The EIS assessed impacts for Parramatta Light Rail Stage 1 (Westmead to Carlingford). This covered the light rail and associated works including road enabling work.

Stage 1 received Infrastructure Approval from the Minister for Planning under Section 5.19 of the EP&A Act on 29 May 2018 (Critical State Significant Infrastructure Application SSI-8285), subject to the conditions provided in the Instrument of Approval, specifically Schedule B – Ministerial Conditions of Approval.

The Infrastructure Approval was subsequently modified under Section 5.25 of the EP&A Act on 21 December 2018 and 25 January 2019.

The planning approval, modifications and related environmental assessment documents are located at: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8285.

1.4 Stage 2, Package 4 – Infrastructure Works

Stage 2, Package 4 portion of the PLR involves the design and construction of civil works, public domain and light rail infrastructure up to road level / top of rail and to the top of the concrete slab at Stops, including provision of all utility services (excluding high-voltage power supply and cabling for rail systems), and decommissioning of the Carlingford T6 Line. The general extent of the work area is shown in Figure 1-2.

For the purpose of construction, the Infrastructure Works are divided into portions and sub-portions. The portions, light rail stops and precincts are depicted in Figure 1-3.

1.5 Approval documentation

Approval documentation relevant to Stage 2, Package 4 includes:

- Parramatta Light Rail (Stage 1) Environmental Impact Statement (EIS) (Transport for NSW 2017)
- Parramatta Light Rail (Stage 1) Submissions and Preferred Infrastructure Report (SPIR) (Transport for NSW 2018)
- Infrastructure Approval SSI-8285 (approved by the Minister for Planning on 29 May 2018).
- State Significant Infrastructure Modification Assessment, SSI 8285 MOD 1 (approved by the Minister for Planning on 21 December 2019)
- State Significant Infrastructure Modification Assessment, SSI 8285 MOD 2 (approved by the Minister for Planning on 25 January 2019).

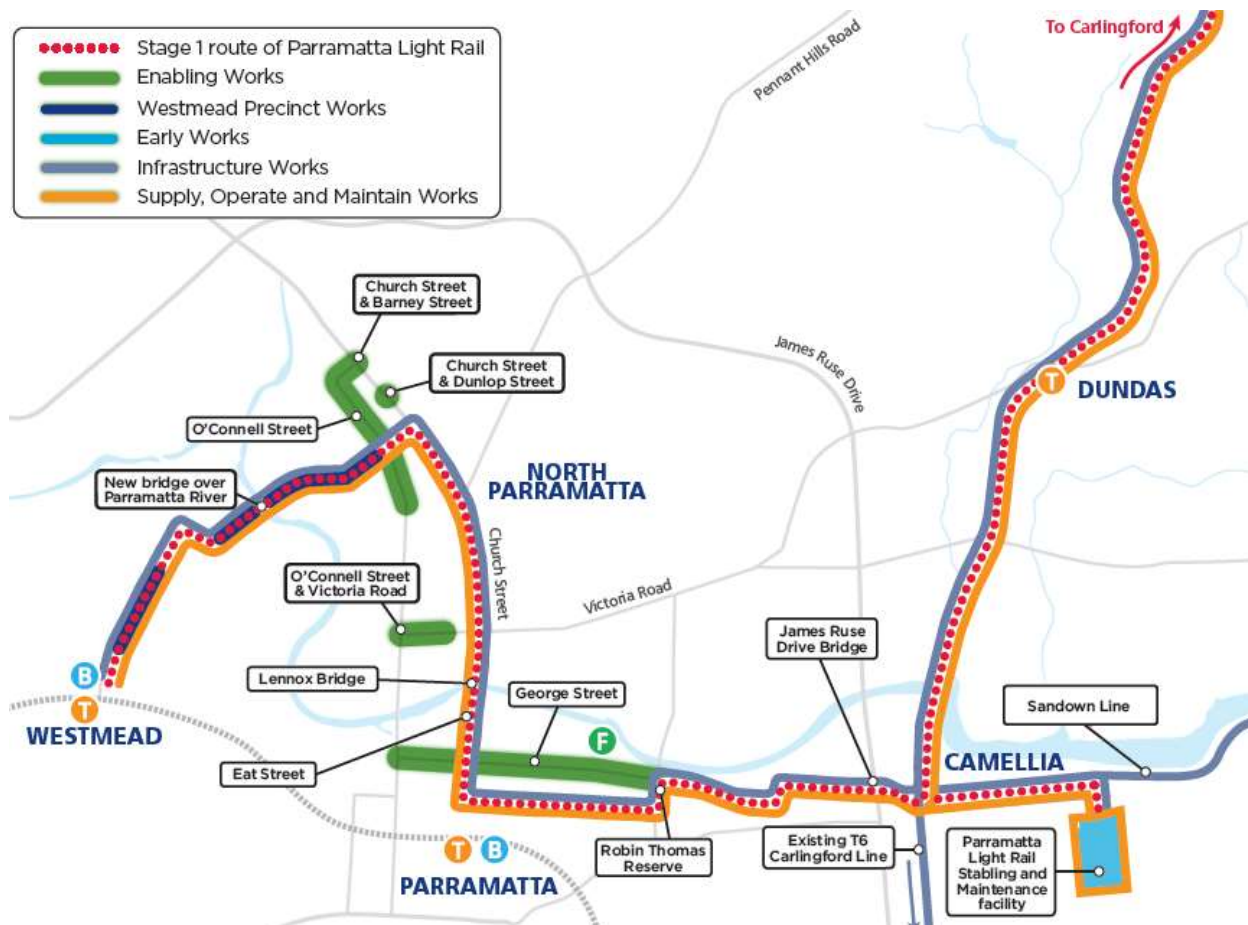


Figure 1-2 – Parramatta Light Rail Stage 1 General Extent of Works

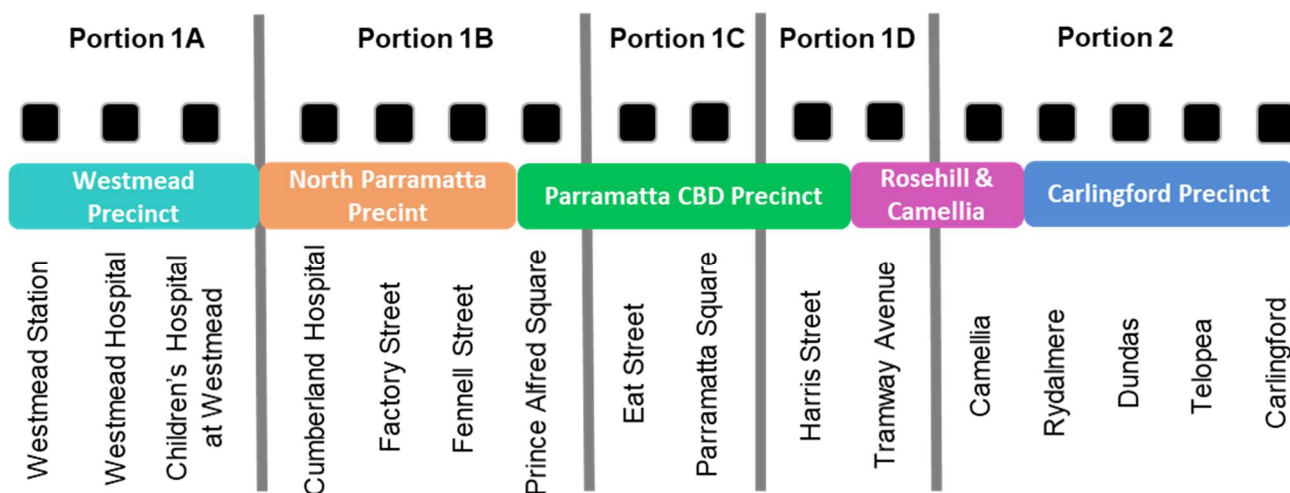


Figure 1-3: Infrastructure Works Portions, Precincts and Stations

2 Pre-construction compliance

2.1 Conditions of approval compliance table

Details of how each CoA, REMMM and EPO deliverable applicable to Stage 2, Package 4 of the CSSI has been and will be complied with are provided in the compliance Tables 2-2, 2-3 and 2-4.

These tables identify:

- The relevant CoA, REMMMs and EPO
- The applicability of the CoA to Package 4 stages and packages (as defined in the Staging Report) including development phase
- Responsibility for addressing the requirements of the CoA/REMMM/EPO
- The compliance status of the CoA/REMMM/EPO for Stage 2, Package 4
- The evidence of compliance with the condition for Stage 2, Package 4.

Where appropriate, electronic copies of the evidence identified in the table is provided in separate electronic sub-folders organised by CoA number (made available to the Environmental Representative (ER), Acoustic Advisor (AA) and the Department of Planning, Industry and Environment (DPIE)).

The evidence presented in Tables 2-2, 2-3 and 2-4 demonstrates that all conditions of approval, REMMM's and EPO's relevant to Stage 2, Package 4 are compliant to enable the commencement of construction.

The status of each compliance requirement/REMMM/EPO applicable during the reporting period has been recorded in accordance with the descriptors in Table 2-1.

Table 2-1 Compliance status descriptors

31BStatus	32BDescription
Compliant	The proponent has collected sufficient verifiable evidence to demonstrate that all elements of the requirement have been complied with.
Non-compliant	The proponent has identified a non-compliance with one or more elements of the requirement.
Not triggered	A requirement has an activation or timing trigger that has not been met at the phase of the development when the compliance assessment is undertaken, therefore an assessment of compliance is not relevant.
(left blank)	Where the Pre-Construction Compliance Report is submitted before the commencement of development, the monitoring methodology and evidence to be collected may not be known at the time of submission. In that case, the relevant space in the Compliance Table may be left blank when it is submitted.

2.2 Date of commencement of construction

The Stage 2, Package 4 PCCR was endorsed by the Environmental Representative on the 13 September 2019 and issued to the DPIE on the 17 September for information one month prior to the proposed date of commencement of construction (17 October 2019).

This revision of the PCCR have been prepared to report on the approval of the Construction Environmental Management Plans and Sub-plans on the 21 November 2019 signifying the commencement of construction.

2.3 Pre-construction Compliance Conditions

The documents and conditions required prior to construction commencing are outlined in Table 2-2, Table 2-3 and Table 2-4:

Table 2-2 CoA Deliverables

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
A13	The CSSI may be constructed and operated in stages. Where staged construction or operation is proposed, a Staging Report (for either or both construction and operation as the case may be) must be prepared and submitted to the Secretary for approval. The Staging Report must be submitted to the Secretary no later than one month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one month before the commencement of operation of the first of the proposed stages of operation).	Compliant	Staging Report	PLR-TFNSW-CBD-PE-RPT-000001 (Rev 5.3)	The Staging Report was Approved by the Secretary's delegate on 19-February-2019. An update to the Staging Report (Rev. 5.3) was Approved on 5-September-2019. The Staging Report complies with CoAs A13-A18.
A19, A20	Works must not commence until an ER has been approved by the Secretary and engaged by the Proponent.	Compliant	Letter	N/A	Letter advising approval of ER by DPIE provided to TfNSW on 7-August-2018.
A26	A suitably qualified and experienced Acoustics Advisor (AA) must be engaged for the duration of construction and for no less than six months following completion of construction of the CSSI. The AA must provide a statutory declaration to the Secretary that they are independent of the design and construction personnel. The Proponent must cooperate with the AA by: (a) providing access to noise and vibration monitoring activities as they take place;	Compliant	Letter	N/A	The PLR Acoustics Advisor has been engaged through the Independent Certifier. Evidence of the qualifications, experience and independence of the Acoustics Advisor was sent to DPIE and acknowledged on 8-November-2018.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>(b) providing for review noise and vibration plans, assessments, monitoring reports and data analyses undertaken; and</p> <p>(c) considering any recommendations to improve practices and demonstrating, to the satisfaction of the AA, why any recommendation is not adopted.</p>				
A28	The Proponent must notify the Department in writing on the engagement of the AA including demonstrating the requirements of Conditions A26 and A27.	Compliant	Letter	N/A	The PLR Acoustics Advisors were acknowledged by the Secretary on 8-November-2018.
A30, A31	A Compliance Tracking Program to monitor compliance with the terms of this approval must be prepared, taking into consideration any staging of the CSSI that is proposed in a Staging Report submitted in accordance with Conditions A13 and A14 of this approval.	Compliant	Compliance Tracking Program	PLR-TFNSW-PJT-PE-PRG-000001	<p>Revision 0 of the Compliance Tracking Program was endorsed by the ER on the 6-December-2018 and submitted to DPIE on 6-December-2019 for information.</p> <p>Revision 2 of the Compliance Tracking Program was endorsed by the ER on the 3-October-2019 and submitted to DPIE on 15-October-2019 for information.</p>
A34, A37	A Pre-Construction Compliance Report must be prepared and submitted to the Secretary for information no later than one (1) month before the commencement of construction (or each stage of construction identified in the Staging Report).	Compliant	Pre-Construction Compliance Report	This document	<p>The Pre-Construction Compliance Report for Package 4 (this Document) was endorsed by the ER prior to submission.</p> <p>The Pre-Construction Compliance Report was submitted for information to DPIE on the 16 September 2019.</p> <p>Revision 5 of the Pre-Construction Compliance Report is provided to document the approval of the CEMP and Sub-Plans.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
A40	An Environmental Audit Program for annual independent environmental auditing against the terms of this approval must be prepared in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems and submitted to the Secretary for information no later than one month before the commencement of construction.	Compliant	Environmental Audit Program	PLR-TFNSW-PJT-EE-PRG-000001	The Environmental Audit Program was submitted to the Secretary for information on the 15-October-2019
B1	A Community Communication Strategy must be prepared to provide mechanisms to facilitate communication between the Proponent, the community (including adjoining affected landowners and businesses, and others directly impacted by the CSSI), the ER and Council during the design, establishment and construction of the CSSI and for a minimum of 12 months following the completion of construction of the CSSI.	Compliant	Community Communication Strategy	PLR-TFNSW-CBD-PE-PLN-000001 Rev 3	The Community Communication Strategy was approved by the DPIE on 19-February-2019.
B3	The Community Communication Strategy must be submitted to the Secretary for approval no later than one month before commencement of any works.	Compliant	Community Communication Strategy	PLR-TFNSW-CBD-PE-PLN-000001 Rev 3	The Community Communication Strategy was approved by the DPIE on 19-February-2019.
B6	A Complaints Management System must be prepared before the commencement of any works in respect of the CSSI and be implemented and maintained for the duration of construction and for a minimum 12 months following completion of construction of the CSSI.	Compliant	Complaints Management System	PLR-TFNSW-CBD-PE-PLN-000001	A Complaints Management System is outlined in sections 1.1, 1.2, 10.11, 10.12, 10.13 and Appendix A of the Parramatta Light Rail (Stage 1) Community Communication Strategy which, includes procedures for community enquiries, and complaints. Appendix A is the Complaints Management Procedure, but this is

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
					currently a live document. The Complaints Management System will be in place prior to works commencing.
C1	A Construction Environmental Management Plan (CEMP) must be prepared to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during construction.	Compliant	CEMP	PLR1INF-CPBD-ALL-PE-PLN-000001 Rev 12	<p>The CEMP was endorsed by the ER on 12-August-2019. PLR1INF-CPBD-ALL-PE-PLN-000001 Rev 7.</p> <p>The CEMP was issued to DPIE for approval on the 16-August-2019.</p> <p>The CEMP (Rev 12) was approved by the Secretary on the 21-November-2019.</p>
C3	<p>The following CEMP Sub-Plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-Plan and be consistent with the CEMP referred to in Condition C1:</p> <ul style="list-style-type: none"> a) Traffic, transport and access b) Noise and vibration c) Flood Management d) Heritage e) Flora and Fauna 	Compliant	<ul style="list-style-type: none"> a) Traffic, Transport and Access Management Sub-Plan b) Noise and Vibration Management Sub-Plan c) Flood Management Sub-Plan d) Heritage Management Sub-Plan e) Flora and Fauna Management Sub-Plan 	<ul style="list-style-type: none"> a) PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 7 b) PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6 c) PLR1INF-CPBD-ALL-PE-PLN-000006 Rev 6 d) PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7 e) PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5 	<p>The CEMP and Sub-Plans were provided to DPIE with Consultation records.</p> <p>The Heritage Management Sub-Plan and Noise and Vibration Management Sub-Plan (Rev 6) were approved by the Secretary on the 21-November-2019 indicating that the consultation had been completed.</p> <p>The CEMP approval letter noted that the Traffic, Transport and Access Sub-Plan, Flood Management Sub-Plan and Flora and Fauna Management Sub-Plan have been provided to the Department for information pursuant to conditions C3 and C13.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
C5	The CEMP Sub-Plans must be developed in consultation with relevant government agencies (including Relevant Council(s)). Details of all information requested by an agency to be included in a CEMP Sub-Plan as a result of consultation, including all copies of correspondence from those agencies, must be provided to the Secretary with the relevant CEMP Sub-Plan.	Compliant	<ul style="list-style-type: none"> a) Traffic, Transport and Access Management Sub-Plan b) Noise and Vibration Management Sub-Plan c) Flood Management Sub-Plan d) Heritage Management Sub-Plan e) Flora and Fauna Management Sub-Plan 	<ul style="list-style-type: none"> a) PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 7 b) PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6 c) PLR1INF-CPBD-ALL-PE-PLN-000006 Rev 6 d) PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7 e) PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5 	<p>The CEMP and Sub-Plans were provided to DPIE with Consultation records.</p> <p>Consultation has been undertaken and completed in accordance with the relevant CoAs.</p> <p>The Heritage Management Sub-Plan and Noise and Vibration Management Sub-Plan (Rev 6) were approved by the Secretary on the 21-November-2019 indicating that the consultation had been completed.</p> <p>The CEMP approval letter noted that the Traffic, Transport and Access Sub-Plan, Flood Management Sub-Plan and Flora and Fauna Management Sub-Plan have been provided to the Department for information pursuant to conditions C3 and C13.</p>
C6	Any of the CEMP Sub-Plans may be submitted along with, or subsequent to, the submission of the CEMP but in any event, no later than one month before construction.	Compliant	<ul style="list-style-type: none"> a) Traffic, Transport and Access Management Sub-Plan b) Noise and Vibration Management Sub-Plan c) Flood Management Sub-Plan 	<ul style="list-style-type: none"> a) PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 7 b) PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6 c) PLR1INF-CPBD-ALL-PE-PLN-000006 Rev 6 	<p>The following Sub-Plans were endorsed by the ER and submitted to DPIE with the CEMP, more than one month before construction:</p> <ol style="list-style-type: none"> 1. Traffic, Transport and Access Management Sub-Plan (ER endorsed), revision 4 was submitted to DPIE on 16-August-2019 for information. 2. Noise and Vibration Management Sub-Plan (ER and AA endorsed), revision 5 was submitted to DPIE on 16-August-2019 for approval.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
			d) Heritage Management Sub-Plan e) Flora and Fauna Management Sub-Plan f) Soil and Water Management Sub-Plan g) Construction Contaminated Land Management Sub-Plan h) Waste and Resource Management Sub-Plan i) Air Quality and Dust Management Sub-Plan j) Construction Landscape and Temporary Works Management Sub-Plan	d) PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7 e) PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5 f) PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6. g) PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5 h) PLR1INF-CPBD-ALL-WM-PLN-000001 Rev 4 i) PLR1INF-CPBD-ALL-AH-PLN-000001 Rev 3 j) PLR1INF-CPBD-ALL-TW-PLN-000001 Rev 4	3. Flood Management Sub-Plan (ER endorsed), revision 4 was submitted to DPIE on 16-August-2019 for information. 4. Heritage Management Sub-Plan (ER endorsed), revision 4 was submitted to DPIE on 16-August-2019 for approval. 5. Flora and Fauna Management Sub-Plan (ER endorsed), revision 4 was submitted to DPIE on 16-August-2019 for information. 6. Soil and Water Management Sub-Plan (ER endorsed), revision 5 was submitted to DPIE on 16-August-2019 for information. 7. Construction Contaminated Land Management Sub-Plan (ER endorsed), revision 5 was submitted to DPIE on 16-August-2019 for information. 8. Waste and Resource Management Sub-Plan (ER endorsed), revision 4 was submitted to DPIE on 16-August-2019 for information. 9. Air Quality and Dust Management Sub-Plan (ER endorsed), revision 3 was submitted to DPIE on 16-August-2019 for information. 10. Construction Landscape and Temporary Works Management Sub-Plan revision 4 was submitted to DPIE on 16-August-2019 for information.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
					<p>The Heritage Management Sub-Plan and Noise and Vibration Management Sub-Plan (Rev 6) were approved by the Secretary on the 21-November-2019 indicating that the consultation had been completed.</p> <p>The CEMP approval letter noted that the Traffic, Transport and Access Sub-Plan, Flood Management Sub-Plan and Flora and Fauna Management Sub-Plan have been provided to the Department for information pursuant to conditions C3 and C13.</p>
C7	The CEMP must be endorsed by the ER and then submitted to the Secretary for approval no later than one month before the commencement of construction.	Compliant	Construction Environmental Management Plan (CEMP)	PLR1INF-CPBD-ALL-PE-PLN-000001 Rev 7	The CEMP has been prepared and endorsed by the ER and submitted to the DPIE on 16-August-2019. This is more than one month before the commencement of construction.
C8	Construction must not commence until the CEMP and any CEMP Sub-Plan specified in Condition C3 have been submitted to or approved by the Secretary. The CEMP and CEMP Sub-Plans submitted to or approved by the Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the CEMP and Sub-Plans for that stage have been submitted to or approved by the Secretary.	Compliant	Construction Environmental Management Plan (CEMP)	PLR1INF-CPBD-ALL-PE-PLN-000001 Rev 12	<p>The CEMP (Rev 7) has been prepared and endorsed by the ER and was submitted to the DPIE on 16-August-2019 for approval.</p> <p>The CEMP (Rev 12) was approved by the Secretary on the 21-November-2019.</p>

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C9	<p>The following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies for each to compare actual performance of construction of the CSSI against performance predicted in the documents listed in Condition A1 or in the CEMP:</p> <ul style="list-style-type: none"> a) Water Quality (Turbidity) Monitoring b) Noise and Vibration Monitoring c) Grey-headed Flying-fox Monitoring 	Compliant	<ul style="list-style-type: none"> a) Soil and Water Management Sub-Plan b) Noise and Vibration Management Sub-Plan c) TfNSW's Grey-headed Flying-fox Construction Monitoring Program 	<ul style="list-style-type: none"> a) PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6 b) PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6 c) PLR-TFNSW-CBD-PE-PRG-000001 	<p>Water quality (turbidity) monitoring will be carried out as outlined in Appendix D of the Soil and Water Management Sub-Plan. The Soil and Water Management Sub-Plan was endorsed by the ER on 12-August-2019 and submitted to the DPIE on 16-August-2019 for information.</p> <p>Noise and Vibration monitoring will be carried out as outlined in the Noise and Vibration Management Sub-Plan. The Noise and Vibration Monitoring Program was endorsed by the ER on 16-August-2019 and submitted to the DPIE on 16-August-2019 for information.</p> <p>The updated Grey-headed Flying-fox Construction Monitoring Program was endorsed by the ER and submitted to DPIE on 16-August 2019.</p> <p>The DPIE CEMP letter of approval dated the 21-November-2019 noted that the Water Quality (Turbidity) Monitoring Program, Noise and Vibration Monitoring Program and Grey-headed Flying Fox Monitoring Program had been provided to the Department for information pursuant to conditions C3 and C13.</p>
C18	Before establishment of any construction ancillary facility as identified in the EIS and SPIR (and excluding minor construction ancillary facilities), the Proponent must prepare a Site Establishment Management Plan which outlines the environmental management practices and procedures to	Compliant	Site Establishment Management Plan (SEMP)	PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	<p>SEMP was endorsed by the ER on 9-August-2019 and sent to DPIE for approval on 16-August-2019.</p> <p>DPIE provided approval of the SEMP on the 28-September-2019 subject to conditions.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>be implemented for the establishment of the construction ancillary facilities.</p> <p>The Site Establishment Management Plan must be prepared in consultation with the relevant council(s) and relevant government authorities. The Plan must be submitted to the Secretary for approval one (1) month before establishment of any construction ancillary facilities. The Site Establishment Management Plan must detail the management of the construction ancillary facilities and include:</p> <p>(a) a description of activities to be undertaken during establishment of the construction ancillary facility (including scheduling and duration of works to be undertaken at the site);</p> <p>(b) figures illustrating the proposed operational site layout(s);</p> <p>(c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of site establishment works;</p> <p>(d) details of how the site establishment activities described in subsection (a) of this condition will be carried out to:</p> <p>i. meet the performance outcomes stated in the documents listed in</p>				<p>The SEMP (rev 9) was resubmitted to DPIE and approved without qualification on the 21-November-2019.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>the documents identified Condition A1,</p> <p>ii. to address traffic, pedestrian access and amenity around each site, and</p> <p>iii. manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; and</p> <p>(e) a program for monitoring the performance outcomes, including a program for construction noise monitoring consistent with the requirements of Conditions C9 and C11.</p>				
E6	Current condition reports for all existing roads and all existing property and infrastructure in the road reserve where the physical condition is likely to be adversely affected during work must be prepared before commencement of such work. The report must state the current condition of the asset. A copy of the report must be provided to the asset owner no later than one month before the commencement of works of the CSSI.	Compliant	N/A	N/A	Current condition reports for all existing roads, existing property and infrastructure in the road reserve have been undertaken. The reports were provided to asset owners no later than one month before the commencement of works.
E9	Access plans must be prepared and implemented for individual properties and accesses that will be impacted by construction and operation of the CSSI. The access plans must be developed in consultation with affected parties (property owner and/or occupier, as relevant) and the	Compliant	N/A	N/A	Access plans will be developed prior to impact on access for people and in consultation with affected parties (property owner and/or occupier, as relevant) as required under condition CoA E9.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>Proponent must make reasonable endeavours to obtain agreement from the relevant affected parties, and evidence of consultation demonstrating this must be provided to the Secretary on request. The access plans must establish:</p> <ul style="list-style-type: none"> (a) road and access closures and provision of alternative routes; (b) provision for pedestrian and cyclist access; (c) special event strategies; (d) provision of servicing and delivery requirements for loading zones and waste disposal; (e) access periods or alternative access arrangements for businesses, landowners or tenants affected by the CSSI; (f) strategies to maintain emergency and incident response access at all times; (g) potential future access strategies for the Westmead Hospital and Westmead Railway Station; and (h) access to taxi ranks and loading zones. <p>If access is not deemed to be adequate by the property owner and/or occupier and a dispute ensues, procedures and mechanisms must be followed in accordance with Condition B2.</p>				Evidence of consultation will be provided to the Secretary on request.

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E10	<p>The Proponent must prepare and implement a Network Management Strategy for construction of the CSSI, in consultation with RMS, Sydney Coordination Office and Relevant Council(s) before impacts on the road network (including intersections) occur. The Strategy must determine appropriate measures to manage impacts to traffic identified in the documents listed in Condition A1, and must include:</p> <p>(a) details of impacts to the network from road closures, directional changes, night works and traffic diversions;</p> <p>(b) details of further appropriate network/intersection modelling and analysis undertaken since the EIS and/or Submissions Report was prepared;</p> <p>(c) consideration of cumulative impacts from other construction projects;</p> <p>(d) details of the required intersection upgrades and traffic management measures by precinct to minimise the impacts identified above;</p> <p>(e) vehicular access changes;</p> <p>(f) special event management; and</p> <p>(g) changes to bus services.</p> <p>The Strategy must focus on the management of construction related traffic impacts and be provided to the Secretary</p>	Compliant	Network Management Strategy	PLR-TFNSW-PJT-PE-RPT-000018	The Network Management Strategy was endorsed by the ER on 8-January-2019. The Network Management Strategy has been submitted to DPIE for information before construction commencement, this document was submitted on 11-January-2019.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	for information before construction commences.				
E11	<p>A Parking Management Strategy must be prepared before permanent or long-term loss of parking i.e. greater than three (3) months. The Strategy must be implemented in consultation with the relevant road authority and Relevant Council(s) to manage car parking impacts and kerbside parking access, particularly for the Westmead, Parramatta North, and Parramatta CBD precincts, as a result of the CSSI. The Parking Management Strategy must include, but not be limited to:</p> <p>(a) confirmation of the timing of the removal of on and off-street parking associated with the construction of the CSSI;</p> <p>(b) comprehensive parking surveys of all parking spaces to be removed to determine current demand during peak, off-peak, school drop-off and pick-up, and weekend periods;</p> <p>(c) assessment of the impacts of changes to on and off-street parking taking into consideration outcomes of consultation with affected stakeholders;</p> <p>(d) identification of measures to manage any reduction in parking including staged removal, resident parking schemes, managed staff parking arrangements, and provision of alternative parking</p>	Compliant	Parking Management Strategy		<p>A Parking Management Strategy shall be progressively prepared to meet requirements for parking management prior to permanent or long-term loss of parking on a package by package basis. Each update of the Parking Management Strategy will be submitted to the Secretary for information before relevant parking impacts occur.</p> <p>The Parking Management Strategy will be developed in consultation with City of Parramatta Council, TfNSW, relevant residents and RMS.</p> <p>Revision 1 of the Parking Management Strategy was endorsed by the ER on 8-March-2019 and submitted to DPIE on 8-March-2019.</p> <p>Revision 1.2 of the Parking Management Strategy was endorsed by the ER on 1-April-2019 and submitted to DPIE on 17-May-2019.</p> <p>Revision 2 of the Parking Management Strategy was endorsed by the ER on 21-October-2019 and submitted to DPIE on 21-October-2019 for the Carlingford Precinct, T6 bus service impacts and Grand Ave North, utility works impacts.</p> <p>The Parking Management Strategy for the balance of Package 4 works is in</p>

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	<p>arrangements for accessible and service spaces;</p> <p>(e) replacement parking for specific impacted kerbside uses (e.g. accessible parking and loading zones) within the local vicinity with consideration of the Disability Discrimination Act 1992 (DDA) Public Transport Standards and the DDA Access Code (2010); and</p> <p>(f) monitoring on the efficacy of these measures, including potential unintended traffic impacts and contingencies in the event that the measures implemented are not adequate.</p> <p>The Parking Management Strategy must be submitted to the Secretary for information and the results of monitoring reported in the Operational Traffic, Transport and Access Performance Review required by Condition E18.</p>				development and will be provided to the ER for endorsement and submitted to the Secretary for information prior to any long term loss of parking in these areas.
E14	<p>A Pedestrian and Cyclist Network and Facilities Strategy must be prepared in consultation with Relevant Council(s), RMS, Pedestrian Council of Australia and Bicycle NSW. The Strategy must identify safe and accessible pedestrian and cycle paths, during construction and operation, including facilitation of future cycle paths and dedicated cycleways as identified in the documents listed in Condition A1, state and local government plans, with the objective of providing seamless, coherent, visible, and safe pedestrian and cycle access</p>	Not triggered	Pedestrian and Cyclist Network and Facilities Strategy		<p>A Pedestrian and Cyclist Network and Facilities Strategy will be developed in consultation with City of Parramatta Council, Cumberland Council, Roads and Maritime Service, Pedestrian Council of Australia and Bicycle NSW. This strategy will be submitted to the Secretary before construction of pedestrian/ cyclist permanent built works commences.</p> <p>Development of the Pedestrian and Cyclist Network and Facilities Strategy is in progress. Consultation has been completed</p>

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	<p>throughout and adjacent to the CSSI corridor. The Strategy must consider:</p> <ul style="list-style-type: none"> (a) existing and proposed local and regional pedestrian and cycle facilities and strategies; (b) safety for pedestrians in pedestrianised zones; (c) alternative cycle routes during construction, based on safety and efficiency, and contingencies in the event that relocated routes are found to be inadequate; (d) pedestrian and cycle access, including local and regional pedestrian and bicycle connections; (e) demand for pedestrian and cycle facilities with consideration of measures to encourage an increased pedestrian and cycle mode share; (f) signage and way finding; (g) cycle storage facilities on light rail vehicles; and (h) the requirements of relevant design standards, including Austroads and NSW bicycle guidelines. <p>The Pedestrian and Cyclist Network and Facilities Strategy must be submitted to the Secretary before construction of pedestrian/cyclist permanent built works (including the Active Transport Link) commences and implemented to ensure</p>				<p>with the relevant stakeholders in November and December 2019 and the strategy has been drafted for internal review.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	that all works are operational no later than the commencement of CSSI operations.				
E17	<p>Alternative pedestrian and vehicular access, and servicing arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate wayfinding to businesses must be provided before, and for the duration of, any disruption in consultation with the Relevant Council(s) and/or road authority and as outlined in the Business Activation Plan required by Condition E110. The Proponent must make reasonable endeavours to obtain agreement from the relevant affected parties, and evidence of consultation demonstrating this must be provided to the Secretary on request.</p> <p>If access is not deemed to be adequate by the affected business and a dispute ensues, procedures and mechanisms must be followed in accordance with Condition B2.</p>	Compliant	Traffic, Transport and Access Management Plan (TTAMP)	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	<p>Processes included within TTAMP which refers consultation requirements to area specific Construction Traffic and Transport Management Plans (CTTMP).</p> <p>Area specific CTTMPs are being developed.</p>
E20	A detailed land use survey must be undertaken to confirm sensitive receivers (including critical working areas such as operating theatres, precision laboratories housing sensitive equipment and drama theatres) potentially exposed to construction noise and vibration, construction ground-borne noise and operational noise and vibration. The survey may be undertaken on a progressive basis	Compliant	Noise and Vibration Management Sub-Plan	PLR1INF-CPBD-ALL-NV-PLN-000001 Rev D	The results of the Land Use Survey have been used to develop the Noise and Vibration Management Sub-Plan. The latest revision of the Land Use Survey (Rev D) was endorsed by the Acoustic Advisor on the 2-December-2019.

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	but must be undertaken in any one area before the commencement of works which generate construction or operational noise, vibration or ground-borne noise in that area. The results of the survey must be used to develop the Noise and Vibration Management Sub-Plan required by Condition C3 and Construction Noise and Vibration Impact Statements required by Condition E42.				

E28	<p>An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of works which are outside the permitted hours defined in Conditions E21 to E22, where an EPL does not apply. The Protocol must be approved by the Secretary before commencement of out-of-hours works. The Protocol must be prepared and implemented in consultation with AA. The Protocol must:</p> <p>(a) provide a process for the consideration of out-of-hours works against the relevant noise and vibration criteria;</p> <p>(b) provide a process for the identification and implementation of mitigation and management measures for residual impacts, in consultation with the community at each affected location, consistent with the requirements of Condition E39;</p> <p>(c) identify an approval process that considers the risk level of activities (in accordance with AS/NZS ISO 31000:2009 "Risk Management"), proposed mitigation, management, and coordination, including where:</p> <ul style="list-style-type: none"> i) low and moderate risk activities can be approved by the ER in consultation with the AA, and ii) high risk activities that are approved by the Secretary; and <p>(d) identify Department and community notification arrangements for approved out of hours works, which will be detailed in the Communication Strategy.</p>	Compliant	Out-of-Hours Works Protocol	PLR-TFNSW-CBD-PE-FRM-000002 (Rev 8.8)	<p>The Out-of-hours works protocol was endorsed by the AA on 22-November-2018 and ER on the 30-November-2018. The Out-of-hours works protocol (Rev 7.01) was approved by DPIE on 1-February-2019.</p> <p>The Out-of-hours works protocol was revised in November 2019 and endorsed by the AA on 7-November-2019 and ER on the 12-November-2019. Revision 8.8 of the protocol was approved by DPIE on the 27-November-2019.</p>
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Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
E42	<p>Construction Noise and Vibration Impact Statements (CNVIS) must be prepared and implemented for each construction site before construction noise and vibration impacts commence and include specific mitigation measures identified through consultation with affected sensitive receivers. Each Construction Noise and Vibration Impact Statement will supplement the Noise and Vibration Management Sub-Plan and must specifically address each of the major construction sites and must include but not be limited to:</p> <ul style="list-style-type: none"> (a) a description of the proposed activities; (b) predicted noise and vibration levels based on background noise levels; (c) examination of alternative methods of construction that would potentially reduce noise and vibration if the potential noise and vibration exceeds the relevant criteria; (d) description and commitment to work practices which limit noise and vibration; (e) description of specific noise and vibration mitigation treatments and time restrictions, including respite periods, duration, and frequency; (f) justification for any activities to be undertaken outside the specified construction hours defined in Conditions E21 and E22; (g) internal noise audit systems including recording of daily hours of construction, 	Compliant	CNVIS	N/A	<p>The process required for a CNVIS is outlined in the Noise and Vibration Management Sub-Plan.</p> <p>The CNVIS's will be prepared progressively and endorsed by the AA prior to construction impacts for each relevant area/activity (as staged).</p>

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	<p>progressive impact assessments as work proceeds, conducting informal checks by the AA, providing active and communication links to Council and surrounding residents and sensitive receivers;</p> <p>(h) assessment of potential noise from the proposed construction methods including noise from construction vehicles and noise impacts from required traffic diversions;</p> <p>(i) community consultation and notification;</p> <p>(j) all reasonable and feasible measures including adopting the least noisy available construction methods, systems and equipment;</p> <p>(k) additional noise and vibration mitigation measures as negotiated with affected residents and other sensitive receivers.</p>				

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E45	Before commencement of any construction, and with the agreement of the landowner, a structural engineer must undertake building condition surveys of all buildings identified in the documents listed in Condition A1 as being at risk of damage. The results of the surveys must be documented in a Building Condition Survey Report for each building surveyed. Copies of Building Condition Survey Reports must be provided to the landowners of the buildings surveyed, and if agreed by the landowner, the relevant Council within three weeks of completing the surveys and no later than one month before the commencement of construction.	Triggered	N/A	N/A	<p>Building Condition Survey reports will be undertaken progressively prior to construction commencing within an affected building identified in documents listed in Condition A1 as being at risk of damage.</p> <p>The Building Dilapidation Register and Supporting Maps are underway and will be complete by January 2020. The reports have been progressively provided to landowners. All landowners to date have not agreed to provide their reports to the Council. Council have been notified and are currently looking at options for a secure drive in case any reports are provided to them. The building condition surveys will be completed prior to the commencement of construction at any location where buildings identified in the documents listed in Condition A1 as risk of damage are located.</p>
E62	<p>An Unexpected Heritage Finds Procedure must be:</p> <p>(a) prepared to manage unexpected heritage finds in accordance with any guidelines and standards prepared by the Heritage Council of NSW or OEH; and</p> <p>(b) certified by a suitably qualified and experienced archaeologist or heritage specialist.</p>	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>An Unexpected Heritage Finds Procedure has been developed and is included within Appendix A of the Heritage Management Sub-Plan.</p> <p>The Unexpected Heritage Finds Guideline has been certified by the Excavation Director as being suitable for the Infrastructure Works.</p>

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	The Procedure must be included in the Heritage Management Sub-Plan required by Condition C3.				
E64	<p>The Proponent must prepare a Heritage Interpretation Strategy before work (excluding archaeological excavation required under Conditions E70 and E71) which impacts on the items identified below commence which identifies and interprets the heritage values and stories of Aboriginal and non-Aboriginal heritage items, archaeology and heritage conservation areas associated with the CSSI.</p> <p>The Heritage Interpretation Strategy must be prepared and implemented in consultation with OEH and the Heritage Council of NSW (or its delegate). The Heritage Interpretation Strategy must be submitted to the Secretary for information and include, but not be limited to a discussion of the key interpretive themes, stories, archaeological results, and messages proposed to interpret the history and significance of affected heritage items and heritage conservation areas including:</p> <p>(a) Parramatta Female Factory and Institutions Precinct within the Cumberland District Hospital Group</p> <p>(b) Lennox Bridge;</p> <p>(c) St Patrick's Roman Catholic Cemetery;</p>	Not triggered	Heritage Interpretation Strategy	PLR1INF-CPBD-ALL-HE-RPT-000001 Rev A	<p>The Heritage Interpretation Strategy has been prepared in consultation with DPC-Heritage (formally OEH), and the Heritage Council of NSW.</p> <p>The Heritage Interpretation Strategy was endorsed by the ER on 13-August-2019 and issued to the DPIE on 14-August-2019 for information prior to works which impact the items listed in E64.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	(d) The Convict Lumberyard (Arthur Phillip High School site) (e) Ancient Aboriginal and Early Colonial Landscape (Robin Thomas Reserve); (f) Queen's Wharf Reserve and stone wall and potential archaeological site; (g) Dundas Railway Station Group; (h) Prince Alfred Square (and potential archaeological site); (i) Royal Oak Hotel and stables (and potential archaeological site); (j) Clyde Carlingford Rail Bridge abutments (Northern); and (k) Clyde Carlingford Rail Bridge abutments (Southern)				

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E67	<p>The proponent must prepare an analysis of alternatives to demolition of CHIP Hostel No. 1 before the commencement of construction in Cumberland Hospital (East Campus) or any work in the Fleet/Factory street intersection which would preclude consequential rail realignment if the CHIP Hostel No. 1 were retained. The analysis must be submitted to the Secretary stating a preferred option for approval. If demolition of the CHIP Hostel No. 1 is proposed, justification must be provided which considers the following guidelines included in the Parramatta North Urban Transformation Consolidated Conservation Management Plan (UrbanGrowth NSW, 2017):</p> <p>(a) that there is no prudent or feasible alternative;</p> <p>(b) demolition would result in no or minimal impacts on the heritage significance of the place or the wider Parramatta North Historic Sites; and</p> <p>(c) demolition would be of an overall benefit to the heritage significance of the place and the wider Parramatta North Historic Sites.</p> <p>Nothing in this approval permits the demolition of the CHIP Hostel No. 1 without the written approval of the Secretary.</p>	Not triggered	CHIP Hostel No.1 Alternatives Assessment		The CHIP Hostel No.1 Alternatives Assessment will be submitted to the Secretary prior to the commencement of construction in the Cumberland Hospital (East Campus) or any work in the Fleet/Factory street intersection which would preclude consequential rail realignment if the CHIP Hostel No. 1 were retained.

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E70	<p>The Proponent must prepare a Heritage Archival Recording and Salvage Report, including photographic recording of heritage items which have been identified for demolition or modification in the documents referred to in Condition A1 and outline the salvage to be undertaken from these items.</p> <p>Archival recording must be undertaken by a suitably qualified heritage specialist and prepared in accordance with NSW Heritage Office's How to Prepare Archival Records of Heritage Items (1998) and Photographic Recording of Heritage Items Using Film or Digital Capture (2006).</p> <p>Within 12 months of completing the archival recording, or as otherwise agreed with the Secretary, the Proponent must submit the Heritage Archival Recording and Salvage Report to the Department, the OEH, Heritage Council of NSW, Relevant Council(s), relevant local libraries and local historical societies in the local government area.</p>	Not triggered	Heritage Archival Recording and Salvage Report		<p>Heritage archival recording and Salvage Report will be undertaken at the nominated heritage items across the alignment of the CSSI. The archival recording has commenced. Once the archival recording is complete, the heritage team will identify items to be salvaged.</p> <p>The archival recording and salvage report will be completed prior to any impact on the specific heritage item.</p>

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E72	Before works within Zones 1 and 2 Historical Archaeological Management Unit (HAMU), the Proponent must engage a suitably qualified archaeologist whose experience complies with the NSW Heritage Council's Criteria for Assessment of Excavation Directors (July, 2011) (referred to as the Excavation Director) to oversee and advise on matters associated with historical archaeology (i.e. non-Aboriginal) and to prepare a Historical Archaeological Research Design and Excavation Methodology.	Compliant	Archaeological Research Design (ARD)	PLR1INF-CPBD-ALL-HE-PLN-000002 Rev 4	The Excavation Director was nominated within the ARD. The ARD was provided to the ER for information.
E73	The Historical Archaeological Research Design and Excavation Methodology must be submitted to the Heritage Council of NSW (or its delegate) for review and comment before finalisation. The Historical Archaeological Research Design and Excavation Methodology must: (a) be consistent with NSW Heritage Council Guidelines including: Archaeological Assessments (1996); Assessing Significance for Historical Archaeological Sites and Relics (2009), Skeletal Remains (1998), and Historical Archaeological Code of Practice (2009); (b) include provision for early physical investigation of areas of impact identified as likely to contain State significant	Compliant	Historical Archaeological Research Design (ARD)	PLR1INF-CPBD-ALL-HE-PLN-000002 Rev 4	The ARD was submitted to the Heritage Council (or delegate) of NSW for review and comment. The ARD was provided to the ER for information.

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	<p>archaeology in the research design to inform detailed design in these areas to avoid State significant archaeology. This must include, but not be limited to:</p> <p>St Patrick's Roman Catholic Cemetery;</p> <p>Ancient Aboriginal and Early Colonial Landscape / Robin Thomas Reserve; and</p> <p>The Parramatta Town Drains (where these alignments are unclear);</p> <p>(c) provide for the detailed analysis of any archaeological relics discovered during the investigations;</p> <p>(d) include management options for discovered archaeological relics (including options for avoidance, salvage, and display or interpretation);</p> <p>(e) include procedures for notifying the Heritage Council of NSW (or its delegate) and Secretary of any relic as required under s146 of the Heritage Act 1977; and</p> <p>(f) if the findings of the investigations are significant, provide for the preparation and implementation of a heritage interpretation strategy.</p>				

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
E77	Where previously unidentified Aboriginal objects are discovered during construction of the CSSI, all work should stop in the affected area and a suitably qualified and experienced Aboriginal heritage expert should be contacted to provide specialist heritage advice. The measures to consider and manage this process must be specified in the Heritage Management Sub-Plan required by Condition C3 and, where relevant, include registration in the OEH's Aboriginal Heritage Information Management System (AHIMS) register.	Not triggered	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Requirements under CoA E77 is specified in Section 8.2.8 of the Heritage Management Sub-Plan. In addition, the Unexpected Heritage Finds Guideline is included in Appendix A.</p> <p>The Heritage Management Sub-Plan (Rev 5) was endorsed by the ER on 13-August-2019 and was submitted to the DPIE on 16-August-2019 for approval.</p>
E84	The Proponent must investigate the feasibility of wire-free running along 'Eat Street', across Lennox Bridge, past Riverside Theatres and Prince Alfred Park and through the Parramatta North precinct with the objective of minimising visual impacts to the heritage values and physical impacts to the heritage fabric of these items. The Proponent must provide the results of the feasibility investigation to the Secretary, for information, before construction commences in these locations. If a decision is made not to provide wire-free running in the identified locations, supporting evidence must be provided in the feasibility assessment.	Compliant	Wire free feasibility assessment	PLR0ALL-TFNSW-ALL-PE-RPT-000002	The wire free feasibility assessment was endorsed by the ER on 19-November-2019. The assessment was submitted to the Secretary on 20-November-2019. This was submitted before construction commenced for Package 4.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
E85	The Proponent must investigate the feasibility of grass track treatment running through the Parramatta North precinct and Ancient Aboriginal and Early Colonial Landscape/Robin Thomas Reserve with the objective of minimising visual impacts to the heritage values and physical impacts to the heritage fabric of these items. The Proponent must provide the results of the feasibility investigation to the Secretary, for information, before construction commences in these locations. If a decision is made not to provide grass track treatment in the identified locations, supporting evidence must be provided in the feasibility assessment.	Compliant	Green track feasibility assessment	PLR0ALL-TFNSW-ALL-PE-RPT-000001	The grass track feasibility assessment was endorsed by the ER on 25-October-2019. The assessment was submitted to the Secretary on 30-October-2019. This was submitted before construction commenced for Package 4.
E88	<p>"The Urban Design Requirements Report must inform the detailed design of the CSSI to:</p> <ul style="list-style-type: none"> (a) demonstrate responsiveness to local streetscape and landscape character; (b) integrate with, or allow for, known land use changes, masterplans and developments; (e) contribute to the character and identify of the local area; (d) respond to the character, setting and fabric of heritage elements and landscapes; (e) demonstrate material selection and detailing (including consideration of anti-graffiti measures); 	Not triggered	Urban Design Requirements Report		The Urban Design Requirements Report is under preparation. The Urban Design Requirements Report will be submitted to the Design Review Panel for recommendations before being submitted to the Secretary for approval.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>(f) achieve a safe, secure, functional and efficient transport network for all street users;</p> <p>(g) maintain community amenity and privacy;</p> <p>(h) maintain local access and circulation for residents, business and road users;</p> <p>(i) address sensitive receivers to minimise noise, vibration, electromagnetic interference, light spill and nuisance;</p> <p>(j) minimise the loss of existing trees, maximise urban tree canopy, including street trees and soft landscaping;</p> <p>(k) address flooding and drainage issues;</p> <p>(l) contribute to the activation of precincts;</p> <p>(m) maximise local connectivity and minimise barriers;</p> <p>(n) maximise walk-in catchments and offer legible, direct pedestrian connections;</p> <p>(o) demonstrate clear wayfinding;</p> <p>(p) maximise user safety, crime prevention and comfort; and</p> <p>(q) consider the Camellia Town Centre Masterplan and the Telopea Masterplan, and Westmead Alliance master planning.</p> <p>The Urban Design Requirements Report must be submitted to the Secretary for approval, following review by the Design Review Panel required by Condition E90,</p>				

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	including recommendations provided by the Design Review Panel and the way these have been addressed.”				
E93	The Design Review Panel members must be nominated by the Proponent and approved by the Secretary in accordance with the timeframes in Condition E90.	Compliant	Letter	N/A	Letter nominating the members of the Design Review Panel was submitted to DPIE on 12-August-2019. The Design Review Panel members was approved by the Secretary on 25-November-2019.
E95	<p>Once the Design Review Panel is formed a Design Review Panel Terms of Reference must be developed and endorsed by all panel members and then approved by the Secretary.</p> <p>The Terms of Reference must:</p> <ul style="list-style-type: none"> (a) establish best practice governance and protocols for the operation of the Design Review Panel; (b) include a Code of Conduct; (c) outline the agreed frequency of Design Review Panel meetings; (d) outline secretariat functions and administration including the recording and storing of meeting agenda, minutes and actions; and (e) identify cessation arrangements 	Not triggered	PLR-TFNSW-PJT-AR-STD-000001	N/A	The Design Review Panel Terms of Reference are currently in progress. Once endorsed by the Design Review Panel and the ER, the Terms will submitted to the Secretary for approval.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
E101	During construction near the Parramatta River and Cumberland Hospital East and West, the Proponent must engage a suitably qualified and experienced fauna specialist to monitor the behaviour of the Grey-headed Flying-fox camp that resides in Parramatta Park in accordance with the Grey-headed Flying-fox Monitoring Program required by Condition C9 and implement mitigation measures, as required to minimise potential impacts to the camp. Monitoring must commence at least 12 months before the commencement of construction within 300 metres, unless otherwise agreed with the Secretary, of the camp to establish baseline behaviour. Monitoring must be undertaken regularly during construction (in consultation with OEH) with the results compiled in a monitoring report submitted to OEH each month. Monitoring should include species present, numbers, a map of the extent of the camp, breeding status, and condition of animals. If monitoring suggests that construction associated with the CSSI is changing the behaviour of the camp, the Proponent must consult with OEH to determine whether additional mitigation measures are required.	Compliant	Grey-headed Flying-fox Construction Monitoring Program DPIE letter regarding baseline monitoring	PLR-TFNSW-CBD-PE-PRG-000001 PLR-DPE-PJT-BI-LET-000001	The Grey-headed Flying-fox Construction Monitoring Program was submitted to DPIE on 28-November-2018 and resubmitted 16-August-2019. Monitoring will be ongoing in accordance with the Monitoring Program. DPIE agreed to the use of combined project and historic data, for the establishment of baseline behaviour of the Grey-headed Flying-fox camp, in a letter dated 26-February-2019.

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E102	The Proponent must commission a suitably qualified and experienced Arborist with a minimum AQF Level 5 qualification in Arboriculture, that is independent of the design and construction personnel for the duration of construction. The Arborist must be approved by the Secretary before works commence and commissioned for the duration of construction.	Compliant	Letter	N/A	Letter advising Secretary approval of the Independent Arborist issued by DPIE on 21-August-2018.
E103, E106	<p>The Arborist must:</p> <p>(a) be the principal point of advice in relation to the assessment and management of CSSI impacts on trees;</p> <p>(b) prepare a Tree Register of all trees within the CSSI footprint (either for the entire CSSI or separate areas where tree removal and/or pruning is proposed) before the removal of any trees;</p> <p>(c) identify those trees within the footprint that must be removed for construction to proceed or for CSSI operations; and</p> <p>(d) identify those trees where their fate is uncertain and may be retained, removed or pruned (either for construction or for ongoing maintenance during operation).</p>	Compliant	Tree Register		<p>The Independent Arborist's Tree Register was endorsed by the ER on 11-March-2019 and the revised register on 9-July-2019. As the design of Package 4 works progresses, the Independent Arborist is responsible for ongoing review and submission of the Tree Register to the Secretary before removal or damage of any trees for the CSSI that were not previously noted.</p> <p>Package 4 Infrastructure Works will implement the recommendations of the Independent Arborist outlined in the Tree Register.</p>

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E110	<p>Business Activation Plan</p> <p>The Proponent must prepare and implement a Business Activation Plan to manage impacts to businesses on streets affected by construction of the CSSI, including those where access is altered. The Plan must be prepared before construction and must include but not necessarily be limited to:</p> <p>(a) measures to address amenity, vehicular and pedestrian access during business hours and visibility of the business appropriate to its reliance on such, and other reasonable matters raised in consultation with affected business;</p> <p>(b) Business Management Strategies for each stage of construction (and/or activity), identifying affected businesses and associated management strategies, including the employment of place managers and specific measures to assist small business owners adversely impacted by the construction of the CSSI;</p> <p>(e) Business Support Services Program to assist small business owners adversely impacted by construction of the CSSI. The Program must assist local businesses to develop proactive business strategies including:</p> <ul style="list-style-type: none"> i) marketing and promotion; ii) business diversification and business planning; and 	Compliant	Business Activation Plan	PLR-TFNSW-PJT-PE-PLN-000001 (Rev 4)	<p>The Business Activation Plan (prepared by TfNSW) was submitted to DPIE as part of the Community Communication Strategy (CCS) submission.</p> <p>The Business Activation Plan was provided to the ER for information.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>iii) engagement of specialists to run workshops both before and during construction.</p> <p>(d) establishment of business reference groups to provide, but not be limited to, the following services:</p> <ul style="list-style-type: none"> i) provide information on the CSSI; ii) discuss mitigation measures to minimise impacts; and iii) consult on out of hours works ('Eat Street' only) where required by Condition E24 <p>(e) a monitoring program to assess the effectiveness of the measures including business feedback against which effectiveness of the measures will be measured; and</p> <p>(f) provision for reporting of monitoring results to the Secretary, as part of the Compliance Monitoring and Reporting Program required in Condition A30.</p>				
E111	Before undertaking any works and during maintenance or construction activities, erosion and sediment controls must be implemented and maintained to prevent water pollution consistent with LandCom's Managing Urban Stormwater series (The Blue Book).	Compliant	Soil and Water Management Sub-Plan	PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	<p>The requirement for sediment and erosion control procedure is included within Appendix A of the Soil and Water Management Sub-Plan (Rev 5) which was endorsed by the ER on 12-August-2019.</p> <p>The Sub-Plan was revised (Rev 6) during consultation with DPIE in November 2019.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
E113	<p>A Flood Management Design Report must be prepared and implemented in respect of the flood prone land and overland flow paths for the waterways and catchments in the CSSI's vicinity. The Report must be prepared during detailed design to identify the potential adverse impacts of the operation of the CSSI on existing flooding characteristics for a full range of flood events up to and including the probable maximum flood (PMF). The Report must include but not be limited to:</p> <p>(a) the results of further modelling to identify the potential impacts of the CSSI on flood behaviour including consideration of increased rainfall intensity and sea level rise under climate change conditions, consistent with the requirements of the Floodplain Development Manual (2005) and Practical Consideration of Climate Change (2007);</p> <p>(b) the identification of design measures that would be implemented to manage the impacts of flooding on the operation of the CSSI and not worsen the existing flood characteristics. Design of mitigation measures must consider the full range of design events up to the 1% AEP;</p> <p>(c) demonstration of constructability of proposed management measures;</p> <p>(d) sensitivity analyses to assess the risk that additional properties or infrastructure could be subject to changes in existing</p>	Compliant	Flood Management Design Report		<p>The Flood Management Design Report will be prepared in consultation with directly affected landowners, Sydney Water, OEH, NSW State Emergency Services and relevant Council(s). The report will be independently peer reviewed by a qualified hydrological engineer.</p> <p>The Flood Management Design Report is underway and has been prepared in consultation with nominated stakeholders. The report will be independently peer reviewed by a qualified hydrological engineer.</p>

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	<p>flood behaviour as a result of the CSSI (i.e. beyond those identified as being impacted in point a) above), for design events up to and including the 1% AEP flood event, namely:</p> <p>i) assessment of 100% blockage of pits for the pre-development (existing) and post-development (with the CSSI) scenarios;</p> <p>ii) assessment of the impact of local and regional coincident flood peaks; and</p> <p>iii) assessment of cumulative impacts of the CSSI and other state significant developments and/or infrastructure in the CBD being constructed or that have received approval (and for which sufficient design detail is available at the time).</p> <p>(e) the identification of measures to be implemented to minimise scour and dissipate energy at locations where flood velocities are predicted to increase as a result of the CSSI;</p> <p>(f) identification of stormwater drainage system upgrades including those upgrades considered as mitigation measures; and</p> <p>(g) identification of the timing and maintenance responsibility of any necessary works.</p> <p>Not worsen existing flooding characteristics within and in the vicinity of the CSSI means the following:</p>				

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>(a) a material increase in the duration of inundation for all design events up to and including a 1% AEP flood event;</p> <p>(b) an increase in flood levels of more than 10 mm at properties for all design events up to and including the 1% AEP flood event; and</p> <p>(c) no increase in high hazard flooding as defined in Appendix L of the NSW Government's Floodplain Development Manual (2005).</p> <p>The Flood Management Design Report must be prepared by a suitably qualified and experienced person in consultation with directly affected landowners, Sydney Water, OEH, NSW State Emergency Services and the Relevant Council(s). The Report must be independently peer reviewed by a suitably qualified and experienced hydrological engineer to confirm that the management of and response to flood events is appropriate.</p> <p>The Report and results of the peer review must be submitted to the Secretary, for information, and Relevant Council(s) at each design stage associated with the CSSI where there is potential to cause adverse flooding impacts.</p>				
E119	Before commencement of any activities that would result in the disturbance of land and/or soil in Areas of Environmental Interest (AEI) identified as having a high	Not triggered	Construction Contaminated Land Management Sub-Plan	PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5	The process by which Site Contamination Reports will be prepared for medium and high-risk sites is detailed in section 7.1 of the Construction Contaminated Land

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>risk of contamination, or identified as medium risk subject to further desktop assessment as specified in the documents listed in Condition A1, a Site Contamination Report must be prepared by a suitably qualified person(s) in accordance with the requirements of the Contaminated Land Management Act 1997 and associated guidelines. The Site Contamination Report must outline the potential contamination risks from the AEIs to human health and receiving waterways and detail, where relevant, whether the land is suitable (for the intended land use) or can be made suitable through remediation. For AEIs where there is insufficient information and data available to draw such conclusions, the Site Contamination Report must also detail the outcomes of Phase 2 site contamination investigations within those AEIs.</p>				<p>Management Sub-Plan (ER endorsed) revision 5 and provided to DPIE for information on 9-August-2019.</p> <p>Site Contamination Reports were prepared for 13 sites in accordance with CoA E119. Of the 13 sites, enough information and data were available to demonstrate that the land is suitable or can be made suitable for the intended land use. The Contaminated Land Management Sub-plan is currently being revised to reflect the recommended measures to identify, handle and manage potential contaminated soils, materials and groundwater.</p> <p>A Phase 2 site contamination investigation will be prepared for two sites (198 George Street, Parramatta and 13A Grand Avenue, Camellia) where there was insufficient information and data available to demonstrate that the land is suitable or can be made suitable for the intended land use.</p> <p>The remaining site (435 Church Street, Parramatta) does not require a Phase 2 site contamination investigation as this was prepared by the previous owner. However, a Remediation Action Plan will be required in accordance with CoA E122.</p>

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E125	An Unexpected Contaminated Land and Asbestos Finds Procedure must be prepared and must be implemented should unexpected contaminated land or asbestos be excavated or otherwise discovered during construction. This can be provided as part of the CEMP or relevant Sub-Plan.	Compliant	Construction Contaminated Land Management Sub-Plan	PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5	The Unexpected Contaminated Land and Asbestos Finds Procedure is contained within Appendix A of the Construction Contaminated Land Management Sub-Plan (ER endorsed 9-August-2019) revision 5 and provided to DPIE on 16-August-2019.
E132	<p>At least one month before the commencement of construction of any hazardous works or works adjacent to hazardous infrastructure, the Proponent must prepare and submit for the approval of the Secretary, the following:</p> <p>(a) A Final Hazard Analysis of the development consistent with the Department's Hazardous Industry Planning Advisory Paper No. 6, 'Hazard Analysis'. The study must be prepared based on the final detailed design of the development and include:</p> <ul style="list-style-type: none"> i) a quantitative risk assessment; ii) details of all safeguards to be implemented, in particular those at the locations of pipeline crossing; iii) findings and recommendations from the Safety Management Study undertaken in consultation with the relevant dangerous goods pipeline operators and pipeline licensees; 	Not triggered	Final Hazard Analysis; and Construction Safety Study		A Final Hazard Analysis and Construction Safety Study is currently being developed and will be submitted to the Secretary for approval one month prior to construction of any hazard works or works adjacent to hazardous infrastructure (petroleum pipeline only).

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	<p>iv) demonstrate that the risks from the development satisfy relevant NSW Risk Criteria as set out in HIPAP 10.</p> <p>(b) A Construction Safety Study, prepared consistent with Hazardous Industry Planning Advisory Paper No. 7 'Construction Safety'. The Construction Safety Study must be prepared in consultation with the relevant dangerous goods pipeline operators and licensees and include details of the proposed safety measures to ensure the relevant underground pipelines will not be impacted by the construction of the development.</p>				

Table 2-3 REMMM Requirements

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
AB-1	Aboriginal heritage interpretation would be incorporated into the design of the project in consultation with registered Aboriginal stakeholders.	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	An Interpretation Strategy will be incorporated into the detailed design and this commitment is included in section 7 of the Heritage Management Sub-Plan. The Heritage Management Sub-plan was approved by the Secretary on the 21-November-2019.
AB-2	<p>An Aboriginal and non-Aboriginal heritage management plan would be prepared as part of the CEMP. Specific measures would be identified in consultation with NSW Office of Environment and Heritage (OEH) and other relevant government agencies. As relevant, the plan would be developed in consultation with Registered Aboriginal Parties.</p> <p>The objectives and strategies of the plan would include the following:</p> <ul style="list-style-type: none"> · Minimise impacts on items or places of heritage value. · Procedures for carrying out salvage or excavation of heritage relics or sites (where relevant) and any recordings of heritage relics prior to works commencing that would impact the heritage relic or site. · Procedures for interpretation of heritage values uncovered during salvage or excavation during detailed design. 	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>AB-2 is addressed in sections, 2, 4, 7 and 10 of the Heritage Management Sub-Plan.</p> <p>The Heritage Management Sub-plan was approved by the Secretary on the 21-November-2019.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<ul style="list-style-type: none"> Details on management measures to be implemented to prevent and minimise impacts on heritage items (including further heritage investigations, archival recordings and/or measures to protect unaffected sites during construction works in the vicinity). Procedures for unexpected heritage finds, including procedures for dealing with human remains (and burials). The Transport for NSW Unexpected Heritage Finds Guideline (2014) would be implemented. Procedures for the reinstatement of areas of heritage value that would be temporarily impacted by construction following the completion of construction. Heritage monitoring and auditing requirements. 				

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AB-3	<p>Archaeological salvage excavation (in accordance with the methodology detailed in Technical Paper 4 – Parramatta Light Rail: Aboriginal Cultural Heritage Assessment) would be carried out for the following sites prior to the commencement of construction:</p> <ul style="list-style-type: none"> · Cumberland Hospital East. · Harris Street Footpath/Robin Thomas Reserve. · PLR AFT 2 (formerly PLR PAD 4).* · Sydney Turf Club car park. <p>* Note PAD 2 was referred to in error in the SPIR revised mitigation measures. PLR AFT 2 is the same site as the former PLR PAD 4, which is the correct reference here.</p>	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>This commitment is included as a mitigation measure in Table 7.1 of the Heritage Management Sub-Plan. Specifically, salvage excavation will be undertaken at these sites under the management of the Excavation Director. This procedure will be communicated through the site induction, toolbox talks and pre-starts.</p> <p>The Heritage Management Sub-plan was approved by the Secretary on the 21-November-2019.</p>
AB-4	<p>Exclusion zones would be established during construction for the following partially impacted sites to protect the portion of the site located outside the project construction disturbance boundary:</p> <ul style="list-style-type: none"> · Cumberland Hospital East. · Harris Street Footpath/Robin Thomas Reserve. <p>Suitable controls would be identified in the heritage management plan and shown on the Environmental Control Maps (refer Transport for NSW Guide to Environmental Control Map), which may include barrier fencing to delineate the exclusion zones.</p>	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Barrier fencing and exclusion zones will be in place within Cumberland Hospital East and Harris Street Footpath/Robin Thomas Reserve, and these will be outlined on relevant ECMs. This commitment is included as mitigation measure in Section 7 of the Heritage Management Sub-Plan.</p> <p>The Heritage Management Sub-plan was approved by the Secretary on the 21-November-2019.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
AQ-1	<p>An air quality and dust management plan would be developed and implemented as part of the CEMP. This plan would identify triggers and procedures for dealing with significant dust generating activities, with the aim of minimising impacts on surrounding sensitive receivers. Air quality and dust management measures that would be identified in the CEMP would include:</p> <ul style="list-style-type: none"> · Apply wheel-wash or rumble grid facilities as appropriate to remove loose material and prevent the tracking of spoil debris onto local roads. · Clean loose materials and debris from the tailgate of vehicles unloading materials to stockpiles prior to departure from site. · Conduct routine servicing and maintenance, and subsequent inspections to ensure that equipment continues to operate efficiently. · Ensure that all loads are covered when materials are being hauled to and from site. · Ensure that compound area surfaces are well compacted or sealed to limit the potential for dust generation. · Ensure that structures are inspected by a suitably qualified person to confirm that they do not contain any hazardous materials (e.g. asbestos) which could be broken and mobilised during demolition. <p>Where such materials are identified, adhere</p>	Compliant	Air Quality and Dust Management Sub-Plan	PLR1INF-CPBD-ALL-AH-PLN-000001 Rev 3	<p>Dust monitoring procedures are provided in Section 6-1 of the Air Quality and Dust Management Sub-Plan. Triggers and procedures for dealing with significant dust generating activities are provided in Section 6-2.</p> <p>The Air Quality and Dust Management Sub-Plan was endorsed by the ER on the 26-July-2019 and submitted to DPIE on the 16 August-2019.</p>

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	<p>to the requirements for removal and disposal listed in the Work Health and Safety Act 2011, and Work health and Safety Regulation 2011.</p> <ul style="list-style-type: none"> · Impose low speeds limits around compound sites to limit the generation of dust from vehicle movements. · Install dust monitoring devices to quantify dust levels and determine whether control measures are adequate or whether further actions are required. · Installation of perimeter screening around areas where there is a potential to generate emissions to air and around long-term compound and stockpile locations. · Plan activities and avoid adversely windy conditions which may result in the generation of off-site dust impacts. · Position stockpiling areas as far as possible from surrounding receivers. · Regularly water exposed and disturbed areas and stockpiles especially during inclement weather conditions. · Water demolition areas as necessary to minimise the generation of dust. · Wherever possible and practical, limit the amount of materials stockpiled, extent of disturbed and exposed surfaces. <p>Restoration of cleared areas is to occur as soon as possible.</p>				

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	<ul style="list-style-type: none"> · Apply odour suppressing agents to materials as necessary to minimise related impacts should any contaminated or hazardous materials be uncovered during the works. · Construction plant and equipment would be well maintained and regularly serviced so that vehicular emissions remain within relevant air quality guidelines and standards. · All vehicles used on site, for transporting materials to or from site, or for any other activities associated with the project, shall be maintained to avoid the emission of excessive air impurities in accordance with Part 5.8 of the Protection of the Environment Operations Act 1997 and the Protection of the Environment Operations (Clean Air) Regulation 2010. · All on-road trucks would comply with the relevant Australian emission standards. · All chemicals and fuels would be stored in sealed containers as per appropriate regulations and guidelines. · The on-site storage of fuel would be kept to a minimum. · Unloading of fuels (diesel or liquefied nitrogen gas (LNG)) would be vented via return hoses that recirculate vapours from delivery to receiver. 				

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	<ul style="list-style-type: none"> On dry days, unsurfaced haul roads would be watered to aid dust suppression. Stockpiles left for extended periods would be grassed or covered with appropriate material. Chemical/fuel storage tanks would be fitted with a conservation vent (to prevent air inflow and vapour escape until a pre-set vacuum or pressure develops). 				
BI-1	<p>The detailed design would demonstrate in the reporting for detailed design, consideration of measures to minimise potential biodiversity impacts include:</p> <ul style="list-style-type: none"> Consideration of DPI's Policy and guidelines for fish habitat conservation and management (2013 update) and the NSW Office of Water's Guidelines for controlled activities for the design of instream structures or riparian works. These elements of the design would be developed in consultation with DPI – Crown Lands and Water and DPI - Fisheries. Options for minimising impacts on habitat connectivity, including establishment of native vegetation and habitat elements such as rock piles and large woody debris under the bridges to provide cover for fauna. Opportunities for minimising the potential for injury and mortality of wildlife associated with OHW and fences would be investigated in consultation with an 	Compliant	<p>Flora and Fauna Management Sub-Plan</p> <p>RVTM (Requirements Verification and Traceability Matrix)</p>	<p>PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5</p> <p>PLR1INF-NOVA-AA-SCH-400001</p>	<p>Section 7.2.1 of the Flora and Fauna Management Sub-Plan outlines the design review process where consideration of measures to minimise potential biodiversity impacts where practical will be documented.</p> <p>This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report. RVTM is the project design compliance tracking tool that tracks the thousands of project design requirements and documents evidence of design compliance at the relevant design stage. The tool is managed by systems engineers in accordance with TfNSW design compliance procedures.</p>

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	<p>ecologist and implemented where practicable.</p> <ul style="list-style-type: none"> Investigating opportunities for collaborating with organisations and stakeholders to rehabilitate existing waterways along the project alignment (such as Vineyard Creek) as part of the Vegetation Offset Strategy. 				
BI-2	Transport for NSW would discuss the requirements for entering into a voluntary planning agreement with the NSW Office of Environment and Heritage and Department of Planning and Environment during detailed design.	Compliant	Biodiversity Offset Strategy	PLR0ALL-TFNSW-ALL-PE-RPT-000003	The requirement for entering into a voluntary planning agreement with the NSW Office of Environment and Heritage and Department of Planning, Industry and Environment will be addressed as part of the Biodiversity Offset Strategy approval process.
BI-3	<p>A flora and fauna management plan would be prepared as part of the CEMP. Specific measures would be identified in consultation with relevant government agencies.</p> <p>The flora and fauna management plan would include the following:</p> <ul style="list-style-type: none"> A requirement to prepare Environmental Control Maps in accordance with Transport for NSW's Guide to Environmental Control Map. The maps would delineate ecologically sensitive areas (such as habitat areas or locations of threatened species, populations or ecological communities), clearing extents, 	Compliant	Flora and Fauna Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	<p>BI-3 is addressed in the following sections in the Flora and Fauna Management Sub-Plan:</p> <ul style="list-style-type: none"> Table 7-1 Section 7 Appendix A, B and C <p>The Flora and Fauna Management Sub-Plan was endorsed by the ER on the 9-August-2019 and submitted to DPIE on the 16-August-2019.</p> <p>The Secretary acknowledged that the Flora and Fauna Management Sub-Plan was provided to the Department for information pursuant to conditions C3 and C13 on the 21-November-2019.</p>

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	<p>vegetation to be retained, and any other no go areas.</p> <ul style="list-style-type: none"> Procedures for the clearing of vegetation and the relocation of flora and fauna. Where possible, the removal of native vegetation would be minimised as far as practicable. Measures to minimise the removal of native vegetation would include: <ul style="list-style-type: none"> Use of high visibility fencing (such as barrier mesh) to delineate vegetation to be retained or limits of clearing. A trained ecologist would accompany clearing crews in order to ensure disturbance is minimised and to assist any native animals to relocate to adjacent habitat. Measures to reduce disturbance to sensitive fauna. Rehabilitation requirements, including identification of flora species and sources, and measures for the management and maintenance of rehabilitated areas (including for example a program of weed removal and monitoring). Weed management measures focusing on monitoring for early identification of invasive weeds and pathogens and detailed effective management controls for minimising the risk of introducing weeds and pathogens. Procedure for dealing with unexpected identification of Endangered Ecological 				

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	Communities or threatened species during construction. · Auditing and monitoring of the plan.				
BI-4	<p>The following measures would be adopted in the flora and fauna management plan to mitigate impacts on aquatic habitats during construction:</p> <ul style="list-style-type: none"> · Implementing the soil and water mitigation and management measures HY-7, SG-3, SG-4 and CM-3. · Preparation of acid sulfate soils/contaminated soils management plan. · Minimising the works footprint in and adjacent to watercourses, including establishment and marking of vegetation buffer zones in areas of vegetation removal in riparian zones. · Crossing design would adhere to relevant policies and guidelines including the fish friendly passage guidelines (Fairfull and Witheridge, 2003) for waterway crossings and avoid/minimise disruption to fish movements and the Policy and guidelines for fish habitat conservation and management (Department of Primary Industries, 2013). · Construction compounds would where feasible be located within previously disturbed areas, away from riparian vegetation (to the extent possible). 	Compliant	<p>Soil and Water Management Sub-Plan</p> <p>SEMP</p> <p>CEMP</p> <p>RVTM</p>	<p>PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6</p> <p>PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9</p> <p>PLR1INF-CPBD-ALL-PE-PLN-000001 Rev 12</p> <p>PLR1INF-NOVA-AA-SCH-400001</p>	<p>The measures outlined in BI-4 have been addressed in the Soil and Water Management Sub-Plan, SEMP and CEMP.</p> <p>This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.</p> <p>The Soil and Water Management Sub-Plan was endorsed by the ER on the 12-August-2019 and submitted to DPIE for information pursuant to conditions C3 and C13 on the 16-August-2019.</p> <p>The revision of the SEMP was approved by the Secretary on the 21-November-2019.</p> <p>The CEMP was endorsed by the ER on 12-August-2019 and approved by the Secretary on the 21-November-2019.</p>

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	<ul style="list-style-type: none"> · Use of platforms/temporary wharfs in preference to weirs for instream construction works. · Use of floating booms around work zones. · Use of silt curtains around new piers during piling to restrict turbidity. · Bund integrity of equipment wash-downs would be maintained for all works on/near river banks. · Prohibition dumping of excavated materials or untreated runoff water in the river. · Remediation and revegetation of disturbed watercourse bed banks and aquatic habitats as soon as possible following disturbance in accordance with the Guidelines for watercourse crossings on waterfront land (Department of Primary Industries, 2012) and the Policy and guidelines for fish habitat conservation and management (Department of Primary Industries, 2013). <p>The relevant mitigation and management measures would be shown on Environmental Control Maps in accordance with Transport for NSW's Guide to Environmental Control Map.</p>				
BI-5	In addition to the mitigation and management measures described in BI-4, the following mitigation and management	Compliant	Flora and Fauna Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	Commitment in BI-5 has been addressed in Table 7-1 of the Flora and Fauna Management Sub-Plan.

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	<p>measures to avoid and minimise the risk to mangroves would be implemented during construction as part of the flora and fauna management plan. This would include (but is not limited to):</p> <ul style="list-style-type: none"> · Work area planning and management of activities to avoid removing existing mangrove plants. · Temporary wharf/platforms and vessel routes would be planned to avoid pneumatophore zones and minimise erosion. · Remediation of disturbed banks with mangroves/native vegetation, and if required, use of mangrove shrubs/seedlings transplanted from disturbed areas. 				<p>The Flora and Fauna Management Sub-Plan was endorsed by the ER on the 9-August-2019 and submitted to DPIE on the 16-August-2019.</p> <p>The Secretary acknowledged that the Flora and Fauna Management Sub-Plan was provided to the Department for information pursuant to conditions C3 and C13 on the 21-November-2019.</p>
BI-6	To mitigate fragmentation and reduced habitat connectivity, plant species chosen for revegetation under the bridges would be selected for their shade tolerance (e.g. rainforest understorey species native to the Sydney Basin Bioregion) even if these species are not usually found in the Alluvial Woodland/Riparian Forest vegetation types. This requirement would be translated into the UDLP, where appropriate.	Compliant	Flora and Fauna Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	<p>Commitment in BI-6 has been addressed in Table 7-1 of the Flora and Fauna Management Sub-Plan.</p> <p>The Secretary acknowledged that the Flora and Fauna Management Sub-Plan was provided to the Department for information pursuant to conditions C3 and C13 on the 21-November-2019.</p>
BI-7	The flora and fauna management plan would include measures to mitigate habitat loss as a result of the project. These measures would be confirmed during preparation of the plan, and would include:	Compliant	Flora and Fauna Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	<p>Commitment in BI-7 has been addressed in Table 7-1 of the Flora and Fauna Management Sub-Plan.</p> <p>The Flora and Fauna Management Sub-Plan was endorsed by the ER on the 9-</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<ul style="list-style-type: none"> Consideration would be given to fitting roost boxes to the bridges over existing creek crossings to provide roost sites for the Large-footed Myotis and other species of microbats (e.g. Eastern Bentwing-bat) which may utilise such structures. The quantity and location of roost boxes would be determined in consultation with an ecologist to meet the specific needs for the targeted species and would be installed prior to structure disturbance. Nest boxes of a variety of designs would be installed including boxes suitable for roosting by microbats. Relocation of natural hollows by either affixing them to existing live retained trees or to poles/trunks of felled trees installed in revegetated areas would also be considered as an alternative to nest box installation. The quantity and location of roost boxes would be determined in consultation with an ecologist to meet the specific needs for the targeted species and would be installed prior to disturbance in the area. Important habitat elements (e.g. large woody debris) would be moved from the construction area to locations outside the clearing area in native vegetation remnants or to stockpiles for later use in vegetation/habitat restoration. Development of contingency measures with relation to the potential impacts to the Parramatta Grey-headed 				<p>August-2019 and submitted to DPIE on the 16-August-2019.</p> <p>The Secretary acknowledged that the Flora and Fauna Management Sub-Plan was provided to the Department for information pursuant to conditions C3 and C13 on the 21-November-2019.</p> <p>A nest box strategy will be developed by a trained ecologist that will assess the structures over the existing creeks identified in the EIS Biodiversity Assessment Report.</p> <p>The Grey-headed Flying-fox Construction Monitoring Program has been prepared as a free-standing program (refer to CoA C9c).</p>

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	Flying-fox camp. Suitable winter-flowering vegetation would be preferentially planted in landscaped areas of the site to provide a winter foraging resource for migratory and nomadic nectar-feeding birds and the Grey-headed Flying-fox.				
BI-8	<p>The flora and fauna management plan would include measures to minimise the likelihood of fauna injury or death during the clearing of vegetation including a staged habitat removal protocol incorporating the following measures:</p> <ul style="list-style-type: none"> · All habitat trees in the area to be cleared would be identified (by an arborist) and marked. · A pre-clearing procedure that encourages animals to leave prior to clearing. · Pre-clearing surveys would be conducted at least 12 to 48 hours prior to vegetation clearing to search for native wildlife (e.g. reptiles, frogs) which can be captured and relocated. · Where practical, felled habitat trees would be left on the ground for a further 24-hour waiting period prior to removal from the construction area or immediately moved to the edge of retained vegetation at the discretion of the supervising ecologist. · All contractors would have the contact numbers of wildlife rescue groups in case animals are injured or orphaned during 	Compliant	Flora and Fauna Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	<p>Commitment in B1-8 has been addressed in Table 7-1, Appendix A and B of the Flora and Fauna Management Sub-Plan.</p> <p>The Flora and Fauna Management Sub-Plan was endorsed by the ER on the 9-August-2019 and submitted to DPIE on the 16-August-2019.</p> <p>The Secretary acknowledged that the Flora and Fauna Management Sub-Plan was provided to the Department for information pursuant to conditions C3 and C13 on the 21-November-2019.</p>

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	clearing and require veterinary assistance and/or extended care prior to release. · Relocation of animals to adjacent retained habitat would be carried out by an ecologist during the supervision of vegetation removal.				
BI-9	The potential for translocation of threatened plant species as individuals or as part of a soil translocation process would be considered during the detailed development of the flora and fauna management plan prepared as part of the CEMP.	Not triggered	Flora and Fauna Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	Commitment in B1-9 has been addressed in Section 7.3.4 of the Flora and Fauna Management Sub-Plan.
CC-1	A climate change risk assessment supported by an economic analysis would be undertaken during detailed design to identify the level of risk to the project from climate change and, where necessary, identify risk treatments that could be incorporated into the detailed design of the project.	Compliant	Delivery Phase Sustainability Management Plan RVTM	PLR-INF-CPBD-PJT-EN-PLN-000003 PLR1INF-NOVA-AA-SCH-400001	This is addressed within Section 4 of the Delivery Phase Sustainability Management Plan. This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
CC-2	Construction-related climate change risks (e.g. increased frequency and severity of extreme rainfall events placing increased pressure on construction water quality control measures) would be considered during the development of environmental management measures as part of the CEMP.	Compliant	Delivery Phase Sustainability Management Plan Soil and Water Management Sub-Plan	PLR-INF-CPBD-PJT-EN-PLN-000003 PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	Climate change risks associated with construction are addressed in Table 7-1 in the Delivery Phase Sustainability Management Plan. Water quality control measures are addressed in the Soil and Water Management Sub-Plan. The Soil and Water Management Sub-Plan was endorsed by the ER on the 12-August-

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					2019 and submitted to DPIE on the 16-August-2019. The Secretary acknowledged that the Soil and Water Sub-Plan was provided to the Department for information pursuant to conditions C3 and C13 on the 21-November-2019.
CM-1	<p>During detailed design, a desktop risk assessment would be carried out for the following Areas of Environmental Interest (AEI) to confirm high or medium risk of contamination:</p> <ul style="list-style-type: none"> 435 Church Street, Parramatta (AEI 9). 1A Barrack Lane, Parramatta (AEI 13). 142-154 Macquarie Street, Parramatta (AEI 14). 127 Alfred Street Parramatta (AEI 16). Former James Hardie Property at 181 James Ruse Drive, Rosehill and 1 Grand Avenue, Rosehill (AEI 21 and AEI 22). 6 Grand Avenue, Rosehill (former Akzo Nobel site) (AEI 27). <p>This would involve a review of available data, collaboration with stakeholders and consideration of the extent of disturbance by the project in the vicinity of the AEI. Based on the results of this assessment:</p> <ul style="list-style-type: none"> Mitigation and management measure CM-2 would apply to AEIs classified as high risk 	Compliant	Construction Contaminated Land Management Sub-Plan	PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5	<p>The process by which Areas of Environmental Interest will be assessed is detailed in Section 7.1 of the Construction Contaminated Land Management Sub-Plan.</p> <p>The Construction Contaminated Land Management Sub-Plan was endorsed by the ER on the 9-August-2019 and submitted to DPIE on the 16-August-2019.</p>

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	<ul style="list-style-type: none"> Mitigation CM-4 would apply to AEIs classified as medium risk. 				
CM-2	<p>Prior to the commencement of construction in the vicinity of these sites, site investigations would be carried out at the following high risk AEI:</p> <ul style="list-style-type: none"> Former gas works at Queens Wharf Reserve (AEI 15) 13A Grand Avenue, Camellia (AEI 21). <p>The results from the site investigations would be assessed against criteria contained within the National Environment Protection (Assessment of Site Contamination) Measure 1999 (2013) to determine any need for remediation.</p> <p>Remediation works would be performed in accordance with the hierarchy of preferred strategies in the Guidelines for the NSW Site Auditor Scheme (DECCW 2006). Where practical, remediation works would be integrated with excavation and development works performed during construction.</p>	Not triggered	Construction Contaminated Land Management Sub-Plan	PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5	<p>Commitment in CM-2 is covered by the Construction Contaminated Land Management Sub-Plan.</p> <p>The Construction Contaminated Land Management Sub-Plan was endorsed by the ER on the 9-August-2019 and submitted to DPIE on the 16-August-2019.</p>
CM-3	<p>For low and medium risk sites, environmental management measures would be applied as detailed in a Construction Contaminated Land Management Plan (CCLMP), as a Sub-Plan to the CEMP.</p> <p>The measures would be tailored to address any specific locations where contamination</p>	Not triggered	Construction Contaminated Land Management Sub-Plan	PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5	<p>Commitment in CM-3 is covered by the Construction Contaminated Land Management Sub-Plan.</p> <p>The Construction Contaminated Land Management Sub-Plan was endorsed by the ER on the 9-August-2019 and submitted to DPIE on the 16-August-2019.</p>

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	is identified through the current contaminated land investigations. This includes worker health and safety measures.				
CM-4	Visual inspections and monitoring would be performed during excavation activities at medium risk AEIs to identify potential indicators of contamination. If suspected contamination is encountered, the materials would be subject to sampling and analysis to determine management requirements and suitability for reuse, recycling or remediation.	Compliant	Construction Contaminated Land Management Sub-Plan	PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5	Commitment in CM-4 is covered by Table 7-1 in the Construction Contaminated Land Management Sub-Plan. The Construction Contaminated Land Management Sub-Plan was endorsed by the ER on the 9-August-2019 and submitted to DPIE on the 16-August-2019.
CM-5	Construction activities within AEI 23 (Sandown Line, including 27 Grand Avenue, Camellia) would be carried out under asbestos control and removal conditions by an appropriately licensed asbestos contractor.	Compliant	Construction Contaminated Land Management Sub-Plan	PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5	Commitment in CM-5 is covered by Table 7-1 in the Construction Contaminated Land Management Sub-Plan. The Construction Contaminated Land Management Sub-Plan was endorsed by the ER on the 9-August-2019 and submitted to DPIE on the 16-August-2019.
CM-6	An unexpected finds procedure would be developed and implemented as part of the project CCLMP, outlining a set of potential contamination issues which could be encountered, and detailing the corrective actions to be implemented.	Compliant	Construction Contaminated Land Management Sub-Plan	PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5	Commitment in CM-6 is covered by Appendix A in the Construction Contaminated Land Management Sub-Plan. The Construction Contaminated Land Management Sub-Plan was endorsed by the ER on the 9-August-2019 and submitted to DPIE on the 16-August-2019.

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CM-7	Ongoing management measures would be implemented for any areas within the permanent light rail corridor where minor residual contamination remains following construction.	Compliant			Package 4 will prepare a Remediation Action Plan under CoA E121 for any Areas of Environmental Interest during Infrastructure works. Any residual contamination remains following construction will be dealt by the operator.
GEN-1	<p>A construction environmental management plan (CEMP) would be prepared for the construction phase of the project. The CEMP would provide a centralised mechanism through which all potential environmental impacts would be managed. The CEMP would document mechanisms for demonstrating compliance with the commitments made in the Environmental Impact Statement), the submissions report, as well as any other relevant statutory approvals (e.g. conditions of approval, licences and permits). The CEMP would outline a framework for the management of environmental impacts during construction, including further details on the following:</p> <ul style="list-style-type: none"> • Traffic, transport and access management. • Noise and vibration management. • Heritage management. • Air quality and dust management. • Soil and water management. • Flora and fauna management. • Waste and resource management. 	Compliant	<ul style="list-style-type: none"> a) Construction Environment Management Plan b) Traffic, Transport and Access Management Sub-Plan c) Noise and Vibration Management Sub-Plan d) Flood Management Sub-Plan e) Heritage Management Sub-Plan f) Flora and Fauna Management Sub-Plan 	<ul style="list-style-type: none"> a) PLR1INF-CPBD-ALL-PE-PLN-000001 Rev 12 b) PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 7 c) PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6 d) PLR1INF-CPBD-ALL-PE-PLN-000006 Rev 6 e) PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7 f) PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5 g) PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6. h) PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5 	<p>The Secretary approved the Construction Environment Management Plan, Noise and Vibration Management Sub-Plan, Heritage Management Sub-Plan and Site Establishment Management Plan on the 21-November-2019.</p> <p>The DPIE CEMP letter of approval noted that the following plans and construction monitoring programs (identified to be provided for information in the Planning Approval) have been provided to the Department for information pursuant to conditions C3 and C13:</p> <ul style="list-style-type: none"> • Traffic, Transport and Access Management Plan • Flood Management Plan • Flora and Fauna Management Plan • Water Quality (Turbidity) Monitoring Program • Noise and Vibration Monitoring Program • Grey-headed Flying Fox Monitoring Program.

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	<ul style="list-style-type: none"> Site compound and ancillary works management. Landscape and temporary works management. Emergency and incident response management. <p>The CEMP would be prepared by the responsible contractor(s) and approved by the Secretary of the NSW Department of Planning and Environment.</p>		<ul style="list-style-type: none"> g) Soil and Water Management Sub-Plan h) Construction Contaminated Land Management Sub-Plan i) Waste and Resource Management Sub-Plan j) Air Quality and Dust Management Sub-Plan k) Construction Landscape and Temporary Works Management Sub-Plan l) Site Establishment Management Plan 	<ul style="list-style-type: none"> i) PLR1INF-CPBD-ALL-WM-PLN-000001 Rev 4 j) PLR1INF-CPBD-ALL-AH-PLN-000001 Rev 3 k) PLR1INF-CPBD-ALL-TW-PLN-000001 Rev 4 l) PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9 	<p>The following Sub-Plans were prepared in accordance with REMMM GEN-1 and endorsed by the ER and provided to DPIE:</p> <ul style="list-style-type: none"> Soil and Water Management Sub-Plan Construction Contaminated Land Management Sub-Plan Waste and Resource Management Sub-Plan Air Quality and Dust Management Sub-Plan Construction Landscape and Temporary Works Management Sub-Plan.
GEN-2	A construction compounds plan would be prepared for the project as part of the overall CEMP. This Sub-Plan would set out details for each of the approved construction compounds, including stockpile areas, laydown areas and other	Compliant	Site Establishment Management Plan	PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	SEMP was endorsed by the ER on 9-August-2019 and sent to DPIE for approval on 16-August-2019.

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	<p>ancillary activities required to construct the project. The Sub-Plan would supplement, in greater detail, the information provided in the main body of the CEMP. The objectives and strategies of the construction compounds and ancillary facilities management Sub-Plan would include the following:</p> <ul style="list-style-type: none"> · Minimise the impact of construction compounds on surrounding land uses and sensitive receivers. · Locate construction compounds away from sensitive land uses and receivers, wherever practical and feasible, or configure internal compound layouts in a manner that considers noise and light sensitive receivers (e.g. use of buildings to shield noisy activities, minimising the requirement for reversing vehicles, or locating noise intensive activities to maximise the distance to noise sensitive receivers). · Manage stockpile areas to minimise potential pollution of watercourses, groundwater and local air quality. · Minimise the clearing of vegetation (e.g. street trees and trees within public open spaces) to the minimum amount necessary to construct the project, particularly where construction compounds are proposed in public open spaces/parkland areas. 				<p>DPIE provided approval of the SEMP on the 28-September-2019 subject to conditions.</p> <p>The SEMP (rev 9) was resubmitted to DPIE and approved without qualification on the 21-November-2019.</p>

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	<ul style="list-style-type: none"> · Locate construction compounds away from (or able to be managed in such a way so as to not impact on) heritage items and high retention value trees. · Locate construction compounds away from or implement management measures so as to not impact on waterways. · Flood response measures for compounds that are located on land affected by the 20 year ARI flood level (e.g. bridge support construction compounds). · Situate construction compounds and ancillary facilities on relatively level ground, and avoid excavation in construction compounds where risk of heritage impacts or disturbance of contaminated material. · Minimise the visual impact of construction compounds and ancillary facilities through either siting such facilities away from sensitive receivers (where practical and feasible) and/or providing screening. · Reinstatement strategies for construction compounds. As a minimum, this would include: <ul style="list-style-type: none"> – At the completion of construction, all plant, temporary buildings or vehicles would be removed. – All land, including roadways, footpaths or other land having been occupied 				

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	<p>temporarily would be returned to their pre-existing condition or better.</p> <ul style="list-style-type: none"> – Reinstatement of community spaces, infrastructure and services would occur as soon as possible after completion of construction. <p>Environmental management measures for construction compounds would be developed as part of the overall CEMP, with the construction compounds Sub-Plan identifying where such measures are documented within the CEMP.</p>				
GEN-3	<p>Incident management procedures would be developed as part of the CEMP. The procedures would clearly outline the process to be followed in the event of an environmental incident or noncompliance, including (but not limited to) the following:</p> <ul style="list-style-type: none"> · Classification of the incident (e.g. minor, moderate, serious) based on the severity of the likely impact on the surrounding environment and community. · Emergency response procedures. · Notification requirements (e.g. Transport for NSW and/or other regulatory authorities, or owners/occupiers in the vicinity of the incident). · Mechanisms for improving environmental controls to reduce the likelihood of a similar incident occurring. 	Compliant	CEMP	PLR1INF-CPBD-ALL-PE-PLN-000001 Rev 12	<p>An Environmental Incident and Emergency Response Management Plan has been developed as part of the CEMP (Appendix A5).</p> <p>The CEMP was endorsed by the ER on 12-August-2019 and issued to DPIE for approval on the 16-August-2019.</p> <p>The Secretary approved the Construction Environment Management Plan on the 21-November-2019.</p>

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	<ul style="list-style-type: none"> Incident reporting and tracking. 				
GG-1	<p>During detailed design, an energy and greenhouse gas strategy would be developed that documents the greenhouse reduction targets for the construction and operational stages of the project. The strategy would be prepared in line with the Infrastructure Sustainability Council of Australia (ISCA) and government resource efficiency policy (GREP) requirements, and would identify the key initiatives that would be explored further to meet these targets in accordance with the carbon emissions management hierarchy. It would be continually reviewed throughout the project lifecycle.</p> <p>Performance would be measured in terms of a percentage reduction target in greenhouse gas emissions from a defined reference footprint as documented in the energy and greenhouse gas strategy.</p> <p>Opportunities to reduce operational greenhouse gas emissions would be investigated during detailed design including:</p> <ul style="list-style-type: none"> Purchasing electricity derived from a renewable energy source (where available). The use of regenerative braking on rolling stock. Promoting the selection of energy efficient rolling stock (such as air conditioning, ventilation fans with smart 	Compliant	Delivery Phase Sustainability Management Plan	PLR-INF-CPBD-PJT-EN-PLN-000003 Rev 3	Contained within Appendix D (Carbon and Energy Management Sub-Plan) Delivery Phase Sustainability Management Plan.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>temperature set points, insulation and weight considerations for rolling stock).</p> <ul style="list-style-type: none"> · Selection of energy efficient maintenance vehicles. · Selection of energy efficient electrical equipment as per government resource efficiency policy (GREP). <p>» Energy efficient design of buildings within the stabling and maintenance facility (such as natural ventilation designs and use of insulation).</p> <ul style="list-style-type: none"> · Achieving the minimum improvement for operational energy for buildings as per the GREP. · The use of photovoltaic cells at the stabling and maintenance facility. · Use of low embodied energy and recycled materials at light rail stops. <p>Evaluation and reporting on the feasibility of identified opportunities would also be carried out during detailed design and would be documented in an energy and greenhouse gas strategy.</p>				
GG-2	An iterative process of greenhouse gas assessments and design refinements would be carried out during detailed design and construction to identify opportunities to minimise greenhouse gas emissions during construction and operational.	Compliant	Delivery Phase Sustainability Management Plan	PLR-INF-CPBD-PJT-EN-PLN-000003 Rev 3	Contained within Appendix D (Carbon and Energy Management Sub-Plan) Delivery Phase Sustainability Management Plan

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	Evaluation and reporting on the feasibility of identified opportunities would also be carried out during detailed design.				
GG-3	Management of emissions would be incorporated into site inductions, training and pre-start talks.	Compliant	Delivery Phase Sustainability Management Plan	PLR-INF-CPBD-PJT-EN-PLN-000003 Rev 3	Contained within Appendix D (Carbon and Energy Management Sub-Plan) Delivery Phase Sustainability Management Plan
GG-4	<p>The CEMP would incorporate measures to minimise the emission of greenhouse gases during construction. Activities with the potential to cause substantial emissions (such as material delivery and loading and bulk earthworks) would be identified in the energy and greenhouse gas emissions strategy. Emissions management actions would be investigated and applied where reasonable and feasible. These would potentially include:</p> <ul style="list-style-type: none"> · The use of biodiesel and other low carbon fuels in vehicles and equipment. · The use of fuel-efficient construction equipment. · The use of energy efficient construction practices. · Use of energy efficient or solar powered lighting for temporary construction facilities. 	Compliant	Delivery Phase Sustainability Management Plan	PLR-INF-CPBD-PJT-EN-PLN-000003 Rev 3	Contained within Appendix D (Carbon and Energy Management Sub-Plan) Delivery Phase Sustainability Management Plan
GG-5	Local procurement of construction services and materials would be undertaken (where feasible and cost effective) to reduce fuel consumption for transport. Where practical	Compliant	Delivery Phase Sustainability Management Plan	PLR-INF-CPBD-PJT-EN-PLN-000003 Rev 3	Contained within Appendix D (Carbon and Energy Management Sub-Plan) Delivery Phase Sustainability Management Plan

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	and reasonable, construction planning would ensure that deliveries are managed in an efficient manner to minimise the number of trips required and therefore reduce the amount of emissions.				
GG-6	Energy efficient work practices, such as switching off construction plant, vehicles and equipment when not in use to minimise idling, would be implemented during construction.	Compliant	Delivery Phase Sustainability Management Plan	PLR-INF-CPBD-PJT-EN-PLN-000003 Rev 3	Contained within Appendix D (Carbon and Energy Management Sub-Plan) Delivery Phase Sustainability Management Plan
GG-7	Regular monitoring, auditing and reporting on energy, resource use and associated greenhouse gas emissions would form part of the environmental reporting requirements specified within the CEMP, and would be carried out.	Compliant	Delivery Phase Sustainability Management Plan	PLR-INF-CPBD-PJT-EN-PLN-000003 Rev 3	Contained within Appendix D (Carbon and Energy Management Sub-Plan) Delivery Phase Sustainability Management Plan
GG-8	Selection of materials during detailed design and construction planning to ensure products with low embodied carbon or recycled materials are considered and used.	Compliant	Delivery Phase Sustainability Management Plan	PLR-INF-CPBD-PJT-EN-PLN-000003 Rev 3	Contained within Appendix D (Carbon and Energy Management Sub-Plan) Delivery Phase Sustainability Management Plan
GG-9	During construction, greenhouse gas emissions associated with consumption of electricity of the project would be offset to the target specified in the energy and greenhouse gas strategy.	Compliant	Delivery Phase Sustainability Management Plan	PLR-INF-CPBD-PJT-EN-PLN-000003 Rev 3	Contained within Appendix D (Carbon and Energy Management Sub-Plan) Delivery Phase Sustainability Management Plan
GW-1	The design of embankments would incorporate adequate drainage to reduce	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.

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	compaction and/or sealing of the underlying aquifer.				
GW-2	A condition assessment of existing buildings and infrastructure located in those areas that may potentially be affected by groundwater drawdown as a result of the project would be carried out prior to and following construction to monitor the risk of settlement from groundwater drawdown.	Compliant	Soil and Water Management Sub-Plan	PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	<p>The condition assessments have been added to the inspection and monitoring and reporting registers in Section 8 of the Soil and Water Management Sub-Plan.</p> <p>The Soil and Water Management Sub-plan has been prepared and endorsed by the ER.</p>
GW-3	Excavation techniques would be adopted to minimise impacts on aquifers	Compliant	Soil and Water Management Sub-Plan	PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	<p>Commitment in GW-3 is covered by the Soil and Water Management Sub-Plan.</p> <p>The Soil and Water Management Sub-plan has been prepared and endorsed by the ER.</p>
GW-4	Hazardous material procedures (including procedures for managing spills and refuelling and maintaining construction vehicles/equipment) would be developed and implemented as part of the CEMP to minimise potential for groundwater quality impacts due to chemical spills.	Compliant	<p>Construction Contaminated Land Management Sub-Plan</p> <p>Soil and Water Management Sub-Plan</p>	<p>PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5</p> <p>PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6</p>	<p>Commitment in GW-4 is covered in Section 7.5 and Table 7-1 in the Construction Contaminated Land Management Sub-Plan.</p> <p>The Construction Contaminated Land Management Sub-plan has been prepared and endorsed by the ER.</p> <p>This commitment is also covered in the Soil and Water Management Sub-Plan under section 7 and control measure SW 57-89.</p> <p>The Soil and Water Management Sub-plan has been prepared and endorsed by the ER. A range of control measures have been included based on the Environmental</p>

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					Control Measures table based on the TfNSW's Chemical Storage and Spill Response Guidelines, (9TP-SD- 066/3.0, 2015), TfNSW's Concrete Washout Guideline (3TP-SD-112/2.0, 2015) and relevant Australian Standards and Codes.
GW-5	No new wells would be drilled to extract water for construction use.	Compliant	Soil and Water Management Sub-Plan	PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	No new wells will be drilled to extract water for construction use. This is outlined in Section 7 of the Soil and Water Management Sub-Plan.
GW-6	[Left intentionally blank - there is no GW-6 in the SPIR]		N/A		
HE-1	<p>Three archaeological management zones have been developed for the project to manage archaeology with varying levels of significance throughout the project corridor. The general mitigation and management measures to be applied to each management zone are outlined below. The precinct-specific measures identify which management zone(s) measures apply to each archaeological management unit (HAMU) within a precinct.</p> <ul style="list-style-type: none"> The following mitigation and management measures would be implemented for Zone 1 – State significant historical archaeology: <ul style="list-style-type: none"> A heritage induction would be carried out for all contractors, to be developed as part of the heritage management plan. 	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Mitigation and measurement measures outlined in the Heritage Management Sub-Plan.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<ul style="list-style-type: none"> – An Archaeological Research Design (ARD) would be prepared by a qualified archaeologist in accordance with Heritage Division requirements, prior to the commencement of works. The ARD would outline a methodology for the investigation, monitoring and/or salvage of archaeological resources. – An excavation director who meets the NSW Heritage Branch requirements for directing State significant archaeological investigations must manage the works. – Impact or removal is generally unacceptable for State significant archaeology identified as being highly intact and if proposed should be justified appropriately by the excavation director. – In situ retention of archaeological remains would be considered in accordance with the ARD as required. – The NSW Heritage Division would be notified should intact State significant relics be unexpectedly identified. – Public engagement, such as open days or media releases, would be considered where feasible to inform the public of the archaeological findings and proposed management measures. – Post-excavation reporting, artefact analysis and relics conservation would be carried out if relics are identified. 				

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	<ul style="list-style-type: none"> The following mitigation and management measures would be implemented for Zone 2 – Locally significant historical archaeology: <ul style="list-style-type: none"> A heritage induction would be carried out for all contractors, to be developed as part of the heritage management plan. An ARD would be prepared by a qualified archaeologist in accordance with Heritage Division requirements, prior to the commencement of works. The ARD would outline a methodology for the investigation, monitoring and/or salvage of archaeological resources. Archaeological monitoring would be carried out by a suitably qualified excavation director, followed by open area salvage (if required). Impact or removal is likely to be considered acceptable if appropriate mitigation and management measures are followed as outlined in the ARD. Public engagement, such as open days, would be considered where feasible to inform the public of the archaeological findings and proposed management measures. Post-excavation reporting, artefact analysis and relics conservation would be carried out if relics are identified. The following mitigation and management measures would be 				

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	<p>implemented for Zone 3 – Nil-low archaeological resource present:</p> <ul style="list-style-type: none"> – A heritage induction would be carried out for all contractors, to be developed as part of the heritage management plan. – Works are unlikely to impact on significant archaeological resources; however, an archaeologist would be engaged should any unexpected potential archaeological remains be encountered in accordance with an unexpected finds procedure. 				
HE-2	<p>Archaeological salvage excavation would not be carried out prior to the preparation of an archaeological research design. For this project, it is likely that the archaeological research designs would recommend archaeological salvage in the following instances:</p> <p>Where detailed archival research and understanding of modern disturbance (such as information to show the extent of previous sub-surface excavation, for example plans or drawings of a building's basement level(s)) needs to be supplemented with more site-specific (on-ground) information to better define the archaeological potential and/or significance of the site.</p> <ul style="list-style-type: none"> · In areas where access for excavation activities is not restricted by buildings or other structures. 	Compliant	<p>Heritage Management Sub-Plan</p> <p>Heritage Archival Recording and Salvage Report</p>	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Mitigation and measurement measures outlined in Table 6-2, Section 7 and Section 8 of the Heritage Management Sub-Plan.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<ul style="list-style-type: none"> Salvage excavation would generally be recommended in areas where there is a moderate to high potential for relics of local or State significance to be present. It would involve locating and recording any relics found prior to their removal by construction. Staged salvage excavation would be carried out after project approval. 				
HE-3	<p>Archaeological monitoring (i.e. the monitoring of construction excavation activities by a qualified archaeologist) would be carried out as required by the archaeological research design. Examples of where archaeological monitoring may be required include:</p> <ul style="list-style-type: none"> Low impact construction activities (such as narrow trenching) in areas of moderate to high potential for local or State significant relics. Areas with low potential to contain remains of State significance. 	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 5	<p>Commitment covered in Section 7 and Section 8 of the Heritage Management Sub-Plan.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p>
HE-4	<p>As detailed design progresses, opportunities to avoid or further minimise impacts to identified archaeological sites of State and local significance would be considered and documented in the design report.</p> <p>The project design would be sympathetic to identified potential archaeological resources items (i.e. in archaeological management Zones 1 and 2) and, where reasonable and feasible, minimise impacts to those</p>	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Commitment covered in Section 7 and Section 8 of the Heritage Management Sub-Plan.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p>

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	resources. The detailed design for sections of the project that would impact on known archaeological resources would be developed in consultation with a qualified archaeologist and relevant stakeholders as advised (e.g. the OEH and City of Parramatta Council).				
HE-5	An Exhumation Policy and Guideline would be prepared prior to construction as part of the heritage management plan, and would inform the unexpected finds procedure in relation to the unexpected discovery of human remains. It would be developed in accordance with the Guidelines for Management of Human Skeletal Remains (NSW Heritage Office, 1998).	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	Commitment covered in Table 7-1, Section 7.1 and Appendix D of the Heritage Management Sub-Plan. The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.
HE-6	The mitigation and management measures for Zone 1 – State significant historical archaeology would apply to the following HAMU: <ul style="list-style-type: none"> HAMU 4 – Cumberland Hospital (east). HAMU 8 – Roman Catholic Cemetery. HAMU 13 – Prince Alfred Square. HAMU 18 – The Town Drain – Macquarie Street and Barrack Lane. HAMU 20 – Robin Thomas. HAMU 21 – Commissariat and barracks (George Street east). 	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	Commitment covered in Table 6-2, Table 6-3, Section 7 and Section 8 of the Heritage Management Sub-Plan. The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.

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	<ul style="list-style-type: none"> HAMU 31 – Grave of Elinor Magee and Child. <p>The mitigation and management measures for Zone 2 – Locally significant historical archaeology would apply to the following HAMUs:</p> <ul style="list-style-type: none"> HAMU 1 – Eastern side of Hawkesbury Road including the road corridor. HAMU 2 – Western side of Hawkesbury Road including the road corridor. HAMU 3 – Cumberland Hospital (west). HAMU 5 – Factory Street. HAMU 7 – Church Street. HAMU 9 – Parramatta North Public School. HAMU 10 – Church Street west (between Fennell and Harold Street). HAMU 11 – Royal Oak Hotel. HAMU 12 – Parramatta North off-corridor works. HAMU 14 – Phillip Street. HAMU 15 – George Street. HAMU 16 – Macquarie Street. HAMU 17 – Horwood Place. 				

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	<ul style="list-style-type: none"> HAMU 19 – Barrack Lane. HAMU 22 – Smith Street. HAMU 23 – Charles Street. HAMU 24 – Parramatta CBD off-corridor works. HAMU 25 – Tramway Avenue. HAMU 27 – Carlingford Railway Line. HAMU 28 – Sandown Line. HAMU 29 – Rosehill Gardens Racecourse. HAMU 32 – Female Orphan School. HAMU 33 – The Ponds and Rydalmere Station. HAMU 34 – Dundas Railway Station. HAMU 35 – Carlingford Stock Feeds. <p>The mitigation and management measures for Zone 3 – Nil-low archaeological resource present would apply to the following HAMUs:</p> <ul style="list-style-type: none"> HAMU 6 – Westmead off-corridor works. HAMU 25 – The former Wunderlich Tile Factory. HAMU 26 – James Ruse Drive. 				

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HE-7	<p>In relation to HAMU 4 – Cumberland Hospital (east), the following mitigation and management measures would be implemented:</p> <ul style="list-style-type: none"> · Thorough archaeological investigation of potential archaeological remains associated with Mrs Bett's House and the Lunatic Asylum would be required prior to the proposed excavation works commencing in these areas as required in accordance with the Zone 1 archaeological management measures. · Alternative construction methods would be identified and considered for the Grose Street Drain (local significance). Should impact to a section of the drain be unavoidable, archaeological investigation of this area would be carried out prior to excavation works. 	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Commitment covered in Table 6-3, Section 7 and Section 8 of the Heritage Management Sub-Plan.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p>
HE-8	In relation to HAMU 18 – The Town Drain – Macquarie Street and Barrack Lane, alternative construction methods would be investigated and considered for works in the location of the town drain in George Street in order to retain this section of the drain where feasible.	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Commitment covered in Table 6-3, Section 7 and Section 8 of the Heritage Management Sub-Plan.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p>
HE-9	Appropriate heritage interpretation would be incorporated into the detailed design of the project and would include results of archaeological investigations. An interpretation plan would be prepared for	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	Commitment covered in Table 6-2 and Section 7 of the Heritage Management Sub-Plan.

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	<p>the project in accordance with the NSW Heritage Manual, the NSW Heritage Office's Interpreting Heritage Places and Items: Guidelines (August 2005), and the NSW Heritage Council's Heritage Interpretation Policy.</p> <p>This would apply across the project, in particular in relation to the following items:</p> <ul style="list-style-type: none"> · Cumberland District Hospital Precinct. · Royal Oak Hotel and Stables. · Ancient Aboriginal and Early Colonial Landscape (Robin Thomas Reserve). · Camellia Underbridge Abutments (south and north). · Dundas Railway Station Group. · Carlingford Stock Feeds. 		RVTM	PLR1INF-NOVA-AA-SCH-400001	<p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p> <p>This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.</p>
HE-10	<p>The platforms, stops and substations would be designed to remain non-obtrusive with limited bulk to minimise visual impacts on heritage items in the vicinity to respect the historical landscape of the project.</p> <p>Form, fabric and palette would respond to place and context, and respect the heritage values of the area. Where possible, the recommendations of the interpretation plan would be incorporated into design.</p> <p>Ancillary works required by the project related to power supply, drainage facilities, railway tracks, OHW and any other works would be designed to minimise impacts on</p>	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Commitment covered in Table 7-1 and Section 7 of the Heritage Management Sub-Plan.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p>

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	<p>heritage items and areas of archaeological potential as much as feasible within the context of the project.</p> <p>This would apply across the project, in particular, with respect to the following heritage items:</p> <ul style="list-style-type: none"> · Western Sydney University. · Cumberland District Hospital Precinct. · Alfred Square (and potential archaeological site). · Lennox Bridge. · Anthony Malouf and Co. · St Peter's Uniting Church and studio theatre. · Shop (and potential archaeological site) (item I663). · Shop (item I662). · Shop (item I661). · Parramatta House (and potential archaeological site). · Westpac Bank. · Warders Cottages. · Convict Barracks Wall. · Dundas Railway Station Group. · Carlingford Stock Feeds. 				

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HE-11	<p>During detailed design and construction planning, opportunities to minimise impacts on the Cumberland District Hospital Precinct would be explored including:</p> <ul style="list-style-type: none"> Considering a wire-free design in this area to reduce visual impacts. Design of the Parramatta North Bridge to minimise visual impacts and retain significant views and vistas to the nineteenth century heritage landscape. A high-quality design would be prepared in consultation with an experience heritage architect. The light rail stop would be designed to minimise visual impacts. Appropriate tree plantings would be included in the design to soften the relationship of the light rail stop in the existing environment. Design of roadworks would seek to prioritise the retention and protection of kerbing. Impacts significant trees and plantings would be avoided where possible. <p>The Heritage Division (as delegate of the NSW Heritage Council) would be consulted during detailed design.</p>	Compliant	<p>Heritage Management Sub-Plan</p> <p>RVTM</p>	<p>PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7</p> <p>PLR1INF-NOVA-AA-SCH-400001</p>	<p>Commitment covered in Table 6-2 and Section 7 of the Heritage Management Sub-Plan.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p> <p>This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.</p>
HE-12	<p>An appropriately qualified and experienced heritage architect would provide independent review periodically throughout detailed design in relation to the following heritage items:</p>	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	Commitment covered in Table 6-2 and Section 7, Table 7-1 of the Heritage Management Sub-Plan.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<ul style="list-style-type: none"> Cumberland District Hospital Precinct. Alfred Square (and potential archaeological site). Lennox Bridge. Dundas Railway Station Group. <p>The detailed design report(s) prepared for the project would document how the recommendations of the heritage architect / engineer have been considered and actioned.</p>		CEMP RVTM	PLR1INF-CPBD-ALL-PE-PLN-000001 Rev 12 PLR1INF-NOVA-AA-SCH-400001	<p>The Secretary approved the CEMP and the Heritage Management Sub-Plan (Rev 7) on the 21-November-2019.</p> <p>Commitment covered in Section 1 of the CEMP.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p> <p>This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.</p>
HE-13	<p>A moveable heritage item strategy would be prepared by a suitably qualified heritage consultant and include a comprehensive record of all moveable heritage. The moveable heritage item strategy would form part of a broader interpretation strategy for the project and would include the following items:</p> <ul style="list-style-type: none"> Cumberland District Hospital Precinct. Royal Oak Hotel and stables. Dundas Railway Station Group. 	Compliant	Heritage Management Sub-Plan Heritage Archival Recording and Salvage Report	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Commitment covered in Table 6-2 and Section 7 of the Heritage Management Sub-Plan.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p> <p>Commitment also covered by Heritage Archival Recording and Salvage Report being developed in accordance with Condition E70.</p>
HE-14	<p>Prior to the commencement of construction, photographic archival recording and reporting would be carried out in accordance with the NSW Heritage Office's How to Prepare Archival Records of Heritage Items (1998), and Photographic</p>	Compliant	Heritage Management Sub-Plan Heritage Archival Recording and Salvage Report	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Commitment covered in Table 6-2, Table 7-1 Section 7 of the Heritage Management Sub-Plan.</p> <p>Commitment also covered by Heritage Archival Recording and Salvage Report</p>

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	<p>Recording of Heritage Items Using Film or Digital Capture (2006).</p> <p>The record would be prepared by a suitably qualified heritage consultant using archival-quality material. Records for State Heritage Register (SHR) listed items would be held at the NSW Heritage Council, the State Library and the owner of the asset. Records for locally-listed items would be held by the local council, the local library/studies and the owner of the asset.</p> <p>Specific items subject to archival recording would be documented as part of the heritage management plan and would include:</p> <ul style="list-style-type: none"> · Cumberland District Hospital Precinct. · St Patrick's Roman Catholic Cemetery. · Royal Oak Hotel and Stables. · Alfred Square (and potential archaeological site). · Ancient Aboriginal and Early Colonial Landscape (Robin Thomas Reserve). · Camellia Underbridge Abutments (south and north). · Dundas Railway Station Group. 				<p>being developed in accordance with Condition E70.</p> <p>The photographic archival recording is complete. The next step is to commence the salvage report of items identified for demolition or modification, this will be complete prior to demolition or modification of items referred to in Condition A1. This recording will be undertaken by an experienced heritage consultant.</p>
HE-15	Prior to total or partial demolition of heritage items or elements located within the boundaries of a heritage item, heritage fabric would be identified for salvage and	Not triggered	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	Commitment covered in Table 6-2 and Section 8 and Table C2 of the Heritage Management Sub-Plan.

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	<p>reuse opportunities considered. Components of high and exceptional significance recommended for conservation and reuse would be listed within a salvage schedule to be incorporated within a Salvage Scheme for the project. The scheme would indicate appropriate storage locations as well as appropriate types of buildings and structures where the salvaged elements may be reused. This would apply to the following items:</p> <ul style="list-style-type: none"> · Cumberland District Hospital Precinct. · Stone kerbing and trees (I362). · Stone kerb and gutter (I353). · Stone kerb and gutter (I329). · Camellia Underbridge Abutments (south and north). · Dundas Railway Station Group (platforms). 		Heritage Archival Recording and Salvage Report.		<p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p> <p>Commitment also covered by Heritage Archival Recording and Salvage Report being developed in accordance with Condition E70.</p>
HE-16	<p>For State Heritage Register items, existing Conservation Management Plans (CMPs) would inform the design and construction methodology in that area. Where impacts to SHR items would modify the item or impact significant elements, updated CMPs would be prepared which would include recommendations on amendments to curtilage. This would apply to the following items:</p> <ul style="list-style-type: none"> · Cumberland District Hospital Precinct. 	Compliant	<p>Heritage Management Sub-Plan</p> <p>RVTM</p>	<p>PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7</p> <p>PLR1INF-NOVA-AA-SCH-400001</p>	<p>Commitment covered in Table 6-2, Section 7 and table C2 of the Heritage Management Sub-Plan.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p> <p>This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.</p>

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	<ul style="list-style-type: none"> St Patrick's Roman Catholic Cemetery. Alfred Square (and potential archaeological site) (when listed). Lennox Bridge. Ancient Aboriginal and Early Colonial Landscape (Robin Thomas Reserve). Sewage Pumping Station 67. Rydalmere Hospital Precinct (former). Dundas Railway Station Group. 				
HE-17	<p>During detailed design and construction planning, opportunities to reduce direct impacts on trees where they contribute to the heritage character of a location would be investigated in accordance with the tree mitigation and management measures, including trees and plantings associated with the following heritage items:</p> <ul style="list-style-type: none"> Cumberland District Hospital Precinct. Street trees along O'Connell Street that form part of heritage item (I362). St Patrick's Roman Catholic Cemetery. Alfred Square (and potential archaeological site). Ancient Aboriginal and Early Colonial Landscape (Robin Thomas Reserve) 	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Commitment covered in Table 6-2 and Table C1 of the Heritage Management Sub-Plan.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<ul style="list-style-type: none"> Queen's Wharf Reserve and stone wall and potential archaeological site. Wetlands. Trees in median strip. Rydalmere Hospital Precinct. 				
HE-18	During detailed design and construction planning, opportunities to appropriately reuse the Camellia underbridge abutments would be explored in consultation with a heritage architect.	Compliant	Heritage Management Sub-Plan Heritage Archival Recording and Salvage Report. RVTM	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7 PLR1INF-NOVA-AA-SCH-400001	Commitment covered in Table 6-2 and Section 8 of the Heritage Management Sub-Plan. The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019. Commitment also covered by Heritage Archival Recording and Salvage Report being developed in accordance with Condition E70. This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
HE-19	During detailed design and construction planning, opportunities to reduce impacts on Dundas Railway Station Group would be explored including improving the interface design between the proposed light rail infrastructure and the existing heritage infrastructure, including the potential adaptive reuse of original heritage infrastructure as part of the light rail stop. Any adaptive reuse would be developed in consultation with a heritage architect.	Compliant	Heritage Management Sub-Plan RVTM	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7 PLR1INF-NOVA-AA-SCH-400001	Commitment covered in Table 6-2 and Section 7 and Table 7-1 of the Heritage Management Sub-Plan. The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019. This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.

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HE-20	[Left intentionally blank - there is no HE-20 in the SPIR]	N/A			
HE-21	<p>An Aboriginal and non-Aboriginal Management Plan would be prepared as described in AB-2.</p> <p>In addition, archaeological monitoring of construction excavation activities would be carried out by a qualified archaeologist based on the archaeological research design to record any significant remains uncovered by excavation (in accordance with HE-3). Examples of where archaeological monitoring may be required include:</p> <ul style="list-style-type: none"> · Low impact construction activities (such as narrow trenching) in areas of moderate to high potential for local or State significant relics. · Areas with low potential to contain remains of State significance. 	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Commitment covered in Section 7 and 10.3 of the Heritage Management Sub-Plan</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p>
HE-22	The construction methodology (including for demolition of existing buildings and/or structures) would be developed to minimise direct and indirect impacts on adjacent and/or adjoining heritage items. This would include consideration of potential (vibration related impacts, where identified in the Construction Noise and Vibration Management Plan.	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Commitment covered in Section 7 of the Heritage Management Sub-Plan.</p> <p>The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
HE-23	In relation to HAMU 31 – Grave of Eliner Magee and Child, the grave site would be identified in the Environmental Control Maps and protected and avoided during construction works.	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	Commitment covered in Table 6-2 and 6-3 of the Heritage Management Sub-Plan. The Secretary approved the Heritage Management Sub-Plan on the 21-November-2019.
HR-1	<p>All electromagnetic equipment for the project would be designed and constructed to:</p> <ul style="list-style-type: none"> · Be compatible with the existing electromagnetic environment along the light rail route. · Ensure that no part of the light rail system interferes electromagnetically with the safe and proper operation of any other parts of the light rail system. <p>Further opportunities to minimise potential electromagnetic impact would be investigated during detailed design including consideration of:</p> <ul style="list-style-type: none"> · Wire-free technology and on-board energy storage. · Reduction of the current-loop circuit created between the substation and LRVs. · Reduce traction control demand. 	Not triggered			All electromagnetic equipment is led by Package 5 (SOM). However, Package 4 will co-ordinate with SOM to provide infrastructure which aligns with the electromagnetic equipment designed by SOM.
HR-2	The project would be designed to comply with appropriate standards for the management of EMI including the international European Standards EN	Not triggered			All electromagnetic equipment is led by Package 5 (SOM). However, Package 4 will co-ordinate with SOM to provide infrastructure which aligns with the

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	50121 Electromagnetic Compatibility series and AS 7722:2016 EMC Management. The light rail would be designed so that electromagnetic emissions comply with the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) guidelines for emitted radiation.				electromagnetic equipment designed by SOM.
HR-3	<p>Targeted consultation with identified sensitive receivers for EMI (such as the Westmead Health Precinct) would be carried out to inform the detailed design. Any issues identified would be resolved on a case by case basis with solutions such as monitoring and, if necessary, protective screening at the site of the sensitive equipment. Additional mitigation strategies would be considered and, where required, implemented. These may include:</p> <ul style="list-style-type: none"> · Minimisation of electromagnetic fields through the design and engineering of the project. During detailed design, considerations for magnetic field reduction at substations would include: <ul style="list-style-type: none"> – Locating major magnetic field sources within the substation to increase separation distances including transformer secondary terminations, cable runs to the switch room, capacitors, reactors, busbars, and incoming and outgoing feeders. – Locating areas with the lowest magnetic fields closest to the site boundaries (e.g. control rooms, equipment rooms, amenities, fire stairs, lifts, walkways, transformer 	Not triggered			All electromagnetic equipment is led by Package 5 (SOM). However, Package 4 will co-ordinate with SOM to provide infrastructure which aligns with the electromagnetic equipment designed by SOM.

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	<p>roadway, oil containment, air vents/ducts and pilot isolation rooms).</p> <ul style="list-style-type: none"> – Orienting equipment so that magnetic fields are minimised. · Earthing and bonding. · Increasing the separation distance between the source and equipment. · If mitigation is required at the receiver (building or the equipment itself), Transport for NSW would work with the operator/owner to resolve the potential impact. 				
HR-4	All project electronic and electrical equipment would comply with the limits such as defined in the Australian Radiation Protection and Nuclear Safety Agency Radiation Protection Standard for Maximum Exposure Levels to Radiofrequency Fields.	Not triggered			All electromagnetic equipment is led by Package 5 (SOM). However, Package 4 will co-ordinate with SOM to provide infrastructure which aligns with the electromagnetic equipment designed by SOM.
HR-5	<p>Environmental management measures relating to hazards and risk would be developed and implemented as part of the CEMP. These would include:</p> <ul style="list-style-type: none"> · Potential environmental hazards and risks associated with construction activities would be identified prior to construction. · The storage of hazardous materials, and refuelling/maintenance of construction plant and equipment would be carried out in clearly marked and bunded areas within the construction site that are designed to 	Compliant	<p>CEMP</p> <p>Soil and Water Management Sub-Plan</p>	<p>PLR1INF-CPBD-ALL-PE-PLN-000001 Rev 12</p> <p>PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6</p>	<p>Commitment for HR-5 is covered in Section 1.5 of the CEMP, as well as section 7 and 8 of the Soil and Water Management Sub-Plan.</p> <p>The Secretary approved the Construction Environment Management Plan on the 21-November-2019.</p> <p>The Soil and Water Management Sub-Plan has been prepared and endorsed by the ER.</p>

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	<p>contain spills and leaks in accordance with Australian Standards and DECCW guidelines.</p> <ul style="list-style-type: none"> Hazardous materials would not be stored below the ten per cent AEP flood level flood level. Chemical spill kits would be readily available and accessible to construction workers. Kits would be kept at site compounds and on specific construction vehicles, and all hazardous materials spills and leaks would be reported to site managers and actions would be immediately taken to remedy spills and leaks. Employees would be trained in the correct use of spill kits. 				
HR-6	A process for regularly reviewing work practices/procedures would be implemented throughout construction to identify, report and respond to any new environmental hazards/risks.	Compliant	CEMP	PLR1INF-CPBD-ALL-PE-PLN-000001 Rev 7	<p>The process for ongoing environmental risk analysis is outlined in the CEMP in Section 1.5.1 and 3.1.1. The environmental risk register for the Infrastructure Works is detailed in the CEMP (Appendix A2).</p> <p>The Secretary approved the Construction Environment Management Plan on the 21-November-2019.</p>
HR-8	All cables would be buried within ducts and would adhere to all International and Australian electrical standards in terms of distances from surrounding cables (i.e. adjacent high voltage cables require	Compliant	Utility Service Management Sub-Plan	PLR1INF-CPBD-ALL-UM-PLN-000001	Reflecting the requirements of the Utility Service Management Plan, buried cables and ducts would adhere to all international and Australian electrical standards. Assurance is provided by the compliance tracking standards for the project.

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	minimum separation in accordance with industry standards).				
HY-1	A water quality management program would be developed in consultation with the Department of Industry (Lands and Water) and the EPA, and established prior to construction to ensure compliance with identified water quality objectives and enable potential impacts on surface and groundwater to be identified, controlled and reported. This would include targeted baseline monitoring of receiving waters and shallow groundwater prior to construction to identify baseline water quality conditions.	Compliant	Soil and Water Management Sub-Plan	PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	The Water Quality Monitoring Program for Package 4 has been presented in the Soil and Water Management Sub-Plan in accordance with Condition E9(a). The Construction Environment Management Plan letter of approval noted that the Water Quality (Turbidity) Monitoring Program (identified to be provided for information in the Planning Approval) had been provided to the Department for information pursuant to conditions C3 and C13.
HY-2	Contemporary good practice guidelines would be followed to ensure stormwater runoff from the project area receives adequate water quality treatment, where required. Water quality guidelines to be followed include the Water Sensitive Urban Design Guideline. Applying water sensitive urban design to NSW Transport projects (Transport for NSW, 2017, Managing Urban Stormwater, Environmental Targets Consultation Draft (DECCW, 2007) and Managing Urban Stormwater: Council Handbook (EPA, 1997). This would include consideration of water quality treatment devices into the drainage design, such as Gross Pollutant Traps (GPTs) and other Water Sensitive Urban Design (WSUD) treatment measures such as water quality basins and biofiltration swales, where	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.

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	required to achieve the relevant targets. The location and specification for these would be determined through the detailed design and documented in the design report.				
HY-3	<p>Opportunities to improve existing flood impacts along the project alignment would be considered during the detailed design of the project. Measures considered would include improved drainage, streetscape design and integration of WSUD measures.</p> <p>Adequate drainage and runoff management would be incorporated into the design of the stabling and maintenance facility.</p>	Compliant	<p>RVTM</p> <p>Flood Management Design Report</p>	<p>PLR1INF-NOVA-AA-SCH-400001</p> <p>PLR1INF-CPBD-ALL-PE-PLN-000006 Rev 4</p>	<p>This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.</p> <p>This is also addressed in the Flood Management Design Report will be prepared in consultation with directly affected landowners, Sydney Water, OEH, NSW State Emergency Services and relevant Council(s). The report will be independently peer reviewed by a qualified hydrological engineer.</p> <p>Flood Management Design Report and peer review results will be submitted to DPIE and relevant Council(s) for information at each design stage associated with Package 4 Infrastructure works.</p>
HY-4	A Flood Management Strategy would be prepared for the project, to include an update of the flood impact assessment undertaken for the EIS (refer Technical Paper 7) to inform the detailed design, re-assess the level of flood immunity of the project and to identify potential impacts of the project on flood behaviour. The strategy would demonstrate how the project design	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	The Flood Management Strategy will be prepared during detailed design as part of the Flood Management Design Report.

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	<p>achieves the desired Performance Criteria (refer to Table 17.5 of the EIS)</p> <p>The Flood Management Strategy would identify design responses and construction management measures that would be implemented in design or during construction. Construction management procedures would be detailed in the Construction Environmental Management Plan. The Flood Management Strategy would be prepared in consultation with the City of Parramatta Council.</p>				
HY-5	The CEMP would include soil and water management measures to manage the risk of sedimentation, littering and chemical pollution of the Parramatta River, Clay Cliff Creek, Vineyard Creek and other nearby waterways within the study area during construction.	Compliant	Soil and Water Management Sub-Plan	PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	Commitment in HY-5 is addressed in section 7.2 and Appendix A of the Soil and Water Management Sub-Plan. Soil and Water Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
HY-6	<p>A soil and water management plan would be prepared as part of the CEMP. Specific measures would be identified in consultation with relevant government agencies and would be consistent with the principles and practices detailed in Landcom's (2004) Managing Urban Stormwater: Soils and Construction. The objectives and strategies of the soil and water management Sub-Plan would include the following:</p> <ul style="list-style-type: none"> Minimise the extent and duration of exposed surfaces (particularly those works 	Compliant	<p>Soil and Water Management Sub-Plan</p> <p>Flood Management Sub-Plan</p> <p>Waste and Resource Management Sub-Plan</p>	<p>PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6</p> <p>PLR- PLR1INF-CPBD-ALL-PE-PLN-000006 Rev 4</p> <p>PLR1INF-CPBD-ALL-WM-PLN-000001 Rev 4</p>	<p>HY-6 is addressed across the Soil and Water Management Sub-Plan, Flood Management Sub-Plan, Waste and Resource Management Sub-Plan and the Construction Contaminated Land Management Sub-Plan.</p> <p>Soil and Water Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

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	<p>that have the greatest potential to disturb soils that are contaminated or have a high erosion and runoff hazard).</p> <ul style="list-style-type: none"> · Develop and implement adequate water quality control measures prior to the carrying out of significant earthwork or bridge construction activities. · Minimise and manage impacts on water quality and downstream receiving environments during instream activities. · Flood response measures for activities located on land affected by the 20 year ARI flood level (e.g. bridge support construction compounds), or works within waterways (such as bridge works). · Where possible, reuse excavated materials as fill on other parts of the project in preference to disposing off-site in accordance with OEH's Waste Classification Guidelines (2016). · Areas of potential contamination concern would be identified and works in these areas managed to minimise disturbance. · Excavate pre-classified contaminated materials and transfer such materials directly into haulage trucks for off-site disposal at a waste facility licensed to accept the contaminated material. · Transport for NSW would also undertake consultation with DPI Fisheries with respect to the development for the 		Construction Contaminated Land Management Sub-Plan	PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5	

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	<p>CEMP, and Erosion and Sediment Control Plan for the project.</p> <ul style="list-style-type: none"> Develop procedures for the assessment, handling and stockpiling of potentially contaminated materials, in accordance with OEH's Waste Classification Guidelines (2016). 				
HY-7	<p>During construction, any water collected from the worksites would be treated and discharged in accordance with current guidelines to avoid any potential contamination or local stormwater system impacts. These guidelines include:</p> <ul style="list-style-type: none"> The Blue Book - Managing Urban Stormwater: Soils and Construction (Landcom, 2004 and DEC 2008). Transport for NSW Water Discharge and Reuse Guideline 7TP-SD-024. All water (including groundwater) requiring disposal during construction would be tested and treated in accordance with the Transport for NSW Water Discharge and Reuse Guideline 7TP-SD-024 and the Waste Classification Guidelines (OEH, 2016) prior to disposal. If required, water treatment would occur to ensure guidelines are met prior to water disposal. Treatments may include sediment basins and pH neutralisation. 	Not triggered	Soil and Water Management Sub-Plan	PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	<p>Commitment in HY-7 is addressed in section 7 and Appendix B of the Soil and Water Management Sub-Plan.</p> <p>Soil and Water Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

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HY-8	Large areas of disturbance such as compound areas and stockpile sites would, where feasible and reasonable, be located away from any surface runoff flow paths and above the 10% AEP flood levels.	Not triggered	Flood Management Sub-Plan SEMP	PLR1INF-CPBD-ALL-PE-PLN-000006 Rev 6 PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	Commitment in HY-8 is addressed in the Flood Management Sub-Plan and Table 8-1 of the SEMP. The Construction Environmental Management Plan (Rev 13) was approved by the Secretary on the 21-November-2019. The letter noted that the Flood Management Sub-plan (Rev 6) had been provided to the Department for information pursuant to conditions C3 and C13. The Site Establishment Management Plan was also approved by the Secretary on the 21-November-2019.
HY-9	The design of stormwater outlets would consider the need for scour protection measures. Typical scour protection might include concrete energy dissipating structures or dumped stone rip rap.	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
HY-10	The construction planning will demonstrate that it has considered measures for construction of new or modification of existing bridges that minimise impacts on waterways (e.g. in a design report or constructability assessment). This would include consideration of: <ul style="list-style-type: none">Maximising use of pre cast elements to minimise construction works within the floodplain.Minimising temporary formwork requirements and removal of formwork as	Compliant	Flood Management Sub-Plan RVTM	PLR1INF-CPBD-ALL-PE-PLN-000006 Rev 6 PLR1INF-NOVA-AA-SCH-400001	Commitment for HY-10 is covered under Table 7-1 in the Flood Management Sub-Plan. In addition, A detailed assessment of the impact of new and modified bridges on waterways will be addressed in the Flood Management Design Report. This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.

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	<p>soon as possible after completion of each work stage.</p> <ul style="list-style-type: none"> Minimising extent and duration of use of temporary structures required within the waterway. Staging works to minimise the duration of construction activities within the waterway. 				
LU-1	The overall disturbance footprint would be refined during detailed design to identify areas where the footprint could be minimised to reduce impacts on existing land uses. Detailed staging of the project would also be determined during detailed design and would aim to minimise the time that affected land uses are impacted during construction.	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
LU-2	Consultation and collaboration would continue with relevant stakeholders including NSW Health and City of Parramatta Council to maximise integration of stops with transport infrastructure (rail and bus) and surrounding developments, including public domain works.	Compliant	Communication and Engagement Management Plan	PLR-INF-CPBD-PJT-CM-PLN-000001	Appendix B in the Communication and Engagement Management Plan identifies key stakeholders and engagement tools /activities that can be used for consultation.
LU-3	Consultation would be carried out prior to and throughout construction with the surrounding businesses, the local community and key stakeholders including City of Parramatta Council, Western Sydney University, NSW Health, UrbanGrowth NSW Development	Compliant	Communication and Engagement Management Plan	PLR-INF-CPBD-PJT-CM-PLN-000001	Appendix B in the Communication and Engagement Management Plan identifies key stakeholders and engagement tools /activities that can be used for consultation.

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	Corporation, Greater Sydney Commission and other potentially impacted stakeholders to advise them in advance of proposed works and any temporary access arrangements that may be required.				
LU-4	Transport for NSW would undertake works required to realign of the existing playing fields to mitigate the direct impact of the project on the ongoing use of the playing fields.	Compliant	Construction Compliance Report		Transport for NSW is currently working with City of Parramatta Council on the development of a revised Master Plan for Robin Thomas and James Ruse Reserves including upgraded sports facilities. Assurance that the requirements of this commitment will be addressed is provided by the compliance tracking systems for the project.
NV-1	<p>A Construction Noise and Vibration Management Plan (CNVMP) would be developed in accordance with the requirements of Transport for NSW's Construction Noise Strategy and the Interim Construction Noise Guidelines (DECC 2009). It would document all necessary measures to manage and mitigate potential noise and vibration levels during standard working hours and for all out-of-hours construction activities (refer to section 17.2.3 of the EIS). The CNVMP would also provide the framework and mechanisms for:</p> <ul style="list-style-type: none"> The mitigation and management of the noise and vibration impacts from the project. Development of site-specific construction noise management plans. 	Compliant	<p>Noise and Vibration Management Sub-Plan</p> <p>The Out-of-hours works protocol</p>	<p>PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6</p> <p>PLR-TFNSW-CBD-PE-FRM-000002 (Rev 8.8)</p>	<p>Commitment in NV-1 is addressed in Section 3, 10 and 11 and Appendix A of the Noise and Vibration Management Sub-Plan. The Noise and Vibration Management Sub-plan (Rev 6) was approved by the Secretary on the 21-November-2019.</p> <p>The Out-of-hours works protocol is outlined in a stand-alone document. A revision of the Out of Hours Works Protocol was approved on the 27-November-2019 by the Secretary.</p>

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	<ul style="list-style-type: none"> Out-of-hours work associated with the project. 				
NV-2	<p>The CVNMP prepared for the project would include mitigation and management measures for the works with reference to the NSW Interim Construction Noise Guideline (ICNG) and Transport for NSW Construction Noise Strategy (CNS). Mitigation and management measures which would be considered include:</p> <ul style="list-style-type: none"> For construction concentrated in a single area, such as at the stops, worksites, substation construction sites, bridge sites and the stabling and maintenance facility location, temporary acoustic fencing/barriers around the site perimeter would be considered where feasible and reasonable to mitigate off-site noise levels. Given the potentially high noise levels at residential receivers, adherence to daytime construction hours would be used for excavation, demolition or rock breaking activities, and for activities concentrated in a single area (i.e. activities that do not move along the alignment, and do not require out-of-hours activities for safety reasons or to minimise disruption to road networks). Where possible, noisy works would be scheduled to minimise impacts to adjacent businesses and commercial properties, such as avoiding undertaking noisy 	Compliant	Noise and Vibration Management Sub-Plan	PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6	<p>Commitment in NV-2 is addressed in Section 3, 4, 5, 9, 10 and 11 and Appendix A of the Noise and Vibration Management Sub-Plan.</p> <p>The Noise and Vibration Management Sub-plan (Rev 6) was approved by the Secretary on the 21-November-2019.</p>

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	<p>activities on Eat Street during lunch and dinner periods.</p> <ul style="list-style-type: none"> · Out of hours works would be programmed to minimise the number of consecutive out of hour work periods impacting the same receptors. · Consultation would be carried out with local schools and other educational facilities prior to noise intensive works to ensure impacts are minimised during examination periods and/or other critical periods in the school calendar (where works are predicted to exceed the relevant construction noise management level for this receiver). Consultation with nearby childcare centres would be carried out to potentially avoid noisy works during rest periods at the centres (where possible). · Simultaneous operation of noisy plant in close proximity to sensitive receptors would be avoided (where possible). · Equipment which is used intermittently would be shut down when not in use. · Where possible, the offset distance between noisy plant items and nearby noise sensitive receptors would be as great as possible. · Where possible, equipment with directional noise emissions would be oriented away from sensitive receptors. · Construction compounds would use 2.4 metre high hoarding of solid 				

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	<p>construction where required to minimise noise on sensitive receivers, where safe to do so.</p> <ul style="list-style-type: none"> Structures such as site sheds would be positioned to further shield sensitive and residential receivers from works activities. Regular compliance checks for noise emissions from all plant and machinery used for the project would be carried out to indicate whether noise emissions from plant items are higher than predicted. This would also identify defective silencing equipment on the items of plant. Ongoing noise monitoring would be carried out during construction at sensitive receptors during critical periods to identify and assist in managing high risk noise events. Where possible heavy vehicle movements should be limited to daytime hours. Reversing of equipment should be minimised so as to prevent nuisance caused by reversing alarms, which would be limited to the use of non-tonal reversing alarms. Loading and unloading should be carried out away from sensitive receptors, where practicable. Work should be scheduled to provide respite periods from the noisiest activities, and impacted residents should be 				

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	communicated with to clearly explain the duration and noise levels for the works.				
NV-3	<p>In the event of predicted exceedances of the noise goals, particularly during out-of-hours works, additional noise mitigation and management measures to be considered in the CNVMPs as described in the CNS. Additional mitigation and management measures would be determined on a site specific basis and are dependent upon the level of predicted impact. Additional mitigation and management measures which would be considered include:</p> <ul style="list-style-type: none"> Periodic notifications – These include regular newsletters, letterbox drops or advertisements in local papers to provide an overview of current and upcoming works and other topics of interest. Website updates – The project website would form a resource for members of the community to seek further information, including CNVPs and current and upcoming construction activities. Project info-line and construction response line – Transport for NSW will operate a construction response line and a project info-line (1800 775 465). These numbers will provide a dedicated 24-hour contact point for any complaints regarding construction works and for any project enquiries. All complaints require a verbal response within two hours. All enquiries require a verbal response within 24 hours 	Compliant	<p>Noise and Vibration Management Sub-Plan</p> <p>Out-of-hours works protocol</p>	<p>PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6</p> <p>PLR-TFNSW-CBD-PE-FRM-000002 Rev (8.8)</p>	<p>Commitment in NV-3 is addressed in Section 10 and 11 of the Noise and Vibration Management Sub-Plan.</p> <p>The Noise and Vibration Management Sub-plan (Rev 6) was approved by the Secretary on the 21-November-2019.</p> <p>The Out-of-hours works protocol is outlined in a stand-alone document. The Out-of-hours works protocol is outlined in a stand-alone document. Revision 8.8 of the Out of Hours Works Protocol was approved on the 27-November-2019 by the Secretary.</p>

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	<p>during standard construction hours, or on the next working day during out-of-hours work (unless the enquirer agrees otherwise).</p> <ul style="list-style-type: none"> Email distribution list – An email distribution list would be used to disseminate project information to interested stakeholders. Signage – Signage on construction sites would be provided to notify stakeholders of project details and project emergency or enquiry information. Specific notifications – Specific notifications would be letterbox dropped or hand distributed to the nearby residences and other sensitive receptors no later than seven days ahead of construction activities that are likely to exceed the noise objectives. This form of communication is used to support periodic notifications, or to advertise unscheduled works. Phone calls – Phone calls may be made to identified/affected stakeholders within seven days of proposed work. For these works considering the large numbers of receptors, phone calls are not likely to be considered a reasonable mitigation and management measure in all cases, but could be used to inform specific receptors if requested (after notification of the works as above). Individual briefings – Individual briefings may be used to inform 				

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	<p>stakeholders about the impacts of high noise activities and mitigation and management measures that would be implemented. Communications representatives from the contractor(s) would visit identified stakeholders at least 48 hours ahead of potentially disturbing construction activities. Considering the large numbers of potentially affected receptors, individual briefings may not be considered a reasonable mitigation and management measure in all cases, but could be used for specific receptors if requested (after notification of the works as above).</p> <ul style="list-style-type: none"> Monitoring – Ongoing noise monitoring during construction at sensitive receptors during critical periods would be used to identify and assist in managing high risk noise events. Monitoring of noise would also be carried out in response to complaints. All noise monitoring would be carried out by an appropriately trained person in the measurement and assessment of construction noise and vibration, who is familiar with the requirements of the relevant standards and procedures. Project specific respite offer – Residents subjected to lengthy periods of noise or vibration may be eligible for a project specific respite offer. The purpose of such an offer is to provide residents with respite from an ongoing impact. An 				

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	<p>example of a respite offer might be pre-purchased movie tickets. The provision of this measure would be determined on a case-by-case basis. Project specific respite offers are unlikely to be reasonable and feasible in the CBD precinct. This is partly due to the impracticability of providing respite offers to large numbers of people during the proposed 24-hour works, but also reflects the existing evening and weekend noise environment in the Parramatta CBD precinct.</p> <ul style="list-style-type: none"> Alternative accommodation – As described in the CNS, provision of alternative accommodation for residents should be considered in the event that highly intrusive noise impacts are predicted during the night-time period (between 10 pm and 7 am). However, as the project is likely to require night-time works at many locations (particularly in the Parramatta CBD precinct), provision of alternative accommodation in all cases may not always be feasible or reasonable. 				
NV-4	For sensitive receiver that operate outside standard construction hours, for example hospitals which operate on a 24-hour basis, feasible and reasonable noise mitigation options and measures would be developed in consultation with the sensitive receiver.	Compliant	Noise and Vibration Management Sub-Plan	PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6	<p>Commitment in NV-4 is addressed in Section 5 and 10 of the Noise and Vibration Management Sub-Plan.</p> <p>The Noise and Vibration Management Sub-plan (Rev 6) was approved by the Secretary on the 21-November-2019.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
NV-5	<p>The use of noise intensive plant items would be scheduled for normal working hours. If the works cannot be carried out during the daytime, it has been recommended to complete them before 11 pm, where practicable. This would be particularly relevant for works impacting the following noise catchment areas (NCAs) where a number of activities have been predicted to result in high impacts on many residential receivers during the night-time:</p> <ul style="list-style-type: none"> · NCA04 in the Westmead precinct · NCA06 and NCA07 in the Parramatta North precinct · NCA11 in the Rosehill and Camellia precinct. 	Compliant	Noise and Vibration Management Sub-Plan	PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6	<p>Commitment in NV-5 is addressed in Section 10 and 11 of the Noise and Vibration Management Sub-Plan.</p> <p>The Noise and Vibration Management Sub-plan (Rev 6) was approved by the Secretary on the 21-November-2019.</p>
NV-6	<p>Opportunities to reduce road traffic noise during construction would be investigated during construction planning, including restricting heavy vehicle movements to standard construction hours and/or to routes with fewer sensitive receivers.</p>	Compliant	Noise and Vibration Management Sub-Plan	PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6	<p>Commitment in NV-6 is addressed in Section 10 of the Noise and Vibration Management Sub-Plan.</p> <p>The Noise and Vibration Management Sub-plan (Rev 6) was approved by the Secretary on the 21-November-2019.</p>
NV-7	<p>Where vibration intensive construction activities are proposed within 100 metres of sensitive receivers, these works would be confined to the less sensitive daytime period where possible. The potential impacts from vibration are to be considered in the site-specific Construction Noise and Vibration Impact Statements (to be developed during detailed design). In</p>	Compliant	Noise and Vibration Management Sub-Plan	PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6	<p>Commitment in NV-7 is addressed in Section 10 and 11 of the Noise and Vibration Management Sub-Plan.</p> <p>The Noise and Vibration Management Sub-plan (Rev 6) was approved by the Secretary on the 21-November-2019.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>general, mitigation and management measures that would be considered include:</p> <ul style="list-style-type: none"> · Relocate vibration generating plant and equipment to areas within the site in order to lower the vibration impacts. · Investigate the feasibility of rescheduling the hours of operation of major vibration generating plant and equipment. · Use lower vibration generating items of excavation plant and equipment (e.g. smaller capacity rock breaker hammers). · Minimise consecutive works in the same locality (if applicable). · Use dampened rock breakers to minimise the impacts associated with rock breaking works. <p>If vibration intensive works are required within the safe working distances, vibration monitoring or attended vibration trials would be carried out to ensure that levels remain below the cosmetic damage criterion.</p> <p>Building condition surveys would be completed both prior to the commencement of construction works and following the completion of construction works to identify existing damage and any damage due to the works.</p> <p>Measurements of existing ambient vibration levels would be carried out at receivers with</p>				

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	vibration sensitive equipment during the detailed design. This information would be used to inform the site-specific Construction Noise and Vibration Impact Statements for works near these locations.				
NV-8	<p>Mitigation and management measures to address potential noise and vibration impacts to facilities within the Westmead Research Zone would be implemented during construction. Mitigation and management measures would be determined in consultation with the facility operator / owner and informed by the sensitivity of impacted spaces prior to the commencement of construction. The mitigation and management measures (in addition to those provided in NV-1 to NV-7) could include:</p> <ul style="list-style-type: none"> · Consultation with the affected facilities to determine periods when noise and/or vibration intensive works can occur with least impact. · Relocation of vibration sensitive equipment to less impacted locations within the facilities. · Vibration isolation of sensitive equipment predicted to have potential impacts. · Unattended noise and vibration monitoring within the facilities to ensure noise and/or vibration levels are within acceptable levels. 	Compliant	Noise and Vibration Management Sub-Plan	PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6	<p>Commitment in NV-8 is addressed in Section 10 and 11 of the Noise and Vibration Management Sub-Plan.</p> <p>The Noise and Vibration Management Sub-plan (Rev 6) was approved by the Secretary on the 21-November-2019.</p>

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NV-9	<p>An operational mitigation strategy would be developed for the management of noise and vibration impacts during operation. This would be implemented prior to operations and then validated once the project is complete (usually 12 months post opening).</p> <p>Potentially feasible and reasonable mitigation for reducing the impact of operational noise at receivers would be considered as part of the operational mitigation strategy including:</p> <ul style="list-style-type: none"> · Minimise LRV source noise levels via specifications · Vegetated trackforms. · Speed restrictions. · Minimise wheel and rail roughness. · Low noise trackforms such as absorptive paving or vegetated trackforms. · Ballast mats. · Under sleeper pads. · Property treatments. <p>The final operational mitigation strategy would be determined during detailed design in consultation with the affected community.</p>	Not triggered			Package 4 to install track forms to TfNSW specifications. All other commitments under NV-9 to be addressed by Package 5 (SOM).
PR-1	Detailed design would consider measures to minimise removal of existing vegetation where possible, so as to minimise visual and landscape impacts. Where the project corridor is located close to residential	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.

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	<p>dwellings or other sensitive receivers, the Urban Design and Landscape Plan (UDLP) to be developed for the project would consider how planting and other landscaping options can be used to create or maintain privacy.</p>				
PR-2	<p>Where landscaping is not able to mitigate privacy impacts, additional urban design elements such as fencing or other screening features would be considered so as to mitigate a reduction in the privacy of existing sensitive receivers (i.e. private residences and businesses).</p> <ul style="list-style-type: none"> · This is most likely to occur at receivers within the vicinity of stops and active transport links, in particular in areas which currently experience relatively low levels of pedestrian activity as follows: <ul style="list-style-type: none"> · Cumberland Hospital stop (within the current Cumberland Hospital site) · The active transport link between Carlingford and Camellia · The light rail and active transport bridge over James Ruse Drive between Rosehill and Camellia. <p>The design of landscaping or privacy screening would also need to consider safety issues such as sightlines for LRVs and CPTED principles.</p>	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.

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PR-3	<p>Detailed design of the active transport link would consider the potential privacy impacts to adjacent properties. Measures to be considered would include:</p> <ul style="list-style-type: none"> · Separation of levels between the active shared path and adjacent properties to lower the path, minimising opportunities for overlooking of existing fences. · Provision of additional fencing or vegetation to provide screening. 	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
PR-4	<p>Lighting within the project corridor would be required to address safety and consider the potential privacy impacts of light spill to adjoining properties, including the use of fixtures that prevent light within the light rail corridor from spilling upwards and/or beyond the required area to be lit and into adjacent residences or sensitive environmental areas. Permanent lighting would be designed by a specialist lighting consultant and would comply with relevant Australian Standards, including AS4282.1997 (Control of the obtrusive effects of outdoor lighting) and AS 1158 Road lighting. The final lighting design would consider the use of motion sensors to adjust light levels to balance the need to provide a safe environment while minimising potential light spill to the adjacent residential properties.</p>	Compliant	<p>Construction Landscape and Temporary Works Management Sub-Plan</p> <p>RVTM</p>	<p>PLR1INF-CPBD-ALL-TW-PLN-000001 Rev 4</p> <p>PLR1INF-NOVA-AA-SCH-400001</p>	<p>Section 6 details how lighting requirements have been addressed in the Landscape and Temporary Works Management Sub-Plan.</p> <p>The Construction Landscape and Temporary Works Management Sub-plan revision 4 was submitted to DPIE on 16-August-2019 for information</p> <p>This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.</p>

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PR-5	The design and placement of construction hoardings would consider opportunities to minimise privacy impacts on adjacent residents or other adjacent land uses sensitive to privacy concerns.	Compliant	Construction Landscape and Temporary Works Management Sub-Plan	PLR1INF-CPBD-ALL-TW-PLN-000001 Rev 4	Hoarding will be installed as early as reasonable to minimise visual impacts and preserve privacy. Table 6-1 of the Construction Landscape and Temporary Works Management Sub-Plan outlines the requirement to minimise privacy impacts during construction (mitigation measure TW4). The Construction Landscape and Temporary Works Management Sub-plan revision 4 was submitted to DPIE on 16-August-2019 for information
RC-1	<p>Coordination and consultation with the Sydney Coordination Office and the following stakeholders would occur as required to coordinate interfacing projects:</p> <ul style="list-style-type: none"> · Department of Planning and Environment. · Other Transport for NSW agencies (including Roads and Maritime Services; Sydney Trains and Sydney Buses). · Sydney Water. · City of Parramatta Council. · UrbanGrowth NSW Development Corporation. · Western Sydney University. · NSW Health (and its construction contractors). · Land and Housing Corporation. 	Compliant	<p>Communication and Engagement Management Plan</p> <p>Traffic, Transport and Access Management Sub-Plan</p>	<p>PLR-INF-CPBD-PJT-CM-PLN-000001</p> <p>PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4</p>	<p>Appendix B in the Communication and Engagement Management Plan identifies key stakeholders and engagement tools /activities that can be used for consultation.</p> <p>Ongoing coordination and consultation will occur with the SCO and other stakeholders through the TCG and the TTLG. Additional details are provided in Section 7.2 of the Traffic, Transport and Access Management Sub-Plan.</p> <p>The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information. The DPIE approval letter for the Construction Environmental Management Plan noted that the Traffic, Transport and Access Management Sub-plan had been provided to the Department for information pursuant to conditions C3 and C13.</p>

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	<ul style="list-style-type: none"> Emergency service providers. Utility providers. Construction contractors. Other stakeholders as required, as advised by Transport for NSW. <p>Coordination and consultation with these stakeholders would include:</p> <ul style="list-style-type: none"> Current and upcoming development applications and precinct master plans. Provision of regular updates to the detailed construction program, construction sites and haul routes. Identification of key potential conflict points with other construction projects. Developing mitigation strategies in order to manage cumulative impacts of the Parramatta Light Rail and other interfacing projects. Depending on the nature of the conflict, this could involve: <ul style="list-style-type: none"> Adjustments to the Parramatta Light Rail (Stage 1) construction program, work activities or haul routes; or adjustments to the program, activities or haul routes of other construction projects. Coordination of traffic management arrangements between projects. Coordination of noise generating activities, such as out of hours works. 				

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SE-1	A Community Engagement Plan would be prepared to guide community engagement during the construction phase of the project. Communication would be with the local community, stakeholders and the wider region. Place Managers dedicated to each precinct would be available during the lead up to construction and during construction to hear concerns or answer questions from the community and businesses. They would provide a single point of contact for those wanting to find out more about the project, including impacts of construction and how to minimise them.	Compliant	Communication and Engagement Management Plan	PLR-INF-CPBD-PJT-CM-PLN-000001	Commitment in SE-1 is covered by the Communication and Engagement Management Plan.
SE-2	<p>A Business Consultation and Activation Plan would be prepared to develop strategies to minimise impacts on businesses during construction and as a result of operations. This plan would include:</p> <ul style="list-style-type: none"> Details on how Sydney Coordination Office, Local Business Chambers and business representatives would contribute to development and implementation of strategies. A Business Activation team which liaises with a number of agencies such as the NSW Department of Industry and City of Parramatta Council, would work with businesses to improve resilience during construction and to changes during operations. The team would also consider bringing together business forums to 	Compliant	Business Activation Plan	PLR-TFNSW-PJT-PE-PLN-000001	The Business Activation Plan (prepared by TfNSW) has been submitted to the ER as part of the Community Communication Strategy (CCS) submission (refer to Condition E110).

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	<p>address specific issues of interest for businesses.</p> <ul style="list-style-type: none"> Place Managers who would work with businesses to understand their needs and work with the construction teams on the best way to meet these requirements including signage, parking, access and other measures to avoid disruption for customers and deliveries. 				
SE-3	Areas affected by construction would be reinstated and restored in accordance with the UDLP.	Compliant	UDLP		The majority of areas disturbed by construction are within the footprint of the UDLP drawings. For service relocations and tie-ins outside of the main corridor, these will be reinstated in accordance with CoPC Standards.
SE-4	A strategy for managing displacement of homeless people would be prepared in collaboration with the City of Parramatta Council and other agencies in accordance with the NSW Government's Protocol for Homeless People in Public Places: Guidelines for Implementation (May 2013).	Compliant	Communication and Engagement Management Plan	PLR-INF-CPBD-PJT-CM-PLN-000001	Commitment in SE-4 is covered in Section 6.2.3 of the Communication and Engagement Management Plan.
SE-5	Carry out ongoing consultation and communication with local communities about changes to public transport and local pedestrian and cycle access, including through community events, signage, public notices and provision of regular updates to user groups.	Compliant	Communication and Engagement Management Plan	PLR-INF-CPBD-PJT-CM-PLN-000001	Commitment in SE-5 is covered in Section 10 of the Communication and Engagement Management Plan.

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SE-6	Consultation would be carried out with businesses potentially impacted during construction. Consultation would aim to identify and develop measures to manage the specific construction impacts (such as impacts to outdoor dining areas) for individual or groups of businesses as appropriate.	Compliant	Business Activation Plan	PLR-TFNSW-PJT-PE-PLN-000001	Business Activation Plan
SE-7	A business impact risk register would be developed to identify, rate and manage the specific construction impacts for individual businesses.	Compliant	Business Activation Plan	PLR-TFNSW-PJT-PE-PLN-000001	Business Activation Plan
SE-8	Appropriate signage would be provided around construction sites to provide visibility to retained businesses, where required.	Compliant	Business Activation Plan	PLR-TFNSW-PJT-PE-PLN-000001	Business Activation Plan
SE-9	Transport for NSW would consult with managers of Wesley Apartments and Cumberland Hospital about opportunities to support the relocation of affected facilities.	Compliant	Communication and Engagement Management Plan	PLR-INF-CPBD-PJT-CM-PLN-000001	Commitment in SE-9 is covered in Section 10 of the Communication and Engagement Management Plan.
SE-10	Carry out ongoing consultation in accordance with the Community Engagement Plan with managers of community facilities near the project about potential impacts and proposed management measures. These include (but not limited to): <ul style="list-style-type: none"> Westmead Hospital, the Children's Hospital at Westmead and Cumberland Hospital precinct 	Compliant	Communication and Engagement Management Plan	PLR-INF-CPBD-PJT-CM-PLN-000001	Commitment in SE-10 is covered in Section 1, 9, 10, Appendices B and C of the Communication and Engagement Management Plan.

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	<ul style="list-style-type: none"> Western Sydney University, including the Western Sydney University Early Learning Centre Schools, such as Parramatta Marist High School, Arthur Phillip High School, Parramatta Public School, Parramatta North Primary School, St Patrick's Primary, Our Lady of Mercy College and Catherine McAuley Catholic Girls' School. Nursing homes. Medical facilities. Managers of Prince Alfred Square and Robin Thomas Reserve. Rosehill Gardens Racecourse. Rosehill Bowling Club. 				
SE-11	Ensure planning for the temporary full or partial closure of local and regional roads in the study area considers the timing of major events within the study area, for example those at Parramatta Park, Rosehill Gardens Racecourse and Prince Alfred Square.	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	<p>Commitment in SE-11 is covered in Section 6 of the Traffic, Transport and Access Management Sub-Plan.</p> <p>The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>
SE-12	Alternate public transport access (i.e. buses) would be provided for communities along the T6 Carlingford Line.	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	<p>Commitment in SE-12 is covered in Section 5 of the Traffic, Transport and Access Management Sub-Plan.</p> <p>The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

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SG-1	A geotechnical investigation would be carried out to guide the detailed design and construction of the project. Detailed design would consider the potential impacts on elements that are buried or in contact with identified acid sulfate soils and determine mitigation and management measures for minimising impacts.	Compliant	Geotechnical Reports RVTM	PLR1INF-NOVA-AA-SCH-400001	Geotechnical Investigations will be undertaken to feed into the detailed design of the CSSI. This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
SG-2	[Left intentionally blank - there is no SG-2 in the SPIR]		NA		
SG-3	<p>To manage potential impacts to geology and soils, the soil and water management plan prepared as part of the CEMP (refer HY-6 above) would include standard management measures to be implemented during construction, including (but not limited to):</p> <ul style="list-style-type: none"> · Erosion and sediment control plans would be prepared for each worksite in accordance with Volume 2D of Managing Urban Stormwater: Soils and Construction (Landcom, 2004). Due to the potential high erosion of soils along the alignment, the erosion and sediment control plans would be established prior to the commencement of construction and be updated and managed throughout as relevant to the activities during construction. · Stabilised surfaces would be reinstated as quickly as practicable after construction. 	Compliant	Soil and Water Management Sub-Plan	PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	<p>Commitment in SG-3 is covered in Section 7 of the Soil and Water Management Sub-Plan.</p> <p>Soil and Water Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

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	<ul style="list-style-type: none"> · All stockpiled materials would be stored in bunded areas and kept away from waterways to avoid sediment entering the waterways. · Sediment would be prevented from moving off-site and sediment laden water prevented from entering any watercourse, drainage line or drainage inlet. · Clean water would be diverted around the work site in accordance with Managing Urban Stormwater: Soils and Construction (Landcom, 2004). · Erosion and sediment control measures would be regularly inspected (particularly following rainfall events) to ensure their ongoing functionality. · Erosion and sediment control measures would be left in place until the works are complete and areas are stabilised. 				
SG-4	<p>The presence of ASS along the project alignment would be confirmed through intrusive testing of soils in areas where ASS is likely to occur. Should ASS be identified during intrusive investigations at any section along the project, an ASS management plan would be required for construction of the project in these areas.</p> <p>The ASS management plan should outline procedures for the safe handling, treatment and transport of potential/actual ASS excavated during construction or</p>	Compliant	Soil and Water Management Sub-Plan	PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	<p>Commitment in SG-4 is covered in Section 7 and Appendix C of the Soil and Water Management Sub-Plan.</p> <p>Soil and Water Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

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	<p>maintenance works and identify management measures, including:</p> <ul style="list-style-type: none"> · Excavation procedures · Spoil storage and treatment · Dewatering and groundwater management · Bunding and measures to protect surrounding areas and waterways from the potential risk of acid contamination. <p>The objective of the ASS management plan would be to comply with all statutory requirements and implement all environmental controls to minimise and manage impacts on the environment from the disturbance of potential or actual ASS.</p>				
SG-5	Should ASS be identified during intrusive investigations, acid sulfate soils management plans would be required for future maintenance works in these areas.	Compliant	Soil and Water Management Sub-Plan	PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	<p>Commitment in SG-5 is covered in Section 7 and Appendix C of the Soil and Water Management Sub-Plan.</p> <p>Soil and Water Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>
SG-6	Embankment stabilisation treatments would require maintenance during the operation phase of the project to ensure functionality.	Compliant			<p>Package 4 is responsible for embankment designs in a manner that it can be maintained by Package 5 (SOM). Embankment drawings package will specify design.</p>

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SU-1	Sustainability initiatives would be incorporated into the detailed design and construction of the project to support the achievement of the project sustainability objectives, as detailed in the Sustainability Plan.	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
SU-2	A best practice level of performance would be achieved by achieving a minimum project score of 65 (an 'Excellent' rating) for each project stage during detailed design and construction.	Compliant	Delivery Phase Sustainability Management Plan	PLR-INF-CPBD-PJT-EN-PLN-000003 Rev 3	Addressed throughout the Delivery Phase Sustainability Management Plan.
SU-3	A workforce development and industry participation strategy would be developed and implemented for the construction of the project. The development of this strategy would consider any existing programs, such as the Parramatta Skills Exchange, which may be applicable to the project.	Compliant	Workforce Development Plan Workforce Development Strategy by TfNSW	 PLR-TFNSW-PJT MV-STY-000001	Commitment SU-3 is addressed in sections B.4, H.1 and Appendix B of the Workforce Development Plan. In addition, commitment SU-3 is also addressed by the TfNSW Workforce Development Strategy.
SU-4	Sustainability initiatives would be incorporated into the operation of the project to support the achievement of the project sustainability objectives, as detailed in the Sustainability Plan.	Compliant			The operational stage of the CSSI is led by Package 5 (SOM). However, sustainability initiatives are addressed in the Delivery Phase Sustainability Management Plan which will feed into the design for Infrastructure Works.
SU-5	A best practice level of performance would be achieved by achieving an ISCA rating for the operational stage of the project.	Compliant			The operational stage of the CSSI is led by Package 5 (SOM). However, sustainability initiatives are addressed in the Delivery Phase Sustainability Management Plan which will feed into the design for Infrastructure Works.

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TR-1	<p>The detailed design and construction planning would demonstrate in the design report that they have sought to avoid direct impacts to trees located near or on the alignment and minimise the level of impact identified in the EIS. Particular consideration would be given to those trees that:</p> <ul style="list-style-type: none"> · Are large trees, as defined in the Transport for NSW Vegetation Offset Strategy. · Are medium or high retention value trees, as identified via application of the Significance of a Tree Assessment and Rating System endorsed by the Institute of Australian Consulting Arboriculturalists. 	Compliant	Flora and Fauna Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	<p>Commitment in TR-1 is covered in Section 7 of the Flora and Fauna Management Sub-Plan.</p> <p>The Flora and Fauna Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>
TR-2	An UDLP would be developed for the project which would include recommended tree species to be used for replacement planting in each of the precincts. Selection of tree species, size and planting locations would be carried out in close consultation with City of Parramatta Council.	Compliant	<p>Flora and Fauna Management Sub-Plan</p> <p>UDRR</p> <p>RVTM</p>	<p>PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5</p> <p>PLR1INF-NOVA-AA-SCH-400001</p>	<p>Commitment in TR-2 is covered in Table 7-1 of the Flora and Fauna Management Sub-Plan and the UDRR.</p> <p>The Flora and Fauna Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p> <p>This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.</p>

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TR-3	The use of low impact construction techniques (on existing tree roots) for all works would be considered, where appropriate and feasible.	Compliant	Flora and Fauna Management Sub-Plan RVTM	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5 PLR1INF-NOVA-AA-SCH-400001	Commitment in TR-3 is covered in Table 7-1 of the Flora and Fauna Management Sub-Plan. The Flora and Fauna Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information. This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
TR-4	All tree pruning and removal works, including any root pruning, would be carried out in accordance with Australian Standard AS 4373-2007, Pruning of Amenity Trees.	Compliant	Flora and Fauna Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	Commitment in TR-4 is covered in Table 7-1 of the Flora and Fauna Management Sub-Plan. The Flora and Fauna Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
TR-5	Where the loss of trees is unable to be mitigated, trees removed as a result of the project would be offset in accordance with the Transport for NSW's Vegetation Offset Guide (2016). The proposed offsetting activities would be documented in the Tree Offset Strategy to be developed for the project. The City of Parramatta Council's Parramatta Ways: Implementing Sydney's Green Grid would be considered as part of the development of a Vegetation Offset Strategy for the project.	Compliant	Flora and Fauna Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	Commitment in TR-5 is covered in Section 7 of the Flora and Fauna Management Sub-Plan. The Flora and Fauna Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.

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TR-6	Temporary tree protection measures would be installed prior to construction works commencing in accordance with AS 4970-2009 - Protection of Trees on Development Sites as required for any trees to be retained within active construction sites.	Compliant	Flora and Fauna Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	Commitment in TR-6 is covered in Section 7 and Table 7-1 of the Flora and Fauna Management Sub-Plan. The Flora and Fauna Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
TR-7	Where activities which could cause soil compaction within the tree protection zone (TPZ) of trees to be retained cannot be avoided (e.g. due to space constraints), opportunities to raise construction facilities (e.g. demountable) above the ground level or use of suitable ground protection measures beneath site access tracks (e.g. geotextile fabric) would be investigated and implemented, where feasible, so as to avoid impacting on the underlying tree roots, in accordance with Australian Standard AS 4970 Protection of Trees on Development Sites.	Compliant	Flora and Fauna Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	Commitment in TR-7 is covered in Table 7-1 of the Flora and Fauna Management Sub-Plan. The Flora and Fauna Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
TR-8	Selection of tree species, size and planting locations would be carried out in close consultation with local council and in accordance with the UDLP to be developed for the project.	Compliant	Flora and Fauna Management Sub-Plan UDRR	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	Commitment in TR-8 is covered in Table 7-1 of the Flora and Fauna Management Sub-Plan and the UDRR. The Flora and Fauna Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
TR-9	As far as practical, the construction compounds would be configured so as to not directly impact on trees that would not already be directly impacted by the project. Where trees which can be retained are	Compliant	Flora and Fauna Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5	Commitment in TR-9 is covered in Table 7-1 of the Flora and Fauna Management Sub-Plan and the SEMP.

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	located within construction boundaries, exclusion fencing would be erected to protect these trees from construction activities. Similarly, for road network modifications away from the main alignment, these works would be carried out, as far as practical, so as to minimise any further impact on trees as a result of the project.		SEMP	PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 4	<p>The Flora and Fauna Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p> <p>The Site Establishment Management Plan was approved by the Secretary on the 21-November-2019.</p>
TT-1	A wayfinding and road signage strategy would be developed and incorporated into the detailed design of the project. This would include signage to communicate changes in turning / access restrictions, property access, and pedestrians/cyclist routes, and signage within Parramatta CBD to encourage use of alternative routes.	Compliant	<p>Construction Landscape and Temporary Works Management Sub-Plan</p> <p>RVTM</p>	<p>PLR1INF-CPBD-ALL-TW-PLN-000001 Rev 4</p> <p>PLR1INF-NOVA-AA-SCH-400001</p>	<p>Commitment in TT-1 is covered in Table 6-1 of the Construction Landscape and Temporary Works Management Sub-Plan.</p> <p>The Landscape and Temporary Works Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p> <p>This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.</p>

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TT-2	<p>Road safety audits would be completed during detailed design. This includes review of the design of uncontrolled crossings at light rail stops to consider suitable sight distances. If uncontrolled crossing cannot be safely provided, alternative designs would be incorporated into the project.</p> <p>A detailed safety review would be undertaken during detailed design to identify requirements for further responses to manage and reduce the risk of incidents arising from collisions during operation.</p>	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	<p>Commitment in TT-2 is covered in Section 6.12 of the Traffic, Transport and Access Management Sub-Plan.</p> <p>The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>
TT-3	<p>The detailed design of the active transport link would:</p> <ul style="list-style-type: none"> Be reviewed by Transport for NSW for opportunities to maximise integration of the project with current and proposed bicycle corridors, such as future crossings of the Parramatta River associated with the Camellia Town Centre Master Plan. Be designed in accordance with Cycling Aspects of Austroads Guides (2017 Edition). 	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	<p>Commitment in TT-3 is covered in Section 1 and 6 of the Traffic, Transport and Access Management Sub-Plan.</p> <p>The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>
TT-4	<p>Staged pedestrian crossing designs in the vicinity of each stop along the alignment would be reviewed during detailed design to ensure they provide adequate pedestrian storage commensurate with the available space.</p>	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	<p>This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.</p>

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TT-5	The Parramatta Light Rail team from Transport for NSW would work with the City of Parramatta Council and the Sydney Coordination Office in the context of its long term strategy for car parking in the local government area. The team would identify appropriate parking management measures (e.g. parking controls or replacement of special parking such as mobility parking or loading zones) for incorporation into the Parramatta Light Rail design, where it is impacting on-street car parking.	Not triggered	Parking Management Strategy		This will be addressed through the preparation of a Parking Management Strategy which is being developed in accordance with Condition E11 prior to the long-term loss of parking.
TT-6	<p>The detailed design of interchanges with other modes of transport would be developed to enable easy customer transfer at Parramatta Transport Interchange, Westmead Station and at other significant locations identified for customer transfer.</p> <p>The design would:</p> <ul style="list-style-type: none"> Consider accessibility for a range of customer types and abilities. Develop Interchange Operations and Maintenance Plans setting out who owns, operates and maintains each asset within the interchange. Identify walking and cycling catchments and facilities at interchanges. Identify the network service plan post construction. Confirm changes necessary to footpaths, cycleways, passenger facilities, 	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.

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	parking, traffic and road access, and integration of public domain to optimise access.				
TT-7	During detailed design, the design for the Darcy Road / Hawkesbury Road intersection would be reviewed to determine if additional pedestrian storage capacity is required to meet future demand. This would be supported by pedestrian storage capacity assessments to determine suitable crossing widths and configurations. Identified reasonable and feasible changes would be incorporated into the project design.	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
TT-8	During detailed construction planning, liaison would be undertaken with City of Parramatta Council, NSW Health, hospitals and other facilities within the Westmead Health Precinct (including Cumberland Hospital (east and west)) and emergency services to ensure construction staging of the project maintains appropriate access to the hospital precinct, and is coordinated with other developments underway within the Westmead Health Precinct. Any potential impacts on the existing road network and internal access (including emergency vehicle access) would also be addressed including alerting emergency services when construction arrangements change. Any identified mitigation and management measures would be incorporated into the project design.	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	Commitment in TT-8 is covered in Section 6 and 7 of the Traffic, Transport and Access Management Sub-Plan. The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.

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	UrbanGrowth NSW Development Corporation would also be consulted to minimise impacts of the operation of the light rail on road access and the future road network performance of the Parramatta North Urban Transformation Area, and pedestrian and cyclist access across the alignment. Transport for NSW would consider opportunities to optimise the integration of the light rail into the development, where reasonable and feasible.				
TT-9	The Parramatta Light Rail team from Transport for NSW would undertake an operational review of the existing local road network in Westmead and Parramatta North precincts in consultation with Roads and Maritime Services, City of Parramatta Council, Parramatta Park Trust and NSW Health to identify measures to minimise the impacts of the Parramatta Light Rail project due to re-direction of traffic onto the local road network. This could include localised capacity improvements (such as the reconfiguration of parking along Caroline Street) and measures to prioritise public emergency access to the Westmead Health Precinct. Reasonable and feasible mitigation and management measures would be considered as part of the detailed design of the project.	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	Commitment in TT-9 is covered in Section 1 and 6 of the Traffic, Transport and Access Management Sub-Plan. The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
TT-10	During detailed design, Transport for NSW would consider whether there is an	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	Commitment TT-10 is addressed during detailed design. The Traffic, Transport and

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	opportunity to consolidate the Bridge Road Bridge and Parramatta North Bridge to provide access for light rail, hospital vehicles and active transport. This would be documented as an options assessment.				<p>Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p> <p>Options regarding the possible consolidation of the bridges were assessed during the tender process. The existing bridge was deemed to be insufficient for the access requirements. As such, all requirements are to be accommodated on the new bridge. This process is documented as an options assessment.</p> <p>The new bridge will be designed to provide access by Emergency Vehicles, hospital vehicles and active transport in addition to light rail.</p>
TT-11	Transport for NSW would explore opportunities during detailed design to provide through movements at the New Street / Fleet Street / Factory Street intersection. The goal would be to minimise impacts to local area access during the operation of the project and improvements would be incorporated, subject to impact assessment on final light rail or road network operations,	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
TT-12	Signal coordination along Factory Street would be considered during detailed design to reduce road vehicle delays during operation.	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.

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TT-13	<p>During detailed design, Transport for NSW would identify and implement additional pedestrian crossing locations at (or in the vicinity of):</p> <ul style="list-style-type: none"> · The eastern end of the Cumberland Hospital stop. · Northern end of the Fennell Street stop. · O'Connell Street north of Dunlop Street. 	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
TT-14	<p>Signal coordination and phasing would be considered during detailed design to allow for increased pedestrian crossing times:</p> <ul style="list-style-type: none"> · Along Church Street and Victoria Road, with consideration of staged pedestrian crossings · Along other Church Street intersections, Smith Street intersections, and other key intersections across the Parramatta CBD. <p>Where required, this would be supported by pedestrian storage capacity assessments to determine suitable crossing widths and configurations. Identified reasonable and feasible changes would be considered for the project design.</p>	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.

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TT-15	During detailed construction planning, Transport for NSW would determine, in consultation with Western Sydney University, a temporary alternative stop location and route for the university's free shuttle service.	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	A temporary alternative stop location and route will be determined in consultation with Western Sydney University through the TTLG and TCG.
TT-16	During detailed design, Transport for NSW would investigate the need for the signalisation of the Harris / Hassall Street intersection through additional traffic modelling.	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
TT-17	<p>In locations where access for local residents, businesses or other organisations to properties is permanently changed as a result of the operation of the project, a local access plan will be prepared. The local access plan will identify the traffic control or other measures to be implemented in the detailed design to provide alternative access. The local access plan will be communicated to the affected parties.</p> <p>Locations identified to date that require consideration include, but are not limited to:</p> <ul style="list-style-type: none"> · The southern side of Macquarie Street. · Hainsworth Street, Westmead. · Tramway Avenue, Parramatta. · Alfred Street, Parramatta. 	Compliant	<p>Traffic, Transport and Access Management Sub-Plan</p> <p>RVTM</p>	<p>PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4</p> <p>PLR1INF-NOVA-AA-SCH-400001</p>	<p>Commitment in TT-17 is covered in Section 1 and 6 of the Traffic, Transport and Access Management Sub-Plan.</p> <p>The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p> <p>This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.</p>

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	<ul style="list-style-type: none"> North of Grand Avenue, Camellia, where properties are impacted by works on the Sandown Line. <p>For impacted owners of properties along the southern side of Macquarie Street the local access plans could include (but are not limited to):</p> <ul style="list-style-type: none"> Provision of alternative access location (new or use of an existing alternative available access location), where possible. Provision of temporary offsite parking elsewhere in the Parramatta CBD, if the impacted property is expected to undergo redevelopment. Maintaining current access if it does not have unreasonable impacts on the operation of the project and the property owner (subject to review of traffic volumes and control arrangements). 				
TT-18	<p>Safe pedestrian and cyclist crossings will be maintained or be provided as necessary and practical. A dedicated risk assessment would be completed to identify management measures to ensure safe interaction of the project with the public. This will include:</p> <ul style="list-style-type: none"> The existing at-grade pedestrian crossing across Macquarie Street in the vicinity of Arthur Phillip High School. Any identified mitigation and management measures for an at-grade crossing would 	Compliant	Pedestrian and Cyclist Network Facilities Strategy		A Pedestrian and Cyclist Network Facilities Strategy will be prepared for the Infrastructure Works. The strategy will ensure that coherent, visible and safe pedestrian and cycle access is provided throughout the Project corridor. This strategy will be developed in consultation with the Council(s), TfNSW, RMS, Pedestrian Council of Australia and Bicycle NSW.

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	<p>be incorporated into the project design. Transport for NSW would consult with the Department of Education on the outcomes of the risk assessment and identified responses.</p> <ul style="list-style-type: none"> The detailed design of the right hand turn from Hassell Street into Harris Street would, where reasonable and feasible, incorporate a safe pedestrian and cyclist crossing of Harris Street to link Robin Thomas Reserve with Hassall Street, and would consider the potential for a future on-road bike path with dedicated bike lanes in Hassall Street (to be delivered by others). Any alternative pedestrian and cyclist provisions would be implemented prior to the removal of the existing pedestrian refuge. 		RVTM	PLR1INF-NOVA-AA-SCH-400001	This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
TT-19	Transport for NSW would continue liaise with the Department of Planning and Environment during detailed design to ensure integration of the project with future rezoning / master planning projects for the Camellia Town Centre project.	Not Triggered			DPIE will be consulted during detailed design to ensure integration of the Infrastructure Works with future rezoning / master planning projects for the Camellia Town Centre project.
TT-20	During detailed design, opportunities to facilitate improved east-west crossings of the project alignment for existing and future communities would be explored by Transport for NSW in consultation with City of Parramatta Council. Provision for additional crossings would be safeguarded if any such crossing does not unreasonably impact light rail operation, and would be	Compliant	<p>Traffic, Transport and Access Management Sub-Plan</p> <p>RVTM</p>	<p>PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4</p> <p>PLR1INF-NOVA-AA-SCH-400001</p>	<p>Commitment TT-20 is addressed in Section 1.7 of the Traffic, Transport and Access Management Sub-Plan.</p> <p>The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

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	delivered by others / incorporated into the project.				This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
TT-21	During detailed design, Transport for NSW would liaise with the Land and Housing Corporation concerning the future-proofing for an additional road crossing in the vicinity of the Telopea stop to link Adderton Road and Sturt Street to improve east-west connectivity for the Telopea Priority Precinct. Provision for an additional crossing would be subject to a feasible design and would seek to safeguard the proposed location of the road crossing for final delivery by others.	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
TT-22	The Carlingford services bus replacement strategy for the project would be finalised during detailed construction planning, including the identification of any supporting infrastructure at Camellia, Rydalmere, Telopea, Dundas and Carlingford stations.	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	Commitment in TT-22 is covered in Section 5 of the Traffic, Transport and Access Management Sub-Plan. The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
TT-23	[Left intentionally blank - there is no TT-23 in the SPIR]		NA		

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TT-24	Existing cycle routes would be maintained or diverted during construction.	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	Commitment in TT-17 is covered in Section 6 of the Traffic, Transport and Access Management Sub-Plan. The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
TT-25	<p>To maintain safe motorist, pedestrian and cyclist access where construction works would occur, mitigation and management measures would be detailed in the Construction Traffic Management Plan and implemented during construction. This would include:</p> <ul style="list-style-type: none"> · Use of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers · Appropriate controls where vehicles are required to cross footpaths to access construction areas, including manual supervision, physical barriers or temporary traffic signals. · Consideration of shared experience educational events that allow pedestrians, cyclists or motorists to sit in trucks and understand the visibility restrictions of truck drivers, and for truck drivers to understand the visibility from a bicycle. 	Compliant	<p>Traffic, Transport and Access Management Sub-Plan</p> <p>Site specific CTTMP</p>	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	<p>Commitment in TT-25 is covered in Section 1 and 6 of the Traffic, Transport and Access Management Sub-Plan.</p> <p>The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

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	<p>» Consideration of pedestrian access needs for elderly people, children and people with disability, where reasonably practicable.</p> <ul style="list-style-type: none"> Specific construction driver training to understand route constraints, expectations, safety issues and to limit the use of compression braking. Safety devices on construction vehicles that warn drivers of the presence of a vulnerable road user located in the vehicles' blind spots and warn the vulnerable road user that a vehicle is about to turn. <p>Site specific construction traffic management plans and site specific traffic control plans would be prepared and implemented, including mitigation and management responses associated with the temporary closures (including weekend closures) of:</p> <ul style="list-style-type: none"> Church Street and Pennant Hills Road. Church Street and Barney Street. Church Street and Board Street. Church Street and Victoria Road. Smith Street and Macquarie Street. Church Street and George Street. James Ruse Drive. Grand Avenue. 				

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	<ul style="list-style-type: none"> Kissing Point Road. <p>These site-specific traffic management plans would detail:</p> <ul style="list-style-type: none"> Site access and associated route and turning movements. Potential activities that could result in the disruption to traffic and transport networks, including pedestrian, cyclist and public transport networks and during special events. The timing to limit disruptions to the road and transport networks. The maintenance of access and safety of transport networks, parking and property. Details responses to the management of an event that directly involves or impacts on traffic and transport networks. 				
TT-26	<p>Heavy vehicle construction traffic would be prohibited from using:</p> <ul style="list-style-type: none"> Railway Parade, Westmead. Trott Street, North Parramatta. Noller Parade, Parramatta. 	Not triggered	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	<p>Commitment in TT-26 is covered in Section 6 of the Traffic, Transport and Access Management Sub-Plan.</p> <p>The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>
TT-27	<p>Modifications and capacity upgrade works on O'Connell Street and George Street would be completed prior to the closure of Church Street and Macquarie Street to general through traffic.</p>	Not triggered			<p>These works form part of the Enabling Works Package 1 and are currently underway.</p>

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					<p>George Street works were completed in December 2019 allowing Macquarie Street modification to occur.</p> <p>Package 4 works cannot close Church Street (in Parramatta North) to general through traffic until O'Connell Street works are complete.</p>
TT-28	Hours of when construction deliveries and spoil removal would be undertaken within the Parramatta CBD and Rosehill and Camellia precincts would be determined in consultation with the Sydney Coordination Office and Roads and Maritime Services.	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	<p>Commitment in TT-28 is covered in Section 6 and 7 of the Traffic, Transport and Access Management Sub-Plan.</p> <p>The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>
TT-29	<p>To maintain property access during construction, mitigation and management measures would be detailed in the Construction Traffic Management Plan and implemented during construction. This would include:</p> <ul style="list-style-type: none"> · Use traffic controllers and localised traffic management measures to maintain access through worksites, where practical. · Temporary access closures would occur in stages to minimise the duration of closures. · Provision of temporary alternative car parking for properties with on-site parking. 	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	<p>Commitment in TT-29 is covered in Section 6 and 7 of the Traffic, Transport and Access Management Sub-Plan.</p> <p>The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

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TT-30	Construction works that occur above or from Parramatta River at the Parramatta River Bridge (e.g. barges) would be scheduled during periods as agreed with Roads and Maritime, NSW Ports Authority and Harbour City Ferries.	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	Commitment in TT-30 is covered in Section 7 of the Traffic, Transport and Access Management Sub-Plan. The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
TT-31	A strategy for maintaining emergency vehicle access to the Westmead Health Precinct in case of a breakdown along Hawkesbury Road would be prepared in consultation with NSW Health and implemented. The project would be designed to enable emergency vehicles to use the project alignment in an emergency situation during periods of traffic congestion along Hawkesbury Road.	Compliant	Traffic, Transport and Access Management Sub-Plan	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4	Commitment in TT-31 is covered in Section 1 and 6 of the Traffic, Transport and Access Management Sub-Plan. The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
UT-1	Dial before you dig searches and non-destructive digging (including pot-holing and/or hand-digging) would be carried out to identify the presence of underground utilities prior to commencement of construction in accordance with guidelines provided by the relevant utility authority.	Compliant	Utility Service Management Plan	PLR1INF-CPBD-ALL-UM-PLN-000001	The requirements of this condition will be addressed in the Utility Service Management Plan. Assurance that the requirements of this commitment will be addressed is provided by the compliance tracking systems for the Project.
UT-2	Consultation with utility service providers would be carried out during detailed design to ensure that appropriate measures are taken regarding the potential integration of future utilities requirements along the project alignment, and to ensure that the	Compliant	Utility Service Management Plan	PLR1INF-CPBD-ALL-UM-PLN-000001	The requirements of this condition will be addressed in the Utility Service Management Plan. Assurance that the requirements of this commitment will be addressed is provided by the compliance tracking systems for the Project.

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	<p>project does not preclude the development or installation of these proposed utilities.</p> <p>A Basis of Design Manual would be developed for each utility owner which would:</p> <ul style="list-style-type: none"> · Outline relocation or protection rules for each utility · Identify design approval process(es) and indicative timeframes · Identify construction requirements, including provisions for standby support · Indicate future proofing spares requirements · Identify interfacing projects to consider during project construction. <p>Ongoing consultation would be carried out with high risk utility providers (including Caltex and Jemena) to identify appropriate construction methodologies which would apply to construction operations within the vicinity of the Hunter Pipeline and Jemena secondary gas mains.</p>				
UT-3	<p>A strategy for the management of utilities would be developed during detailed design. The strategy for the preferred hierarchy of utilities treatment would be as follows:</p> <ul style="list-style-type: none"> · Avoid/Do nothing – avoid impact on utilities where possible. 	Compliant	Utility Service Management Plan	PLR1INF-CPBD-ALL-UM-PLN-000001	The requirements of this condition will be addressed in the Utility Service Management Plan. Assurance that the requirements of this commitment will be addressed is provided by the compliance tracking systems for the Project.

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	<ul style="list-style-type: none"> Protect – protect utilities in their existing locations where feasible. Relocate – utilities to be relocated only where no other options are feasible or acceptable. 		RVTM	PLR1INF-NOVA-AA-SCH-400001	This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
UT-4	Risk assessments and hazard logs would be developed and specific management plans put in place if deemed necessary to mitigate the risk of personal safety incidents and asset integrity damage.	Compliant	Utility Service Management Plan	PLR1INF-CPBD-ALL-UM-PLN-000001	The requirements of this condition will be addressed in the Utility Service Management Plan. Assurance that the requirements of this commitment will be addressed is provided by the compliance tracking systems for the Project.
UT-5	The design of the project and construction activities would comply with the requirements of AS 2885 Pipelines – Gas and Liquid Petroleum, to ensure that existing utilities are protected.	Compliant	Utility Service Management Plan	PLR1INF-CPBD-ALL-UM-PLN-000001	The requirements of this condition will be addressed in the Utility Service Management Plan. Assurance that the requirements of this commitment will be addressed is provided by the compliance tracking systems for the Project.
UT-6	When working in the vicinity of utilities during construction, a review of the proposed works at these location(s) would be carried out by the Construction Contractor in consultation with the relevant service provider(s). The review would consider service provider and project requirements in terms of safety, network integrity and constructability. Safe working method statements and appropriate management plans must be implemented to minimise the risk of striking nearby utilities.	Compliant	Utility Service Management Plan	PLR1INF-CPBD-ALL-UM-PLN-000001	The requirements of this condition will be addressed in the Utility Service Management Plan. Assurance that the requirements of this commitment will be addressed is provided by the compliance tracking systems for the Project.

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UT-7	During construction, the upgrade of utilities along Eat Street would consider, as far as practical, staging so that only part of the street is affected at any one time.	Compliant	Utility Service Management Plan	PLR1INF-CPBD-ALL-UM-PLN-000001	The requirements of this condition will be addressed in the Utility Service Management Plan. Assurance that the requirements of this commitment will be addressed is provided by the compliance tracking systems for the Project.
VL-1	Design of hoardings would feature graphics, artwork or project information wherever possible at appropriate locations to be determined in consultation with Transport for NSW. Guidelines for hoardings graphics, including location-specific guidelines, would be submitted by the contractor for approval by Transport for NSW prior to the commencement of works.	Compliant	Construction Landscape and Temporary Works Management Sub-Plan	PLR1INF-CPBD-ALL-TW-PLN-000001 Rev 4	Commitment in VL-1 is covered in Section 6 of the Construction Landscape and Temporary Works Management Sub-Plan. The Landscape and Temporary Works Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
VL-2	An UDLP would be prepared for the project. The plan would include: <ul style="list-style-type: none"> Integration with the adjacent built environment. Design detail that responds to the amenity and character of the local area and heritage items located within or adjacent to the project area, including for the following sites / items: <ul style="list-style-type: none"> Cumberland District Hospital Precinct. North Parramatta Conservation Area. Stable (and potential archaeological site). 	Compliant	RVTM Urban Design Requirements Report Urban hardscape and softscape drawing packages	PLR1INF-NOVA-AA-SCH-400001	The Urban Design Requirements Report and Urban Hardscape and Softscape drawings will address commitment VL-2.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<ul style="list-style-type: none"> – Ancient Aboriginal and Early Colonial Landscape. – Sewage Pumping Station 67. – Rydalmere Hospital Precinct. – Dundas Railway Station Group. – Carlingford Stock Feeds. · Materials and finishes. · Location and design of proposed project elements including footpaths and active transport, street furniture, bicycle storage and lighting. · Proposed plantings. · Opportunities for locations to display public art. <p>The UDLP would be prepared in consultation with local council and other relevant stakeholders.</p>				
VL-4	Detailed design of new bridges would be carried out in accordance with Bridge Aesthetics: Design guidelines to improve the appearance of bridges in NSW (RMS, 2012).	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
VL-5	During detailed design, opportunities would be investigated to improve pedestrian connections and public domain treatments at interchanges between transport services.	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
VL-6	<p>During detailed design, opportunities would be investigated where feasible to retain vegetation in order to screen and visually integrate the project with the surrounding area, and where required, additional tree planting and landscaping would be provided to screen views in order to soften the visual impact of the project including:</p> <ul style="list-style-type: none"> · Along Hawkesbury Road. · Within the Cumberland Hospital (east and west). · Riparian areas in the vicinity of bridge crossings. · Along the O'Connell Street perimeter of the Parramatta Gaol. · St Patrick's Roman Catholic Cemetery. · Within Prince Alfred Square. · Within Robin Thomas Reserve. · Within Queen's Wharf Reserve. · Along the boundary of the stabling and maintenance facility site. · Along the site boundary with the Western Sydney University campus. · Along the Carlingford Line. 	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
VL-7	During detailed design, opportunities would be investigated for grass track treatments to mitigate visual impact on sections of the	Not Triggered			VL-7 is superseded by CoA E85.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	alignment, for example through key heritage areas such as: <ul style="list-style-type: none"> · Cumberland Hospital (east). · Robin Thomas Reserve. 				
VL-8	During detailed design, opportunities would be investigated for wire-free sections of the alignment through key locations such as: <ul style="list-style-type: none"> · Cumberland Hospital (east). · Parramatta CBD precinct. · Robin Thomas Reserve (Ancient Aboriginal and Early Colonial Landscape). 	Not Triggered			VL-8 is superseded by CoA E84.
VL-9	During detailed design, where feasible opportunities would be investigated to refine the project footprint in order to reduce impact on key heritage areas such as: <ul style="list-style-type: none"> · St Patrick's Roman Catholic Cemetery. · Prince Alfred Square. · Robin Thomas Reserve. 	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
VL-10	Detailed design of any overhead wire masts on Lennox Bridge would: <ul style="list-style-type: none"> · Minimise the number of vertical elements · Locate vertical elements considering symmetry and surrounding built form 	Not Triggered			Overhead wire masts are not required on Lennox Bridge. Therefore, VL-10 is not triggered.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<ul style="list-style-type: none"> Minimise visibility from the river foreshore parkland. During detailed design and construction planning, opportunities to reduce impacts on Lennox Bridge would be explored including: <ul style="list-style-type: none"> Minimising structural impacts in consultation with a structural engineer with heritage experience. Minimising impacts on the significant fabric of the bridge in consultation with a heritage architect. Considering a wire-free design in this area to reduce visual impacts. Design responses to ensure adverse impacts to the bridge structure due to operational vibration are avoided. The Heritage Division (as delegate of the NSW Heritage Council) would be consulted during detailed design. 				
VL-12	During detailed design, opportunities would be investigated for the layout of the Dundas stop so that it has greater visual prominence from approaching footpaths, and an improved relationship with the retained heritage station platform and building.	Compliant	RVTM	PLR1INF-NOVA-AA-SCH-400001	This is a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.
VL-13	A landscape and temporary works management plan would be developed as	Compliant	Construction Landscape and Temporary Works	PLR1INF-CPBD-ALL-TW-PLN-000001 Rev 4	Commitment in VL-13 is covered in Section 6 of the Construction Landscape and Temporary Works Management Sub-Plan.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>part of the CEMP. The plan would include the following:</p> <ul style="list-style-type: none"> Approaches to temporary construction works (hoardings etc.) that consider urban design and visual impacts, including: <ul style="list-style-type: none"> Artwork, graphics and images to enhance the visual appearance of temporary works in high visibility locations. Project information to raise awareness on benefits, explain the proposed works at each site and provide updates on construction progress. Community information, including contact numbers for enquiries/complaints. Signage and information to mitigate impacts on local businesses which may be obscured by the construction site. Apply the principles of crime prevention through environmental design (CPTED) to all works, including temporary works that have a public interface. Apply the principles of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting and relevant safety design requirements and detail mitigation and management measures to minimise lighting impacts on sensitive receivers for all permanent, temporary and mobile light sources. 		<p>Management Sub-Plan</p> <p>Community and Engagement Management Plan</p> <p>Heritage Management Sub-Plan</p>	<p>PLR-INF-CPBD-PJT-CM-PLN-000001</p> <p>PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7</p>	<p>The Landscape and Temporary Works Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p> <p>Community information requirements are detailed in the Community and Engagement Management Plan.</p> <p>Measures to minimise direct and visual impacts on heritage items from works within the curtilage of or in the vicinity of heritage items are detailed in the Heritage Management Sub-Plan.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<ul style="list-style-type: none"> Wherever feasible and reasonable, vegetation around the perimeter of the construction sites will be maintained. Measures to minimise direct and visual impacts on heritage items from works within the curtilage of or in the vicinity of heritage items. Regular inspections of construction hoardings and scaffolding to keep it clean and free of dust build up, with graffiti on construction hoardings and scaffolding to be removed or painted over promptly. 				
VL-14	Visual mitigation and management measures identified below would be implemented as soon as feasible and reasonable, and remain for the duration of the construction activities in that area.	Compliant	Construction Landscape and Temporary Works Management Sub-Plan	PLR1INF-CPBD-ALL-TW-PLN-000001 Rev 4	<p>Commitment in VL-14 is covered in Section 6 of the Construction Landscape and Temporary Works Management Sub-Plan.</p> <p>The Landscape and Temporary Works Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>
VL-15	<p>Hoardings including graphics, artwork or project information as identified during detailed design would be installed as early as feasible and reasonable in the construction process.</p> <p>Hoardings would be kept in good condition including the prompt removal of graffiti.</p>	Compliant	Construction Landscape and Temporary Works Management Sub-Plan	PLR1INF-CPBD-ALL-TW-PLN-000001 Rev 4	<p>Commitment in VL-15 is covered in Section 6 of the Construction Landscape and Temporary Works Management Sub-Plan.</p> <p>The Landscape and Temporary Works Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
VL-16	<p>Where feasible and reasonable, the elements within worksites and construction compounds would:</p> <ul style="list-style-type: none"> · Be located to minimise visual impact, for example materials and machinery would be stored behind fencing/hoarding. · Include temporary lighting that would be orientated to minimise glare and light spill impact on adjacent receivers. · Retain and protect existing vegetation around the perimeters where feasible and reasonable to act as a visual screen. 	Compliant	Construction Landscape and Temporary Works Management Sub-Plan	PLR1INF-CPBD-ALL-TW-PLN-000001 Rev 4	<p>Commitment in VL-16 is covered in Table 6-1 of the Construction Landscape and Temporary Works Management Sub-Plan.</p> <p>The Landscape and Temporary Works Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>
VL-17	<p>The footprint of construction compounds in open space areas would be minimised where feasible to reduce visual impacts. This includes the following areas:</p> <ul style="list-style-type: none"> · Westmead compound. · Parramatta North Compound. · Parramatta River Bridge (north). · Dundas. · Kissing Point Road. · Carlingford. 	Compliant	Construction Landscape and Temporary Works Management Sub-Plan	PLR1INF-CPBD-ALL-TW-PLN-000001 Rev 4	<p>Commitment in VL-17 is covered in Table 6-1 of the Construction Landscape and Temporary Works Management Sub-Plan.</p> <p>The Landscape and Temporary Works Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>
WM-1	<p>During detailed design and detailed construction planning, the following resource and material minimisation initiatives would be explored, and if determined to be reasonable and feasible, implemented:</p>	Compliant	Waste and Resource Management Sub-Plan	PLR1INF-CPBD-ALL-WM-PLN-000001 Rev 4	<p>Commitment in WM-1 is covered in Table 6-1 and Table 7-1 of the Waste and Resource Management Sub-Plan.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<ul style="list-style-type: none"> Use of recycled materials, such as the maximum permitted recycled content for asphalt and concrete (including use of fly ash and blast furnace slag). Use of modular, prefabricated and precast structural and finishing materials. Use of recycled materials and local low embodied energy materials for light rail stops. Use of wastewater or recycled water to reduce potable water demand during construction and operation. Design track components, structures and stops for disassembly to enable readily separation of parts for recovery and recycling. Water efficient fixtures and fittings at the stabling and maintenance facility, including the light rail vehicle (LRV) wash facility. Rainwater harvesting infrastructure at the stabling and maintenance facility to provide non-potable water for operational uses. 		RVTM	PLR1INF-NOVA-AA-SCH-400001	<p>The Waste and Resource Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p> <p>This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report.</p>
WM-2	A waste and resource management plan would be prepared for the project as part of the overall CEMP. This plan would set out details for managing waste generation and resource consumption. The plan would be informed by the Parramatta Light Rail Sustainability Plan and the requirements of	Compliant	Waste and Resource Management Sub-Plan Delivery	PLR1INF-CPBD-ALL-WM-PLN-000001 Rev 4	<p>Commitment in WM-2 is covered in Table 7-1, Section 2, 5, 6, 7 and 8 of the Waste and Resource Management Sub-Plan.</p> <p>The Waste and Resource Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>the Waste Avoidance and Resource Recovery Act 2001.</p> <p>The objectives and strategies of the waste and resource management plan would include the following:</p> <ul style="list-style-type: none"> · Construction waste would be managed through the waste hierarchy established under the Waste Avoidance and Resource Recovery Act 2001 management hierarchy. · Classification of waste during construction in accordance with the current guidelines <ul style="list-style-type: none"> – Segregation of waste into stockpiles of spoil, concrete, steel, timber, paper and cardboard and vegetation to make it easier to recycle components and prevent cross contamination. – Procurement of materials would be carried out on an 'as needed' basis to reduce over-ordering and wastage, and exploring opportunities to reuse materials, where applicable. · Targets for the recovery, recycling or reuse of construction waste, and beneficial reuse of spoil. A Construction Waste, Reuse, Recycling and Energy Plan would be prepared as part of the CEMP. It would ensure resource and materials use, waste disposal and energy use is minimised by tracking and reporting performance, and applying corrective action as required. 		Phase Sustainability Management Plan	PLR-INF-CPBD-PJT-EN-PLN-000003 Rev 3	The use of materials with lower embodied impact and consideration of whole of life costs during procurement is addressed in the Delivery Phase Sustainability Management Plan (Section 4.1, 4.2 and 5.1.4)

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<ul style="list-style-type: none"> Identification of carbon and energy strategies and initiatives to minimise carbon and energy use associated with construction (e.g. selection of equipment, inclusion of renewable energy sources to power temporary facilities and equipment, designing site offices for energy efficiency, and efficient operation of vehicles and equipment). Consideration of materials mitigation and management measures including use of recycled materials, recycling and reuse of materials on site, use of materials with lower embodied impact, and consideration of whole of life costs during procurement. Prior to disposal/removal or reuse off-site, all wastes would be classified in accordance with the waste classification guidelines (Waste Classification Guidelines (OEH , 2016) and Waste Avoidance and Resource Recovery Strategy 2014-2021 (EPA, 2014) to ensure the most appropriate disposal or reuse option. Monitoring and compliance requirements. 				
WM-3	<p>The project would achieve a diversion rate for construction waste from landfill of a minimum of 90 per cent of waste by volume, with a target of 95 per cent. The project would also reuse 100 per cent of paving and other reusable materials or facilitate reuse of such materials.</p> <p>Contaminated waste which cannot be</p>	Compliant	Waste and Resource Management Sub-Plan	PLR1INF-CPBD-ALL-WM-PLN-000001 Rev 4	<p>Commitment in WM-3 is covered in Section 2, 5, 6 and 8 of the Waste and Resource Management Sub-Plan.</p> <p>The Waste and Resource Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	diverted from landfill would be excluded from this calculation. Where targets cannot be achieved, the project must demonstrate all feasible measures have been taken to achieve as close to the targets as possible.				
WM-4	Construction waste would be segregated and stockpiled on site, with materials such as bricks and tiles, timber, plastic, metals and existing track materials (such as rail and ballast materials) being separated where practicable and sent to a waste facility with recycling capabilities.	Compliant	Waste and Resource Management Sub-Plan	PLR1INF-CPBD-ALL-WM-PLN-000001 Rev 4	Commitment in WM-4 is covered in Table 7-1 of the Waste and Resource Management Sub-Plan. The Waste and Resource Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
WM-5	The disturbance, movement and disposal of asbestos containing materials would be carried out in accordance with the Work Health and Safety Regulation 2011 and other relevant guidelines.	Compliant	Waste and Resource Management Sub-Plan	PLR1INF-CPBD-ALL-WM-PLN-000001 Rev 4	Commitment in WM-5 is covered in Section 5 and Table 7-1 of the Waste and Resource Management Sub-Plan. The Waste and Resource Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
WM-6	Where possible and fit for purpose, spoil would be beneficially reused within the	Compliant	Waste and Resource	PLR1INF-CPBD-ALL-WM-PLN-000001 Rev 4	Commitment in WM-6 is covered in Table 7-1 and Appendix A of the Waste and Resource Management Sub-Plan.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
	<p>project before off-site reuse or disposal options are pursued.</p> <p>A spoil management strategy would be developed prior to the commencement of construction and implemented during construction. The strategy would identify spoil disposal sites and describe the management of spoil on-site and during off-site transport.</p>		Management Sub-Plan		The Waste and Resource Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.

Table 2-4 EPO Deliverables

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
EPO-AB-1	The project would be sympathetic to heritage items and, where feasible and reasonable, avoid and minimise impacts on Aboriginal heritage items and archaeology.	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	Addressed in the Heritage Management Sub-Plan under section 7. The Heritage Management Sub-plan was approved by the Secretary on the 21-November-2019 indicating that the consultation had been completed.
EPO-AB-2	Appropriate Aboriginal heritage interpretation would be incorporated into the design of the project in consultation with registered Aboriginal stakeholders.	Compliant	Heritage Management Sub-Plan Heritage Interpretation Strategy	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7 PLR1INF-CPBD-ALL-HE-RPT-000001 Rev A	Addressed in the Heritage Management Sub-Plan under section 7. This is also addressed under the Heritage Interpretation Strategy. The Heritage Management Sub-plan was approved by the Secretary on the 21-November-2019 indicating that the consultation had been completed.
EPO-BI-1	The project would minimise impacts on biodiversity through the implementation of relevant mitigation measures and the implementation of the Biodiversity Offset Strategy (BOS) for the project.	Compliant	Flora and Fauna Management Sub-Plan SEMP	PLR1INF-CPBD-ALL-PE-PLN-000004 Rev 5 PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	Addressed in the Flora and Fauna Management Sub-Plan under section 7 and 8. EPO-BI-1 is also addressed under section 8 of the SEMP. The Flora and Fauna Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information. The Site Establishment Management Plan was approved by the Secretary on the 21-November-2019.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
EPO-HE-1	The design of the project would reflect the input of an independent heritage architect and, for Lennox Bridge, a heritage engineer, at key locations and relevant stakeholders.	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Addressed in the Heritage Management Sub-Plan. The project design will include consultation with an independent heritage architect and/or engineer where appropriate.</p> <p>The Heritage Management Sub-plan was approved by the Secretary on the 21-November-2019 indicating that the consultation had been completed.</p>
EPO-HE-2	The project would be sympathetic to heritage items and, where feasible and reasonable, avoid and minimise impacts to non-Aboriginal heritage items and archaeology.	Compliant	Heritage Management Sub-Plan	PLR1INF-CPBD-ALL-HE-PLN-000001 Rev 7	<p>Addressed in Table 6-3 of the Heritage Management Sub-Plan. This is also addressed in the SEMP under section 8.</p> <p>The Heritage Management Sub-plan was approved by the Secretary on the 21-November-2019 indicating that the consultation had been completed.</p>
EPO-HY-1	No aspect of the project would materially adversely affect existing flood behaviour in the vicinity of the project.	Compliant	Flood Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000006 Rev 4	<p>Addressed in the Flood Management Sub-Plan under section 2.4.</p> <p>The Flood Management Sub-plan revision 4 (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>
EPO-HY-2	The project would not seek to improve flood immunity levels outside the project boundary, unless required to achieve project flood immunity levels or mitigate materially adverse impacts.	Compliant	<p>Flood Management Sub-Plan</p> <p>Flood Management Design Report</p>	PLR1INF-CPBD-ALL-PE-PLN-000006 Rev 4	<p>Addressed in the Flood Management Sub-Plan under section 2.4. It is also addressed in the Flood Management Design Report.</p> <p>The Flood Management Sub-plan revision 4 (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
EPO-HY-3	Where reasonably practicable, existing drainage directly impacted by the project would be replaced in a manner compliant with current laws and applicable standards.	Compliant	SEMP	PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	This is addressed in the SEMP under section 8. This will be communicated through Toolbox talks and daily pre-starts. The Site Establishment Management Plan was approved by the Secretary on the 21-November-2019.
EPO-HY-4	<p>An adverse affect to flood behaviour for the purposes of the project is defined as:</p> <ul style="list-style-type: none"> • A negative change to a flood hazard category • An increase in flood level that results in habitable flood levels or basements being inundated • Increase in potential risk to life and personal safety • A negative effect on the structural soundness of a habitable building • A negative effect on existing flood evacuation access routes • An increase in velocity that results in a significant increase in the potential for soil erosion and scouring • Damage to, or temporary loss of, service of existing critical infrastructure 	Compliant	Flood Management Design Report		<p>Addressed by the Flood Management Design Report required by E113.</p> <p>The Flood Management Sub-plan revision 4 (ER endorsed), was submitted to DPIE on 16-August-2019 for information.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
EPO-LU-1	The project would minimise property acquisition, where feasible and reasonable.	Compliant	CEMP	PLR1INF-CPBD-ALL-PE-PLN-000001 Rev 7	<p>Addressed under the CEMP under section 3.9.5. Opportunities to minimise property acquisition are explored as part of detailed design.</p> <p>The CEMP (Rev 12) was approved by the Secretary on the 21-November-2019 indicating that the consultation had been completed.</p>
EPO-LU-2	Access to private property would be maintained.	Compliant	Access Plans		Access to private property is covered under CoA E9 Access Plans.
EPO-NV-1	Noise levels would be minimised with the aim of achieving the noise management levels where feasible and reasonable.	Compliant	NVMP SEMP	PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6 PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	<p>Addressed in the Noise and Vibration Management Sub-Plan under section 4 and SEMP under section 8.</p> <p>The Noise and Vibration Management Sub-plan and Site Establishment Management Plan were approved by the Secretary on the 21-November-2019.</p>
EPO-NV-2	The project would avoid any damage to buildings or heritage items from vibrations.	Compliant	NVMP SEMP	PLR1INF-CPBD-ALL-NV-PLN-000001 Rev 6 PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	<p>Addressed in the Noise and Vibration Management Sub-Plan under sections 4.4, 5.2, 10.1, 10.2, 11.3.1 and 11.5.3 and SEMP under section 8.</p> <p>The Noise and Vibration Management Sub-plan and Site Establishment Management Plan were approved by the Secretary on the 21-November-2019.</p>

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
EPO-SG-1	Erosion and sediment controls during construction would be implemented in accordance with Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom, 2004) and Managing Urban Stormwater: Soils and Construction Volume 2 (Department of Environment and Climate Change, 2008a).	Compliant	SEMP Soil and Water Management Sub-Plan	PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9 PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	Addressed in the SEMP under section 8 and Soil and Water Management Sub-Plan under section 6 and Appendix A (Erosion and Sediment Control Procedure). The Site Establishment Management Plan were approved by the Secretary on the 21-November-2019.
EPO-SG-2	There would be no impacts on aquatic environments associated with the disturbance of ASS during construction.	Compliant	Construction Contaminated Land Management Sub-Plan Soil and Water Management Sub-Plan	PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5 PLR1INF-CPBD-ALL-WA-PLN-000001 Rev 6	Addressed in the Construction Contaminated Land Management Sub-Plan under section 5.1.2 and section 8 of the SEMP. The Construction Contaminated Land Management Sub-plan revision 5 (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
EPO-SG-3	Any contamination on project sites would be remediated to suit future land use.	Compliant	Construction Contaminated Land Management Sub-Plan	PLR1INF-CPBD-ALL-LD-PLN-000001 Rev 5	Addressed in the Construction Contaminated Land Management Sub-Plan under section 5.2. The Construction Contaminated Land Management Sub-plan revision 5 (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
EPO-SU-1	The project would be carried out in accordance with the Parramatta Light Rail Sustainability Strategy.	Compliant	SEMP	PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	Addressed in the SEMP under sections 2.2, 4.1, 9.3.2, 9.3.1 and table 4-1. The Site Establishment Management Plan was approved by the Secretary on the 21-November-2019.

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
EPO-SU-2	The project would comply with the relevant requirements of the NSW Government Resource Efficiency Policy.	Compliant	SEMP	PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	Addressed in the SEMP under sections 2.2, 4.1, 9.3.1 and table 8-1. The Site Establishment Management Plan (Rev 9) was approved by the Secretary on the 21-November-2019
EPO-TT-1	The project would implement measures to minimise impacts on the road network, including staging.	Compliant	TTAMP SEMP	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4 PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	Addressed in the TTAMP under section 6. The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information.
EPO-TT-2	Pedestrian and cyclist safety would be maintained.	Compliant	TTAMP Pedestrian and Cyclist Network and Facilities Strategy SEMP	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4 PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	Addressed in the TTAMP and SEMP under section 8. The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information. A Pedestrian and Cyclist Network and Facilities Strategy is also addressed under CoA E14.
EPO-TT-3	Effective coordination would be carried out to minimise cumulative network impacts.	Compliant	TTAMP SEMP	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4 PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	Addressed in the TTAMP under section 7.2 and the SEMP under section 8. This will be communicated through Toolbox talks and daily pre-starts. The Traffic, Transport and Access Management Sub-plan (ER endorsed), was

Unique ID	Compliance Requirement	Status	Contained within Document	Document Number	How Addressed
					submitted to DPIE on 16-August-2019 for information. The Site Establishment Management Plan was approved by the Secretary on the 21-November-2019.
EPO-TT-4	Access to property would be maintained.	Compliant	TTAMP SEMP	PLR1INF-CPBD-ALL-TF-PLN-000001 Rev 4 PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	Addressed in the TTAMP under section 6.9.1 and the SEMP under section 8. This will be communicated through Toolbox talks and daily pre-starts. The Traffic, Transport and Access Management Sub-plan (ER endorsed), was submitted to DPIE on 16-August-2019 for information. The Site Establishment Management Plan was approved by the Secretary on the 21-November-2019.
EPO-UT-1	There would be no unplanned or unexpected disturbance of utilities	Compliant	Utility Service Management Plan SEMP	PLR1INF-CPBD-ALL-UM-PLN-000001 PLR1INF-CPBD-ALL-PE-PLN-000003 Rev 9	Addressed within the Utility Service Management Plan and SEMP. This will also be communicated through Toolbox talks and daily pre-starts The Site Establishment Management Plan was approved by the Secretary on the 21-November-2019.



19 December 2019

Transport for NSW

Attention to: [Redacted]
Senior Manager Environment
Parramatta Light Rail
130 George St, Parramatta, NSW 2150

**Review of Pre-Construction Compliance Report,
Package 4 – Infrastructure Works
Parramatta Light Rail – Stage 1 (SSI-8285)
(PLR1INF-CPBD-ALL-PE-RPT-000012)**

Pursuant to SSI8285 Condition of Approval A23 (d) i), as the approved Environmental Representative, I confirm that I have reviewed the update Pre-Construction Compliance Report, Package 4 – Infrastructure Works. Parramatta Light Rail – Stage 1 (SSI-8285) (PLR-CPBD-ALL-PE-RPT-000012), Rev 5 dated December 2019, prepared by CPB Downer Joint Venture, for consistency with the requirements of the Conditions of Approval.

In my opinion the aforementioned updated document remains consistent with the requirements included in or required under the terms of the Conditions of Approval for the Parramatta Light Rail (Stage 1) development.

Yours sincerely,

[Redacted signature line]

[Redacted]
Environmental Representative
[Redacted]
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