



QUARTERLY ENVIRONMENT REPORT, 2021, Q3

PARRAMATTA LIGHT RAIL INFRASTRUCTURE WORKS

July to September 2021

Parramatta
Connect



BLANK PAGE



Contents

1. Introduction	1
1.1. Background	1
1.1.1. Statutory Context	2
1.2. Scope	2
2. Site Activities	4
3. Reporting requirements	6
3.1. Compliance Tracking	6
3.2. Tree Management	6
3.2.1. Tree Protection Plans	6
3.2.2. Tree Register	6
3.2.3. Tree Removals, Relocations and Plantings	7
3.2.4. Arborist Site Inspections	7
3.3. Compliance Reporting Against the CEMP	7
Appendices	9
A-1 Compliance Reporting	10
A-1-1 Minister’s Conditions of Approval (CoA)	10
A-1-2 Revised Environmental Mitigation and Management Measures (REMMMs)	112
A-1-3 Environmental Performance Outcomes (EPOs)	185



Project number	N81080
Document number	PLR1INF-CPBD-ALL-EN-RPT-000026
Revision date	28/09/2021
Revision	Rev 0

Rev.	Date	Prepared By	Reviewed By	Approved By	Remarks
0	28/09/2021	A. Nair	H. Chemney	H. Chemney	Nil



1. Introduction

1.1. Background

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

Stage 1 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.

Key features of Stage 1 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.



1.1.1. Statutory Context

A Construction Environmental Management Plan (CEMP) was prepared for the Parramatta Light Rail Package 4 – Infrastructure Works (Infrastructure Works). The purpose of the CEMP and associated Sub-plans is to address the requirements of the Minister’s Conditions of Approval (CoA) SSI-8285, the Revised Environmental Mitigation and Management Measures (REMMMs) and Environmental Performance Outcomes (EPO’s) listed in Parramatta Light Rail Stage 1 Westmead to Carlingford via Parramatta CBD and Camellia Environmental Impact Statement (the EIS), as amended by the Parramatta Light Rail (Stage 1) Westmead to Carlingford via Parramatta CBD and Camellia Submissions Report (incorporating Preferred Infrastructure Report) (February 2018) (the SPIR). In addition, the CEMP addresses all applicable legislation and contractual requirements, including the PLR Stage 1 Infrastructure Contract Project Deed (ISD-17-6721).

The Parramatta Light Rail was 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

1.2. Scope

This scope of this report is to address the requirements of Infrastructure Contract Exhibit A - Management Requirements Annexure 13 - Reporting Requirements, clause 2.3 Quarterly Environment Reports which must include as a minimum:

- (i) any reporting requirements identified in the Deed, SPR Annexure 6 Environmental Management Requirements and the Planning Approval;
- (ii) details of the Tree Protection Plans in place during the reporting period, including summaries of monthly monitoring of tree protection measures;
- (iii) an updated Tree Register and progress of tree removals, relocations and pruning activities; and
- (iv) update on the progress of the tree plantings as required under the landscape designs; and
- (v) compliance reporting against the CEMP.

The reporting requirements for nominated aspects are included in the relevant environmental management sub plans and summarised in **Table 1-1**.

Table 1-1 Management Plan Requirements

Plan	Requirements
	2.3 Quarterly Environment Report
Annexure 13 – reporting requirements	(a) the Contractor must provide quarterly environment reports, which must include as a minimum: <ul style="list-style-type: none"> (i) any reporting requirements identified in the Deed, SPR Annexure 6 Environmental Management Requirements and the Planning Approval;



	<p>(ii) details of the Tree Protection Plans in place during the reporting period, including summaries of monthly monitoring tree protection measures;</p> <p>(iii) an updated Tree Register and progress of tree removals, relocations and pruning activities; and</p> <p>(iv) update on the progress of the tree plantings as required under the landscape designs; and</p> <p>(v) compliance reporting against the CEMP</p>
CEMP	<p>Details of the Tree Protection Plans in place during the reporting period, including summaries of monthly monitoring of tree protection measures;</p> <p>An updated Tree Register and progress of tree removals, relocations and pruning activities;</p> <p>Update on the progress of the tree plantings as required under the landscape designs; and</p> <p>Compliance reporting against the CEMP</p>
SEMP	<p>Compliance reporting against the Planning Approval and CEMP including the requirements identified in this plan (Table 3-2, Table 3-3 and Table 3-4)</p>
NVMP	<p>Compliance reporting against the Planning Approval and CEMP including the requirements identified in this plan (Table 3-2 and Table 3-3)</p>
FFMP	<p>Details of the Tree Protection Plans in place during the reporting period, including summaries of monthly monitoring of tree protection measures;</p> <p>Updated Tree Register and progress of tree removals, relocations and pruning activities; and</p> <p>Update on the progress of the tree plantings as required under the landscape designs</p>
SWMP	<p>Compliance reporting against the Planning Approval and CEMP including the requirements identified in this plan (Table 3-2 and Table 3-3)</p>
LTWMP	<p>Compliance reporting against the Planning Approval and CEMP including the requirements identified in this plan (Table 3-2 and Table 3-3)</p>
AQMP	<p>Compliance reporting against the Planning Approval and CEMP including the requirements identified in this Plan (Table 3-2 and Table 3-3)</p>
FMP	<p>Compliance reporting against the Planning Approval and CEMP including the requirements identified in this plan (Table 3-2 and Table 3-3)</p>



2. Site Activities

Table 2-1 provides a summary of the site activities that occurred during the reporting period.

Table 2-1 Site Activities

Precinct	Site Activities
Westmead and North Parramatta	Westmead
	– Ongoing drainage and Combined Service Route (CSR) and Track Works
	– Ongoing Property Adjustment Works
	– Urban design landscaping works commenced
	Cumberland
	– Ongoing property adjustment, drainage, CSR, track works
	– Urban design landscaping works commenced
	North Parramatta
	– Ongoing property adjustment, drainage, CSR, track works
	– Urban design landscaping works commenced
	– Ongoing Property Adjustment Works
	Parramatta CBD
– Ongoing paving footpath, utility and services installations on Church Street and Macquarie Street	
– Ongoing general utility works including Multi-Function Poles (MFP) and Low Voltage (LV)	
– Tree/landscaping maintenance on Eat Street	
– Ongoing electrical and lighting works	
– Ongoing Multifunction Pole works	
– Ongoing civil works (tree pits, CSR, footpaths) along Church Street and Macquarie Street	
– Drainage works along Church Street, Smith Street, Harris Street and Macquarie Street	
– Lennox Bridge North drainage	
– Track works along Church Street and Macquarie Street	
– Landscaping and paving on Church Street	
– Intersection works: <ul style="list-style-type: none"> ▪ Church/George Street Intersection ▪ Church/Phillip Street Intersection ▪ Macquarie/Smith Street Intersection 	
Area 2 East (Smith Street to Arthur Street)	
– Utility and services installations on Macquarie Street, Charles Street, Harris Street, George Street, Purchase Street, Alfred Street, Tramway Avenue	
– Ongoing installation of Multifunction Poles	
– Drainage works on Macquarie Street, Charles Street, Harris Street, George Street, Purchase Street, Alfred Street	
– Tree pits, track installation and kerbing on Harris Street / Robin Thomas Reserve	
– Ongoing civil works (pavement, CSR, road works) along Macquarie Street, Harris Street / Robin Thomas Reserve, George Street, Tramway Avenue	
– Track works along Macquarie Street, George Street and Tramway Avenue	



Precinct	Site Activities
	<ul style="list-style-type: none">- George Street Underbore – road, footpath and reinstatement of work area- Intersection works:<ul style="list-style-type: none">▪ Macquarie/Harris Street▪ George/Purchase Street▪ George/Alfred Street
Camellia to Carlingford	<p>Camellia</p> <ul style="list-style-type: none">- James Ruse Drive (JRD) bridge girder installation at Tramway Ave.- JRD Bridge deck and fit out works.- Active Transport Link (ATL) and track slab / ballast track works from Camellia Junction to Parramatta River.- Track, road intersection and landscaping works at Grand Avenue and 13a Grand Ave.- CSR and Drainage works at Grand Avenue Overpass (South of Camellia Junction), Camellia, Rydalmere & Dundas Stops- Final track slab works <p>Carlingford Line</p> <ul style="list-style-type: none">- James Hardie, Camellia Bridge, Vineyard Creek, Kissing Point Road & Leamington Road bridge fit out and track works.- CSR works from Camellia to Dundas.- Stormwater drainage works from Camellia to Carlingford including Reserve Street, Rydalmere and Adderton Road Telopea- Ballast track from Rydalmere to Carlingford- Ballast Tamping and Rail grinding ongoing (Camellia to Carlingford)- Track slab works at Telopea- Telopea and Carlingford Stop and Platform Works- ATL works from Camellia to Carlingford- Overhead wire and lighting works from Camellia to Carlingford.- Landscaping works from Camellia to Carlingford- Road and footpath connections from Camellia to Carlingford



3. Reporting requirements

3.1. Compliance Tracking

In accordance with the Deed, SPR Annexure 6 Environmental Management Requirements clause 8.2, TfNSW has developed a compliance monitoring system (INX) to track the conditions of all licences, permits and approvals of its projects.

Parramatta Connect completed a quarterly review of the SSI 8285 Planning Approval Conditions of Approval and the Revised Environmental Mitigation and Management Measures, subject to the allocations detailed in the Condition A13 Staging Report. The review for the April to June 2021 reporting period is presented in Appendix A-1.

3.2. Tree Management

3.2.1. Tree Protection Plans

As detailed in **Table 3-1**, there were no Tree Protection Plans prepared during the reporting period.

Table 3-1 Summary of Tree Protection Plans

Tree Protection Plan Name	Revision Date	Date IA Approval Received	Works Commenced
-	-	-	-

3.2.2. Tree Register

During the July to September 2021 reporting period, there was one revision of the tree register in response to the progressive assessment of trees (**Table 3-2**).

Table 3-2 Tree Register Updates

Revision	Date Completed	Change
48	30/08/2021	<p>TN 1090 and 1091, Removal subject to root investigation by water knife and vacuum truck 30/08/2021 as supervised and monitored by the Project Arborist (PA) and Independent Arborist (IA).</p> <p>Request to Update the Tree Register - E105 evidence - CA-028 Consistency Assessment Approval. Correspondence Ref. No.: PLR-PLR1INF-TFNSW-CPBD-CORR-004333, Date: 28 June 2021, 15:22.</p> <p><i>"We note that the CA-028 identified that trees 1090 and 1091 require further investigation and confirmation of outcome:</i></p> <ul style="list-style-type: none"> <i>· Undertake root investigation to the depth of the proposed foundation.</i> <i>· Project Arborist and Independent Arborist to consider root lowering, protection or pruning to retain tree(s).</i> <i>· The Independent Arborist will determine whether to remove or retain TN 1090 and TN 1091 based on root mapping and site investigations."</i>



3.2.3. Tree Removals, Relocations and Plantings

There were two trees removed and no trees relocated in Quarter 3 2021. No trees were planted during the reporting period in accordance with the Register of Planted Trees.

Table 3-3 Tree Register Updates

Description	Previous to Date	This Period	Total to Date
Number of trees removed	1003	2	1005
Number of trees relocated	1	0	1
Number of trees planted	272	0	272

3.2.4. Arborist Site Inspections

As detailed in **Table 3-4**, the PCPLR Arborist conducted regular site inspections during the reporting period to assess compliance against Tree Protection Plans and the Tree Register.

Table 3-4 Arborist Site Inspections

Date	Description	Task
18 Aug 2021	Assessment of TN 11073 - 11075	Determine viability for relocation
30 Aug 2021	Tree root mapping at Caroline St, Westmead for Retaining Wall works	Assess impacts on tree roots
06 Sept 2021	Tree assessment for Eastern CCT Cumberland for Stormwater Works	Assess impacts on tree roots
07 Sept 2021	Site visit for preparation of Tree Protection Plan	Purchase Street
13 & 15 Sept 2021	Post Construction Tree Assessment (Area 3 wide)	Assess retained existing trees to inform Post Construction Tree Report
20 Sept 2021	Tree root mapping at Hainsworth St, Westmead for Stormwater Works	Assess impacts on tree roots
20 Sept 2021	Tree root mapping at Palmer St, Parramatta for Stormwater Works	Assess impacts on tree roots
23 Sept 2021	Review tree impact assessment with design at Church St, North Parramatta adjacent to St Patrick Cemetery	Assess impacts on tree roots
23 Sept 2021	Remediation Plan for Harris St Stop	Assessment of trees and preparation of remediation plan

3.3. Compliance Reporting Against the CEMP

Environmental compliance to date and during the reporting period is summarised in **Table 3-5**.

Table 3-5 Compliance Status

Description	Previous to Date	This Period	Total Date
Environmental Improvement Notices Raised	0	0	0



Description	Previous to Date	This Period	Total Date
Environmental Improvement Notices Closed	0	0	0
Environmental Incidents	42	6	48
Environmental Non-compliances	19	0	19
Notices from Regulatory Authorities	7	0	7



Appendices

A-1 Compliance Reporting



A-1-1 Minister's Conditions of Approval (CoA)

ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
A1	The CSSI must be carried out in accordance with the terms of this approval and generally in accordance with the description of the CSSI in the Parramatta Light Rail (Stage 1) Westmead to Carlingford via Parramatta CBD and Camellia Environmental Impact Statement (dated August 2017) (the EIS) as amended by: (a) the Parramatta Light Rail (Stage 1) Westmead to Carlingford via Parramatta CBD and Camellia Submissions Report (incorporating Preferred Infrastructure Report) (February 2018) (the SPIR); (b) SSI 8285 Administrative modification (November 2018) (MOD 1); and (c) SSI 8285 Correction to Administrative modification (January 2019) (MOD 2)	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The CSSI has been carried out in accordance with Planning Approval, Environmental Impact Statement, Submissions Report and Administrative Modifications. In accordance with the approved CEMP, consistency assessments were prepared during the reporting period to assess nominated changes in the Approved Project scope or boundary. Subject to approval by the relevant TfNSW delegated authority. The project was delivered in accordance with these approvals.
A2	The CSSI must be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the EIS as amended by the Submissions Report (incorporating Preferred Infrastructure Report) unless otherwise specified in, or required under, this approval.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Compliance with the procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the EIS as amended by the Submissions Report requirements will be tracked through the Compliance Tracking Program (CoA A30) and Environmental Audit Program (CoA A40). The Pre-construction Compliance Report (CoA A34) was endorsed by the ER and issued to DPIE for information no later than 1 month prior to the commencement of construction. This endorsement demonstrates compliance of Package 4 Works during the reporting period.
A3	In the event of an inconsistency between the EIS and the Submissions Report (incorporating Preferred Infrastructure Report) or any other document required under this approval, and a term of this approval, the term of this approval prevails to the extent of the inconsistency.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Information only. Nil inconsistencies have been noted.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p><i>Note: For the purpose of this condition, there will be an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document.</i></p>			
A4	<p>The Proponent must comply with all written requirements or directions of the Secretary, including in relation to:</p> <ul style="list-style-type: none"> (a) the environmental performance of the CSSI; (b) any document or correspondence in relation to the CSSI; (c) any notification given to the Secretary under the terms of this approval; (d) any audit of the construction or operation of the CSSI; (e) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval); and (f) the carrying out of any additional monitoring or mitigation measures. 	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Written requirements of the Secretary were received during the reporting period in relation to the variation of E37. The variations were approved on 31-Mar-21 and 22-Jun-21 enable continuous track installation works at the intersections of Phillip Street/Church Street and George Street/Church Street, respectively. Compliance with the written requirements was demonstrated by the close out report submitted to the Secretary following the Phillip Street/Church Street works. It is noted that there were no residential complaints received in response to the George Street/Church Street works.</p>
A5	<p>Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Secretary with the document or monitoring program for review. The evidence must include:</p> <ul style="list-style-type: none"> (a) documentation of the engagement with the party(ies) identified in the relevant condition of approval before submitting the document for approval; (b) log of the points of engagement or attempted engagement with the identified party(ies) and a summary of the issues raised by the identified party(ies); (c) documentation of any follow-up with the identified party(ies), where feedback has not been provided, to confirm that 	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Planning Condition A5 Consultation Documentation has been prepared during the reporting period to demonstrate compliance with CoA E65 and CoA E89 (heritage impacts).</p>



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>the identified party(ies) has none or has failed to provide feedback after repeated requests;</p> <p>(d) outline of the issues raised by the identified party(ies) and how they have been addressed, including evidence that the party(ies) is satisfied the issues have been addressed and</p> <p>(e) where there are outstanding issues raised by the identified party(ies) that have not been adopted, the reasons why they have not been/could not be adopted must be provided, including evidence of consultation with the relevant party(ies).</p>				
A6	<p>This approval lapses five (5) years after the date on which it is granted, unless works for the purpose of the CSSI are physically commenced on or before that date.</p>	<p>The Principal will comply with condition A6.</p>	<p>Triggered</p>	<p>ER Closed</p>	<p>Information Only</p>
A7	<p>References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this approval, unless otherwise agreed with the Secretary.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Unassigned</p>	<p>Information Only</p>
A8	<p>In the event that there are differing interpretations of the terms of this approval, including in relation to a condition of this approval, the Secretary's interpretation is final.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Not Triggered</p>	<p>The requirements of this condition were not triggered by the Infrastructure Works during the reporting period.</p>
A9	<p>Where a condition of this approval requires the Proponent to submit a document or notification to the Secretary or obtain an approval from the Secretary within a specified time period, the Proponent may make a written request to the Secretary seeking an alternative timeframe. Any request must be made at least one (1) month before the submission timeframe stipulated in the</p>	<p>The Principal will comply with condition A9, except that the Contractor must provide all documents, information, assistance and co-operation reasonably</p>	<p>Triggered</p>	<p>Not Triggered</p>	<p>The requirements of this condition were not triggered by the Infrastructure Works during the reporting period.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	condition of approval relating to the variation request. This condition does not apply to the immediate notification required in respect of an incident under Condition A44.	requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.		
A10	<p>Where the terms of approval provide the Secretary the discretion to alter the requirements of the approval, the Proponent must provide supporting evidence so that the Secretary can consider the need, environmental impacts and consistency of any request.</p> <p><i>Note: Inaction and/or expedience will not be supported as justifications for need unless it can be demonstrated that there is beneficial environmental impact for the project and the affected environment.</i></p>	The Principal will comply with condition A10, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Triggered	Not Triggered The requirements of this condition were not triggered by the Infrastructure Works during the reporting period.
A11	Without limitation, all strategies, plans, programs, reviews, audits, report recommendations, protocols and the like required by the terms of this approval must be implemented by the Proponent in accordance with all requirements issued by the Secretary from time to time in respect of them.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant Information only. Refer to CoA A2 for means to comply with all strategies, plans, programs, reviews, audits, report recommendations, protocols and the like required by the terms of this approval. There have been no further requirements issued by the Secretary in relation to these documents to date.
A12	The Proponent may undertake the flexibility provisions outlined in Appendix A. Flexibility provisions in Table 5.1 of the EIS do not apply.	The Principal will comply with condition A12, except that the Contractor must provide all documents, information, assistance and co-	Triggered	Conformant During the reporting period, nominated works were assessed in accordance with the flexibility provisions. For each scope, an Environmental Review was prepared, endorsed by the ER (where required) and submitted to TfNSW for approval.



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
		<p>operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition. Unless otherwise directed by the Principal in writing, the Contractor must apply to the Principal for approval to undertake the flexibility provisions at least 10 business days prior to the proposed application of the flexibility provisions. The Principal may approve or refuse a request made by the Contractor under this condition.</p>			
A13	<p>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</p>	<p>The Principal will prepare the PLR Stage 1 Staging Report to be submitted to the Secretary. The Contractor must provide a Staging Report(s) that relate to the Contractor's Activities in accordance with condition A13, which will be</p>	Triggered	ER Closed	Refer to the TfNSW obligations matrix.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	of the first of the proposed stages of operation).	appended to the Principals PLR Stage 1 Staging Report.			
A14	<p>The Staging Report must:</p> <p>(a) if staged construction is proposed, set out how the construction of the whole of the CSSI will be staged, including details of construction (as defined in this instrument) to be carried out in each stage and the general timing of when construction of each stage will commence and finish;</p> <p>(b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant);</p> <p>(c) specify how compliance with conditions will be achieved across and between each of the stage of the CSSI; and</p> <p>(d) set out mechanisms for managing any cumulative impacts arising from the proposed staging.</p> <p>Note: nothing in this condition invalidates the timing requirements or triggers specified in other conditions of this approval.</p>	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	<p>(a) Outlined in the Project Wide Staging Report (PLR-TFNSW-CBD-PE-RPT-000001). The Project Wide Staging Report (PLR-TFNSW-CBD-PE-RPT-000001) was updated prior to the commencement of Package 4 works and approved by the Secretary on 5 September 2019. (b) Not applicable to Package 4. Operation staging will be addressed in more detail as part of Stage 3's (Package 5) specific Staging Report. (c) Compliance of Package 4 will be addressed in the an appendix to the Project Wide Staging Report for Package 4 Works. This has been drafted and submitted to the Secretary no later than one month prior to the commencement of Construction (as defined in the Planning Approval Table 1. Definitions) of Package 4 Works. (d) Section 3.2.4 of the Project Wide Staging Report addressed managing cumulative impacts.</p>
A15	The CSSI must be staged in accordance with the Staging Report, as approved by the Secretary.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The Project Wide Staging Report (PLR-TFNSW-CBD-PE-RPT-000001) updated prior to the commencement of Stage 4 works and approved by the Secretary on 5 September 2019. Works have occurred in accordance with the approved Project Wide Staging Report (PLR-TFNSW-CBD-PE-RPT-000001).
A16	Where staging is proposed, the terms of this approval that apply or are relevant to construction to be carried out in a specific stage must be complied with at	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The Project Wide Staging Report (PLR-TFNSW-CBD-PE-RPT-000001) was updated prior to the commencement of Stage 4 works and approved by the Secretary on 5 September 2019. During the reporting period, works have occurred in accordance with the



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	the relevant time identified in the Staging Report for that stage.			approved Project Wide Staging Report (PLR-TFNSW-CBD-PE-RPT-000001).	
A17	Where changes are proposed to the staging of construction or operation, the Staging Report must be revised and submitted to the Secretary for approval no later than one month before the proposed change in staging.	The Principal will comply with condition A17, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Triggered	Conformant	Refer to the TfNSW obligations matrix.
A18	<p>The Proponent must use best endeavours to ensure that the duration of construction in any one location or zone, as defined to the Secretary's satisfaction, is such that any receiver is impacted by construction works for the minimum, reasonably practicable time.</p> <p>The Proponent must demonstrate the principles that would be adopted to minimise the duration of construction in zones as part of the Staging Report required by Condition A13.</p>	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The Staging Report (CoA A13) outlined strategies to minimise the duration of construction impacts during the delivery of Package 4. These include: Producing a comprehensive program to reduce the risk of unnecessarily long durations between activities. Carrying out procurement activities early to reduce the risk of materials not being available when needed. • Engaging sub-contractors early to reduce the risk of works being delayed. • Detailed design investigation to identify existing and unknown utilities and to reduce the risk of unexpected finds and staging of the works. • Use of modular, prefabricated and precast structural and finishing materials where reasonable and feasible • Necessary approvals from authorities will be acquired prior to works commencing to reduce the risk of works being stopped. The duration of construction has been undertaken in accordance with the Project Staging Report. No written notices received from the Secretary in relation to this condition.
A19	Works must not commence until an ER has been approved by the Secretary and engaged by the Proponent.	Parramatta Connect will fully comply with this condition.	Triggered	ER Closed	A suitably qualified experienced and independent ER has been appointed by the Independent Certifier for Transport for NSW. Details of the nominated ER were submitted on 7 August 2018 nominating Gillian Lehn. The Secretary's approval of the ER was received on 21 August 2018. There have been no changes to the nominated ER during the reporting period.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
A20	The Secretary's approval of an ER must be sought no later than one month before the commencement of works.	The Principal will comply with condition A20.	Triggered	ER Closed	The Secretary's approval of the ER was received on 21 August 2018. Refer to the TfNSW obligations matrix.
A21	The proposed ER must be a suitably qualified and experienced person who was not involved in the preparation of the EIS or Submissions Report (incorporating Preferred Infrastructure Report), and is independent from the design and construction personnel for the CSSI and those involved in the delivery of it.	The Principal will comply with condition A21.	Triggered	ER Closed	A suitably qualified experienced and independent ER has been appointed by the Independent Certifier for Transport for NSW. Details of the nominated ER was submitted on 7 August 2018 nominating Gillian Lehn. The Secretary's approval of the ER was received on 21 August 2018
A22	The Proponent may engage more than one ER for the CSSI, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Secretary for the purposes of the CSSI.	The Principal will comply with condition A22.	Triggered	ER Closed	A suitably qualified experienced and independent alternative ER has been appointed by the Independent Certifier for Transport for NSW. Details of the nominated ER was submitted on 7 September 2018 nominating AR. The Secretary's approval of the ER was received on 24 September 2018
A23	For the duration of the works until after the commencement of operation, or as agreed with the Secretary, the approved ER must: (a) receive and respond to communication from the Secretary in relation to the environmental performance of the CSSI; (b) consider and inform the Secretary on matters specified in the terms of this approval; (c) consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and the community; (d) review documents identified in Table 2 and any other documents that are identified by the Secretary, for consistency, in the opinion of the ER, with requirements in or under this approval and if so: i) make a written statement to this effect	The Principal will comply with condition A23 except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Triggered	ER Closed	Refer to the TfNSW obligations matrix.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>before submission of such documents to the Secretary (if those documents are required to be approved by the Secretary); or</p> <p>ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Secretary for information or are not required to be submitted to the Secretary);</p> <p>(e) regularly monitor the implementation of the documents listed in Table 2 to ensure implementation is being carried out in accordance with the document and the terms of this approval;</p> <p>(f) as may be requested by the Secretary, help plan, attend or undertake audits of the CSSI commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A41 of this approval;</p> <p>(g) as may be requested by the Secretary, assist the Department in the resolution of community complaints;</p> <p>(h) assess and, if acceptable, approve the impacts of minor ancillary facilities comprising lunch sheds, office sheds and portable toilet facilities or other ancillary facilities determined by the ER to have a minor environmental impact; and</p> <p>(i) prepare and submit to the Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports." The Environmental Representative Monthly</p>			



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	Report must be submitted within seven days following the end of each month for the duration of the ER's engagement for the CSSI.				
A24	The Proponent must provide the ER with all documentation requested by the ER in order for the ER to perform their functions specified in Condition A23 (including preparation of the ER monthly report), as well as: (a) the complaints register (to be provided on a daily basis); and (b) a copy of any assessment carried out by the Proponent of whether proposed work is consistent with the approval (which must be provided to the ER before the commencement of the subject work).	The Principal will comply with condition A24 except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Triggered	Conformant	TfNSW recognise this requirement and will ensure it is complied with throughout the duration of the project. Parramatta Connect provided information to the ER as requested throughout the reporting period.
A25	The Secretary may at any time commission an audit of an ER's exercise of its functions under Condition A23 . The Proponent must: (a) facilitate and assist the Secretary in any such audit; and (b) make it a term of their engagement of an ER that the ER facilitate and assist the Secretary in any such audit.	The Principal will comply with condition A25 except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Triggered	Not Triggered	There were no audits of the ER's exercise of its function under condition A23 during the reporting period.
A26	A suitably qualified and experienced Acoustics Advisor (AA) must be	The Principal will comply with	Triggered	ER Closed	Refer to TfNSW obligations matrix for compliance details. A suitably qualified experienced and independent AA has been appointed.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	<p>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:</p> <ul style="list-style-type: none"> (a) providing access to noise and vibration monitoring activities as they take place; (b) providing for review noise and vibration plans, assessments, monitoring reports and data analyses undertaken; and (c) considering any recommendations to improve practices and demonstrating, to the satisfaction of the AA, why any recommendation is not adopted. 	<p>condition A26 except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the timeframe requested by the Principal) in connection with a request under this condition.</p>			
A27	<p>The AA must meet the following minimum requirements:</p> <ul style="list-style-type: none"> (a) relevant experience in the last ten years as a senior acoustic specialist on major infrastructure projects, including a fieldwork and construction management component; (b) tertiary qualifications in an acoustic related discipline or equivalent experience; and (c) proven understanding and application of NSW State and local legislation, relevant Australian standards, NSW environmental regulatory requirements and implementation of noise mitigation and environmental best practice. 	<p>The Principal will engage, nominate and seek approval from the Secretary of a suitable qualified and experienced Acoustics Advisor (AA). The Principal will be the single point of contact with the Secretary and provide the Contractor with the date the submission for approval is made, or any other timeframe relevant to this condition.</p>	Triggered	ER Closed	Refer to TfNSW obligations matrix for compliance details.
A28	<p>The Proponent must notify the Department in writing on the engagement of the AA including</p>	<p>The Principal will engage, nominate and seek approval from the Secretary</p>	Triggered	ER Closed	Refer to TfNSW obligations matrix for compliance details.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>demonstrating the requirements of Conditions A26 and A27.</p>	<p>of a suitable qualified and experienced Acoustics Advisor (AA). The Principal will be the single point of contact with the Secretary and provide the Contractor with the date the submission for approval is made, or any other timeframe relevant to this condition.</p>		
A29	<p>The AA must: (a) receive and respond to communication from the Secretary about the performance of the CSSI in relation to noise and vibration; (b) consider and inform the Secretary on matters specified in the terms of this approval relating to noise and vibration; (c) consider and recommend, to the Proponent, improvements that may be made to work practices to avoid or minimise adverse noise and vibration impacts; (d) consider consultation outcomes with affected receivers to determine the adequacy of noise mitigation and management measures including work hours and respite periods; (e) review all noise and vibration documents required to be prepared under the terms of this approval and, should they be consistent with the terms of this approval, endorse them before submission to the Secretary (if required to be submitted to the Secretary) or before implementation (if not required to be submitted to the Secretary); (f) regularly monitor the implementation</p>	<p>The Principal will comply with condition A29 except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>	Triggered	<p>Unassigned</p> <p>The AA has been undertaking its role for the CSSI as evidenced through the AA Monthly Reports. Refer to TfNSW obligations register for more information.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>of all noise and vibration documents required to be prepared under the terms of this approval to ensure implementation is in accordance with what is stated in the document and the terms of this approval;</p> <p>(g) in conjunction with the ER, the AA must:</p> <ul style="list-style-type: none"> i) as may be requested by the Secretary, help plan, attend or undertake audits of noise and vibration management of the CSSI including briefings, and site visits; ii) if conflict arises between the Proponent and the community in relation to the noise and vibration performance during construction of the CSSI, follow the procedure in the Community Communication Strategy approved under Condition B3 of this approval to attempt to resolve the conflict, and if it cannot be resolved, notify the Secretary; iii) consider relevant minor amendments made to the CEMP, relevant sub-plans and noise and vibration monitoring programs that require updating or are of an administrative nature, and are consistent with the terms of this approval and the management plans and monitoring programs approved by the Secretary and, if satisfied such amendment is necessary, endorse the amendment. This does not include any modifications to the terms of this approval; iv) assess the noise impacts of minor construction ancillary facilities; and <p>(h) prepare and submit to the Secretary and other relevant regulatory agencies, for information, a monthly Noise and Vibration Report detailing the AAs actions and decisions on matters for which the AA was responsible in the preceding month (or another timeframe</p>			



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	agreed with the Secretary). The Noise and Vibration Report must be submitted within seven days following the end of each month for the duration of construction of the CSSI, or as otherwise agreed with the Secretary.				
A30	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.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The PLR Stage 1 Compliance Tracking Program was completed in December 2018 and updated in January 2019 to incorporate the administrative modification of the planning approval and the staging packages. Refer to TfNSW Conditions of Approval obligations for compliance details.
A31	The Compliance Tracking Program must be endorsed by the ER and then submitted to the Secretary for information at least one (1) month before the commencement of works.	Parramatta Connect will fully comply with this condition.	Triggered	ER Closed	The Compliance Tracking Program was endorsed by the ER on 6 December 2018. The Compliance Tracking Program was submitted to the Secretary on the 6 December 2018 for Information. The Compliance Tracking Program was updated in January 2019 to incorporate the administrative modification of the planning approval and the staging packages. The Compliance Tracking Program was reviewed for the Package 4 works. No update to the program is proposed at this point in time. For compliance evidence refer to TfNSW obligations.
A32	The Compliance Tracking Program in the form required under Condition A30 of this approval must be implemented for the duration of works and for a minimum of one (1) year following commencement of operation, or for a longer period as determined by the Secretary based on the outcomes of independent environmental audits, Environmental Representative Monthly Reports and regular compliance reviews submitted through Compliance Reports. If staged operation is proposed, or operation is commenced of part of the CSSI, the Compliance Tracking Program must be implemented for the relevant period for each stage or part of the CSSI.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	In accordance with CoA A34, the Package 4 Pre-Construction Compliance Report has been endorsed by the ER and has been submitted to the Secretary. Package 4 have completed a review of compliance for the reporting period (this report). TfNSW will prepared and submit the Compliance Tracking Report to the Secretary for information every 6 months from the date of construction commencement.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
A33	The Proponent must make each compliance report publicly available and notify the Department in writing when this has been done.	The Principal will comply with condition A33, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Triggered	Conformant	TfNSW http://parramattalightrail.nsw.gov.au/library/environment/compliance-reports . Refer to the TfNSW obligations matrix.
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).	Parramatta Connect will fully comply with this condition.	Triggered	ER Closed	
A35	The Pre-Construction Compliance Report must include: (a) details of how the terms of this approval that must be addressed before the commencement of construction have been complied with; and (b) the proposed commencement date for construction.	Parramatta Connect will fully comply with this condition.	Triggered	ER Closed	
A36	Construction must not commence until the Pre-Construction Compliance Report has been submitted to the Secretary.	Parramatta Connect will fully comply with this condition.	Triggered	ER Closed	
A37	Construction Compliance Reports must be prepared and submitted to the Secretary for information every six (6) months from the date of the commencement of construction for the	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	This Construction Compliance Report details construction compliance during the reporting period for Package 4 Works.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>duration of construction. The Construction Compliance Reports must include:</p> <ul style="list-style-type: none"> (a) a results summary and analysis of environmental monitoring; (b) the number of complaints received, including a summary of main areas of complaint, action taken, response given and proposed strategies for reducing the recurrence of such complaints; (c) details of any review of, and minor amendments made to, the CEMP as a result of construction carried out during the reporting period; (d) a register of any reviews of consistency undertaken including outcome; (e) results of any independent environmental audits and details of any actions taken in response to the recommendations of an audit; (f) a summary of all incidents notified in accordance with Conditions A44 and A46 of this approval; and (g) any other matter relating to compliance with the terms of this approval or as requested by the Secretary. 			
A38	<p>A Pre-Operation Compliance Report must be prepared and submitted to the Secretary for information no later than one (1) month before the commencement of operation. The Pre-Operation Compliance Report must include:</p> <ul style="list-style-type: none"> (a) details of how the terms of this approval that must be addressed before the commencement of operation have been complied with; and (b) the commencement date for operation. 	<p>The Principal will comply with condition A38, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in</p>	<p>Not Triggered</p>	<p>ER Closed</p> <p>A Pre-operation Compliance Report will be prepared for the Project by the Package 5 contractor.</p>



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
		connection with a request under this condition.			
A39	Operation must not commence until the Pre-Operation Compliance Report has been submitted to the Secretary for information.	The Principal will comply with condition A39, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Not Triggered	ER Closed	Noted, not triggered. A Pre-operation Compliance Report will be prepared for the Project by the Package 5 contractor.
A40	An Environmental Audit Program for annual independent environmental auditing against the terms of this approval must be prepared in accordance with <i>AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems</i> and submitted to the Secretary for information no later than one month before the commencement of construction.	The Principal will comply with condition A40, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Triggered	ER Closed	An Environmental Audit Program has been prepared for the Project. Refer to TfNSW condition of approval obligations for compliance details.
A41	The Environmental Audit Program, as submitted to the Secretary, must be	The Principal will comply with condition A41,	Triggered	Conformant	Refer to TfNSW Conditions of Approval obligations for compliance details.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	implemented for the duration of construction and operation.	except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.		
A42	All independent environmental audits of the CSSI must be conducted by a suitably qualified, experienced and independent auditor with, where required, a team of independent technical experts and be documented in an Environmental Audit Report which: (a) assesses the environmental performance of the CSSI, and its effects on the surrounding environment; (b) assesses whether the project is complying with the terms of this approval; and (c) recommends measures or actions to improve the environmental performance of the CSSI.	The Principal will comply with condition A42, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition. The Contractor must implement recommended measures or actions arising from the Environmental Audit Program and Environmental Audit Reports.	Triggered	ER Closed An independent environmental audit was undertaken on 11 March 2020 by Steven Molino of Molino Stewart who was determined to be suitably qualified, experienced and independent (PLR-TFNSW-PJT-EE-RPT-000015). The audit assessed the environmental performance of the Approved project, assessed compliance and recommended measures to improve environmental performance. The recommended actions arising from the audit findings were closed.



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
A43	The Proponent must submit a copy of the Environmental Audit Report to the Secretary for information, with a response to any recommendations contained in the audit report within six (6) weeks of completing the audit.	The Principal will comply with condition A43, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Triggered	Unassigned	An independent environmental audit undertaken on 11 March 2020 by Steven Molino of Molino Stewart (PLR-TFNSW-PJT-EE-RPT-000015). The final report (Version 1.4, 29 April 2020) was submitted to the Secretary on 6 May 2020.
A44	The Department must be notified in writing to compliance@planning.nsw.gov.au immediately after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one), and set out the location and nature of the incident.	Parramatta Connect will fully comply with this condition.	Triggered	Not Triggered	The requirements of this condition were not triggered by the Infrastructure Works during the reporting period.
A45	Within one week of notification of an incident under Condition A44 of this approval, the Proponent must submit a report to the Department providing the time and date of the incident, details of the incident and must identify any consequent non-compliance with this approval.	Parramatta Connect will fully comply with this condition.	Triggered	Not Triggered	The requirements of this condition were not triggered by the Infrastructure Works during the reporting period.
A46	All written requirements of the Secretary, which may be given at any point in time, to address the cause or impact of an incident must be complied with, within any timeframe specified by	Parramatta Connect will fully comply with this condition.	Triggered	Not Triggered	There have been no written requirements of the Secretary received in relation to the incidents notified under condition A44.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	the Secretary or relevant public authority.				
A47	If an incident occurs or if statutory notification is given to the EPA as required under the Protection of the Environment Operations Act 1997 in relation to the CSSI, such notification must also be provided to the Secretary within 24 hours after the notification was given to the EPA.	Parramatta Connect will fully comply with this condition.	Triggered	Not Triggered	The requirements of this condition were not triggered by the Infrastructure Works during the reporting period.
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.	The Principal will prepare the Community Communication Strategy. The Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition. The Contractor must implement all requirements within the Community Communication Strategy that relate to its Contractor's Activities.	Triggered	Conformant	PCPLR have prepared a Communication and Engagement Plan (PLR1INF-CPBD-ALL-CY-PLN-0000010) to guide the implementation of TfNSW's Community Communication Strategy during the delivery of the Infrastructure Works.
B2	The Community Communication Strategy must: (a) identify people and organisations to be consulted during the design and work phases;	The Principal will prepare the Community Communication Strategy. The	Triggered	Unassigned	Refer to the TfNSW obligations matrix.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>(b) set out procedures and mechanisms for the regular distribution of accessible information about or relevant to the CSSI including use of construction hoardings to provide information regarding the progress of construction. The information to be distributed must include information regarding current site construction activities, schedules and milestones at each construction site;</p> <p>(c) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant communities; and</p> <p>(d) set out procedures and mechanisms:</p> <p>i) through which the community can discuss or provide feedback to the Proponent;</p> <p>ii) through which the Proponent will respond to enquiries or feedback from the community; and</p> <p>iii) to resolve any issues and mediate any disputes that may arise in relation to construction of the CSSI, including disputes regarding rectification or compensation.</p>	<p>Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request this condition. The Contractor must implement all requirements within the Community Communication Strategy that relate to its Contractor's Activities.</p>		
B3	<p>The Community Communication Strategy must be submitted to the Secretary for approval no later than one month before commencement of any works.</p>	<p>The Principal will comply with condition B3, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a</p>	Triggered	ER Closed



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
		request under this condition.			
B4	Works for the purposes of the CSSI must not commence until the Community Communication Strategy has been approved by the Secretary.	Parramatta Connect will fully comply with this condition.	Triggered	ER Closed	
B5	The Community Communication Strategy, as approved by the Secretary, must be implemented for the duration of the works and for 12 months following the completion of construction of the CSSI.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The Stage 2, Package 4 Infrastructure Works prepared a Communication and Engagement Plan (PLR1INF-CPBD-ALL-CY-PLN-000001) to implement the Condition B2 Community Communication Strategy. The plan was not rejected by TfNSW on 11 October 2019. The plan was revised during the previous reporting period with the current version being Rev 5 (31-Aug-2020).
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.	The Principal will prepare a Complaints Management System, relying on information in respect of the Infrastructure Works and the Contractor's Activities provided by the Contractor to the Principal, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition. The Contractor must implement and maintain all	Triggered	Conformant	Refer to TfNSW obligations register for compliance details. The complaints management system is included within the CCS (PLR-TFNSW-CBD-PE-PLN-000001). The Complaints Register is maintained by TfNSW with complaints and additional detail provided daily by the Package 4 communication team.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
		requirements within the Complaints Management System that relate to its Contractor's Activities.		
B7	<p>The following information must be available to facilitate community enquiries and manage complaints within one (1) month from the date of this approval and for 12 months following the completion of construction:</p> <p>(a) a 24 hour telephone number for the registration of complaints and enquiries about the CSSI;</p> <p>(b) a postal address to which written complaints and enquires may be sent;</p> <p>(c) an email address to which electronic complaints and enquiries may be transmitted; and</p> <p>(d) a mediation system for complaints unable to be resolved.</p> <p>This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.</p>	<p>The Principal will comply with condition B7, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>	Triggered	<p>The following contract information is available on the Parramatta Light Rail Project Website (http://www.parramattalightrail.nsw.gov.au/contact): (a) 1800 139 389 24 hour community information line has been established and maintained (b) Postal address - Parramatta Light Rail, Level 10, 130 George St, Parramatta NSW 2150 (c) Email - parramattalightrail@transport.nsw.gov.au (d) If an enquiry or complaint cannot be resolved, a mediation option will be made available to community and stakeholders.</p>
B8	<p>The telephone number, postal address and email address required under Condition B7 of this approval must be published in a newspaper circulating in the local area and on-site hoarding at each construction site before commencement of construction and published in the same way again before the commencement of operation. This information must also be provided on the website required under Condition B11 of this approval.</p>	<p>The Principal will comply with condition B8, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>	Triggered	<p>The following contract information is available on the Parramatta Light Rail Project Website (http://www.parramattalightrail.nsw.gov.au/contact) and the construction site hoarding.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
B9	<p>A Complaints Register must be maintained to record information on all complaints received about the CSSI during the carrying out of any works for the purposes of the CSSI and for a minimum of 12 months following the completion of construction. The Complaints Register must record the:</p> <ul style="list-style-type: none"> (a) number of complaints received; (b) number of people affected in relation to a complaint; (c) means by which the complaint was addressed and whether resolution was reached, with or without mediation. 	<p>The Principal will comply with condition B9, relying on information in respect of the Infrastructure Works and the Contractor's Activities provided by the Contractor to the Principal, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>	Triggered	<p>Conformant</p> <p>A Complaints Register is being maintained by Parramatta Connect to record information on all complaints received about the Infrastructure Works. A total of 214 complaints were received during the reporting period associated with the Infrastructure Works. This is based on the register provided daily to TfNSW [PLR Complaints Register_YYYY.xlsx].</p>
B10	<p>The Complaints Register must be provided to the Secretary upon request, within the timeframe stated in the request.</p>	<p>The Principal will comply with condition B10, relying on information in respect of the Infrastructure Works and the Contractor's Activities provided by the Contractor to the Principal, except that the Contractor must provide all documents, information, assistance and co-operation reasonably</p>	Triggered	<p>Not Triggered</p> <p>The requirements of this condition were not triggered by the Infrastructure Works during the reporting period.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
		requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.		
B11	<p>A website providing information in relation to the CSSI must be established before commencement of works and maintained for the duration of construction, and for a minimum of 24 months following the completion of construction. Up-to-date information (excluding confidential commercial information) must be published before the relevant works commence, and maintained on the website or dedicated pages including:</p> <ul style="list-style-type: none"> (a) information on the current implementation status of the CSSI; (b) a copy of the documents listed in Condition A1 and Condition A2 of this approval, and any documentation relating to any modifications made to the CSSI or the terms of this approval; (c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; (d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; (e) a current copy of each approved document required under the terms of this approval and any endorsements, approvals or requirements from the ER, AA and Secretary, all of which must be published before the commencement of any works to which they relate or before 	<p>The Principal will comply with condition B11, relying on information in respect of the Infrastructure Works and the Contractor's Activities provided by the Contractor to the Principal, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>	Triggered	<p>Conformant</p> <p>Refer to the TfNSW obligations matrix.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>their implementation as the case may be; and (f) a copy of the compliance reports required under Condition A30 of this approval.</p> <p>Information relating solely to construction may be removed from the website 12 months following the completion of construction.</p>			
C1	<p>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.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>The Construction Environmental Management Plan (CEMP) was prepared, endorsed by the ER and approval by the Secretary on 21 November 2019. Following the annual CEMP review process, the revised CEMP was approved by the Secretary on 13-Jan-21. The CEMP details performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 and will be implemented and achieved during construction.</p>
C2	<p>The CEMP must provide: (a) a description of activities to be undertaken during construction (including the scheduling of construction); (b) details of environmental policies, guidelines and principles to be followed in the construction of the CSSI; (c) a program for ongoing analysis of the key environmental risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of construction of the CSSI; (d) details of how the activities described in subsection (a) of this condition will be carried out to: i) meet the performance outcomes stated in the documents identified in Condition A1; and ii) manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; (e) an inspection program detailing the</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>The Construction Environmental Management Plan (CEMP) was prepared, endorsed by the ER and approval by the Secretary on the 21 November 2019 as complying with Condition C2 including: a) CEMP Section 1.2 Background. b) CEMP Appendix A3 Environment and Sustainability Policy and Section. 3.1.3 - Environmental Objectives and Targets. c) CEMP Section 3.1.1. d) CEMP Section 1.5. e) CEMP Section 3.8. f) CEMP Section 3.7 and 3.9. g) CEMP Section 3.9. h) CEMP Section 1.5.2 and Figure 1.5. i) CEMP Section 3.2 j) CEMP Section 3.4. k) CEMP Section 3.12. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>activities to be inspected and frequency of inspections;</p> <p>(f) a protocol for managing and reporting any:</p> <p>i) incidents; and</p> <p>ii) non-compliances with this approval and with statutory requirements.</p> <p>(g) procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction;</p> <p>(h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C3. Where staged construction of the CSSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction;</p> <p>(i) a description of the roles and environmental responsibilities for relevant employees and their relationship with the ER;</p> <p>(j) for training and induction for employees, including contractors and sub-contractors, in relation to environmental and compliance obligations under the terms of this approval;</p> <p>(k) for periodic review and update of the CEMP and all associated plans and programs.</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> <p>Required CEMP Sub-plan; Relevant government agencies to be consulted for each CEMP Sub-plan; Secretary Approval/ Information:</p>	Parramatta Connect will fully comply with this condition.	Triggered	<p>The nominated sub-plans have been prepared with the relevant government agencies identified for each CEMP Sub-plan. All CEMP sub-plans have been endorsed by the ER. The Secretary has approved the CEMP, (b) Noise and vibration and (d) Heritage. The following management plans were provided to the Secretary for information: (a) Traffic, transport and access, (c) Flood Management and (e) Flora and Fauna . The evidence of the consultation is included in the CEMP Sub-plans in accordance with CoA A5. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	(a) Traffic, transport and access; Relevant Council(s), Roads and Maritime Services, Emergency Services; Information (b) Noise and vibration; Relevant Council(s), EPA, NSW Health; Approval (c) Flood Management Relevant Council(s), OEH, Sydney Water; Information (d) Heritage; Relevant Council(s), OEH; Approval (e) Flora and Fauna; Biodiversity Relevant Council(s), OEH; Information			
C4	The CEMP Sub-plans must state how: (a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved; (b) the mitigation measures identified in the documents listed in Condition A1 will be implemented; (c) the relevant terms of this approval will be complied with; and (d) issues requiring management during construction, as identified through ongoing environmental risk analysis, will be managed.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant Compliance with the requirements of Condition C4 is demonstrated by the Secretary approval of the Noise and vibration management sub-plan and Heritage management sub-plan on 21 November 2019, and noting the following plans and construction monitoring programs have been provided to the Department for information pursuant to conditions C3 and C13: 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. Each CEMP Sub-plan includes: (a) a compliance table of the how the Sub-plan addresses the relevant environmental performance outcomes (b) a compliance table of how the Sub-plan addresses the relevant terms of this approval (and REMMMs from the Submissions Report) (c) Section of mitigation and management measures to address environmental risks. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.
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.	Parramatta Connect will fully comply with this condition.	Triggered	ER Closed The CEMP sub-plans have been prepared under consultation with the relevant government agencies identified for each CEMP Sub-plan. Compliance with the requirements of Condition C5 is demonstrated by the Secretary approval of the Noise and vibration management sub-plan and Heritage management sub-plan on the 21 November 2019. Evidence of consultation has been linked to CoA A5 in INX. Following the annual CEMP review process, the revised CEMP and sub-plans were provided to key stakeholders on 5-Feb-21.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
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.	Parramatta Connect will fully comply with this condition.	Triggered	ER Closed	Information only
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.	Parramatta Connect will fully comply with this condition.	Triggered	ER Closed	
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. Note: the requirement to submit or have a CEMP or CEMP Sub-plan approved is specified in Condition C3.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The CEMP (Rev 12) was endorsed by the ER on 8-11-19 and approved by the Secretary on the 21-11-19; construction commenced thereafter.
C9	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 : Required Construction Monitoring Programs; Relevant government agencies to be consulted for each Construction; Monitoring Program: (a) Water Quality (Turbidity) Monitoring;	The Principal will prepare the Construction Monitoring Program for the Grey-headed flying fox monitoring in accordance with condition C9(c). The Contractor must prepare the Construction Monitoring Programs for Water Quality (Turbidity)	Triggered	ER Closed	On the 21-Nov-19 the Secretary issued a letter of approval for the CEMP and NVMP. This letter noted that the C9 construction monitoring programs have been provided to the Department for information pursuant to conditions C3 and C13. (a) The Water Quality (Turbidity) Monitoring was prepared in consultation with DoI Water, EPA, Relevant Council(s) and included in Appendix D of the Soil and Water Management Sub-plan. (b) The Noise and Vibration Monitoring was included in the Noise and Vibration Management Sub-plan and developed in consultation with Relevant Council(s), EPA, NSW Health have concluded. (c) The Grey-Headed Flying-Fox Monitoring Program has been prepared in consultation with OEH (now DPIE). Following the annual CEMP review process, the revised CEMP and sub-plans (including Construction Monitoring Programs) were approved by the Secretary on 13-Jan-21.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	Dol Water, EPA, Relevant Council(s) (b) Noise and Vibration Monitoring; Relevant Council(s), EPA, NSW Health (as relevant) (c) Grey-headed flying fox Monitoring; OEH	Monitoring and Noise and Vibration Monitoring in accordance with condition C9(a) and C9(b) respectively.			
C10	Each Construction Monitoring Program must provide: (a) details of baseline data available; (b) details of baseline data to be obtained and when; (c) details of all monitoring of the project to be undertaken; (d) the parameters of the project to be monitored; (e) the frequency of monitoring to be undertaken; (f) the location of monitoring; (g) the reporting of monitoring results against relevant criteria; (h) procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory; and (i) any consultation to be undertaken in relation to the monitoring programs.	The Construction Monitoring Programs prepared by the Contractor must comply with condition C10. The Construction Monitoring Program prepared by the Principal must comply with condition C10, except the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under condition C10(h).	Triggered	ER Closed	Compliance with the requirements of Condition C10 is demonstrated by each Construction Monitoring Program (CoA E9) being endorsed by the ER and accepted by the Secretary on 21-Nov-19. Following the annual CEMP review process, the revised CEMP and sub-plans (including Construction Monitoring Programs) were approved by the Secretary on 13-Jan-21. The Grey-Headed Flying-Fox Monitoring Program includes the required detail listed under Condition C10. It is noted that the baseline monitoring required by E101 was supplemented by historic data of the Parramatta Park Colony prior to the commencement of construction.
C11	The noise and vibration monitoring data collected during monitoring required by Condition C9 must be available to the Proponent, ER, AA, Relevant Council(s) and the community to inform construction scheduling, the level of impacts and whether additional mitigation is required. The Department must also be provided access to this data if specifically requested.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	A monthly Environmental Monitoring Report has been prepared from July 2019 outlining the results of the environmental monitoring completed each month. The reports have been issued to TfNSW, the ER, AA, City of Parramatta Council, Cumberland Council, HAC, ATC, EPA and DPI Water. In addition, Environmental Monitoring Reports are publicly available on CPB's project website (https://www.cpbcon.com.au/en/our-priorities/environment). There were no requests received from DPIE during the reporting period in relation to this condition.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
C12	<p>The Construction Monitoring Programs must be developed in consultation with relevant government agencies and Relevant Council(s) as identified in Condition C9 of this approval and must include, information requested by an agency to be included in a Construction Monitoring Programs during such consultation. Details of all information requested by an agency, including copies of all correspondence from those agencies, must be provided with the relevant Construction Monitoring Program.</p>	<p>The Construction Monitoring Program prepared by the Contractor must comply with condition C12. The Construction Monitoring Program prepared by the Principal must comply with condition C12.</p>	Triggered	<p>Compliance with the requirements of Condition C12 is demonstrated by each Construction Monitoring Program (CoA E9) being endorsed by the ER and accepted by the Secretary on the 21-Nov-19. Following the annual CEMP review process, the revised CEMP and sub-plans (including Construction Monitoring Programs) were approved by the Secretary on 13-Jan-21. (a) The evidence of the consultation for the Water Quality (Turbidity) Monitoring Program is included in SWMP A5 Consultation Report. On 12/11/19 DPIE provided review comments on the Pre-construction Sampling (Baseline Review) Water Quality Monitoring Report (PLR11NF-CPBD-ALL-WA-RPT-000003) which identified minor changes required to the Water Quality (Turbidity) Monitoring. Parramatta Connect provided an updated revision of the Baseline Review on 17 December 2019 with commitment to update the Water Quality (Turbidity) Monitoring in the next revision. On 3 January 2020, Parramatta Connect were issued with a Environmental Protection Licence (EPL) from the EPA that requires update of the Water Quality (Turbidity) Monitoring program and the Noise and Vibration Monitoring program. This update was completed within the Feb-20 to July-20 reporting period. (b) The evidence of the consultation for the Noise and Vibration Monitoring Program is included in the NVMP A5 Monitoring Program. (c) Refer to the TfNSW obligations matrix for details of the consultation and submission of the for the Grey-headed flying fox Monitoring Program.</p>
C13	<p>The Construction Monitoring Programs must be endorsed by the ER and submitted to the Secretary for information at least one month before the commencement of construction.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	Triggered	ER Closed
C14	<p>Construction must not commence until the Secretary has received all of the required Construction Monitoring Programs, and all relevant baseline data for the specific construction activity has been collected.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	Triggered	ER Closed
C15	<p>The Construction Monitoring Programs, as submitted to the Secretary including any minor amendments approved by the ER must be implemented for the duration of construction and for any longer period set out in the monitoring</p>	<p>The Principal will comply with condition C15 in relation to the Construction Monitoring Program required under</p>	Triggered	<p>The Construction Monitoring Programs (C9) were implemented following submission to the Secretary and confirmation of no further comments on 21-Nov-19. Summaries of the monitoring are reported in the monthly Environmental Monitoring Reports. Minor amendments to the Construction Monitoring Programs (C9) occurred as part of the annual CEMP review and were approved by the Secretary on 13-Jan-21. The results of the monitoring program</p>



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	program or specified by the Secretary, whichever is the greater.	condition C9(c), except that the Contractor must implement any mitigation measures in connection with a request from the Principal under this condition. The Contractor must comply with condition C15 in relation to the Construction Monitoring Programs required under condition C9(a) and C9(b).			obtained during the reporting period were detailed in (a) Monthly Environmental Monitoring Reports and (b) Construction Compliance Reports (summaries of the monthly monitoring conducted by TfNSW and Ecosure).
C16	The results of the Construction Monitoring Programs must be submitted to the Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program.	The Principal will comply with condition C16 only in relation to the Construction Monitoring Program required under condition C9(c).	Triggered	Conformant	During the reporting period, Monthly Environmental Monitoring Reports were submitted to the nominated agencies as follows: -Feb-21 (PLR1INF-CPBD-ALL-EN-RPT-000021), Mar-21 (PLR1INF-CPBD-ALL-EN-RPT-000022), Apr-21 (PLR1INF-CPBD-ALL-EN-RPT-000023), May-21 (PLR1INF-CPBD-ALL-EN-RPT-000024), Jun-21 (PLR1INF-CPBD-ALL-EN-RPT-000025) and Jul-21 (PLR1INF-CPBD-ALL-EN-RPT-000026). In accordance with the CEMP, the Annual Environmental Monitoring Report was submitted to the Secretary on 22-Jan-21.
C17	Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.	Parramatta Connect will fully comply with this condition.	Triggered	ER Closed	(a) The Water Quality (Turbidity) Monitoring will be carried out as outlined in Appendix D of the Soil and Water Management Sub-plan and issued to DoI Water, EPA, Relevant Council(s) for consultation. The Soil and Water Management Sub-Plan has been provided to the Secretary for information. (b) The Noise and Vibration Monitoring will be carried out as outlined in the Noise and Vibration Management Sub-plan and issued to Relevant Council(s), EPA, NSW Health for consultation. The noise and vibration sub-plan has been approved by the Secretary. (c) Grey-headed flying fox Monitoring has been prepared as a free standing monitoring program across all PLR Packages in consultation with OEH.
C18	Before establishment of any construction ancillary facility as identified in the EIS and SPIR (and	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The Site Establishment Management Plan (SEMP) was endorsed by the ER and approved by the Secretary on 21 November 2019. Following the addition of the O'Connell Street Ancillary Facility, the



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>excluding minor construction ancillary facilities), the Proponent must prepare a Site Establishment Management Plan which outlines the environmental management practices and procedures to be implemented for the establishment of the construction ancillary facilities. 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> <ul style="list-style-type: none"> (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); (b) figures illustrating the proposed operational site layout(s); (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; (d) details of how the site establishment activities described in subsection (a) of this condition will be carried out to: <ul style="list-style-type: none"> i) meet the performance outcomes stated in the documents listed in the documents identified Condition A1, ii) to address traffic, pedestrian access and amenity around each site, and iii) manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; and 			<p>SEMP was revised during the Feb-20 to July-20 reporting period. DPIE approved the revised SEMP (Rev 11) on 15-Sept 2020.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	(e) a program for monitoring the performance outcomes, including a program for construction noise monitoring consistent with the requirements of Conditions C9 and C11 . Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each construction ancillary facility.				
C19	Boundary fencing that incorporates screening must be erected around all construction ancillary facilities that are adjacent to sensitive receivers for the duration of site establishment and construction of the CSSI unless otherwise agreed with Relevant Council(s), affected residents, business operators and/or landowners and in accordance with Condition B2(b).	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	This requirement has been included in the Site Establishment Management Plan (CoA C18) in as mitigation measure SE34. There were no non-compliances reported during the reporting period.
C20	Boundary screening required under Condition C19 of this approval must reduce visual, noise and air quality impacts on adjacent sensitive receivers.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	This requirement has been included in the Site Establishment Management Plan (CoA C18) in as mitigation measure SE35. The application of boundary screening including hoarding where required was being reviewed during the reporting period through the development of CNVISs.
C21	All construction spoil haulage vehicles, and construction plant must be clearly marked as being for the CSSI in such a manner to enable immediate identification within at least 50 metres of the vehicles and plant.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Construction spoil haulage vehicles, and construction plant for the PLR Package 4 works have signage that enable immediate identification within at least 50 metres of the vehicles and plant. During the reporting period, signage continued to be provided to sub-contractors, formal correspondence was sent to nominated sub-contractors and compliance was assessed through regular inspections. There were no non-compliances during the reporting period.
D1	An Operational Environmental Management Plan (OEMP) must be prepared to detail how the performance outcomes, commitments and mitigation measures made and identified in the documents listed in Condition A1 will be implemented and achieved during CSSI	The Principal will comply with condition D1, except that the Contractor must provide all documents, information,	Not Triggered	ER Closed	Refer to the Package 5 obligations matrix.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	operation. This condition does not apply if Condition D2 of this approval applies.	assistance and co-operation reasonably requested by the SOM Contractor and the Principal (and within the time agreed with the Principal) in connection with a request under this condition.		
D2	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Secretary, and can demonstrate, to the written satisfaction of the Secretary, that through the EMS : (a) the performance outcomes, commitments and mitigation measures made and identified in the documents listed in Condition A1 and these conditions of approval can be achieved; (b) issues identified through ongoing risk analysis can be managed; and (c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation.	The Principal will comply with condition D2, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the SOM Contractor and the Principal (and within the time agreed with the Principal) in connection with a request under this condition.	Not Triggered	ER Closed Refer to the Package 5 obligations matrix.
D3	Where an OEMP is required, the Proponent must include the following OEMP Sub-plans in the OEMP . Required OEMP Sub-plan; Relevant government agencies to be consulted for each OEMP Sub-plan; Secretary Approval/ Information: (a) Light rail Operations during Special Events (including access); Relevant	The Principal will comply with condition D3, except that the Contractor must provide all documents, information, assistance and co-operation reasonably	Not Triggered	ER Closed Refer to the Package 5 obligations matrix.



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	Council(s), RMS, Police, Western Sydney Stadium, Rosehill Racecourse and Parramatta Park Trust; Information	requested by the SOM Contractor and the Principal (and within the time agreed with the Principal) in connection with a request under this condition.			
D4	Each of the OEMP Sub-plans must include the information set out in Condition D2 of this approval.	The Principal will comply with condition D4, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the SOM Contractor and the Principal (and within the time agreed with the Principal) in connection with a request under this condition.	Not Triggered	ER Closed	Refer to the Package 5 obligations matrix.
D5	The OEMP Sub-plans must be developed in consultation with relevant government agencies as identified in Condition D3 and must include information requested by an agency. Details of all information requested by an agency or Council(s) to be included in an OEMP Sub-plan as a result of consultation, including copies of all correspondence from those agencies, must be provided with the relevant OEMP Sub-Plan.	The Principal will comply with condition D5, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the SOM Contractor and the Principal	Not Triggered	ER Closed	Refer to the Package 5 obligations matrix.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	(and within the time agreed with the Principal) in connection with a request under this condition.				
D6	The OEMP Sub-plans must be submitted to the Secretary as part of the OEMP.	The Principal will comply with condition D6.	Not Triggered	ER Closed	Refer to the Package 5 obligations matrix.
D7	The OEMP or EMS or equivalent as agreed with the Secretary, must be submitted to the Secretary for information no later than one month before the commencement of operation.	The Principal will comply with condition D7.	Not Triggered	ER Closed	Refer to the Package 5 obligations matrix.
D8	The OEMP or EMS or equivalent as agreed with the Secretary, as submitted to the Secretary and amended from time to time, must be implemented for the duration of CSSI operation and the OEMP must be made publicly available before the commencement of operation.	The Principal will comply with condition D8.	Not Triggered	ER Closed	Refer to the Package 5 obligations matrix.
E1	The CSSI must be designed, constructed and operated so that it does not adversely impact network connectivity, or the safety and efficiency of the transport system near the CSSI in a manner which is consistent with the impacts predicted in the documents referred to in Condition A1.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The Infrastructure Works will be designed and constructed to ensure adverse impacts to network connectivity and the safety and efficiency of the transport system are effectively mitigated. Predicted impacts of the Infrastructure Works are outlined in The Traffic, Transport and Access Management Sub-plan (CoA C3a), Section 5 and the management of these impacts is outlined in Section 6. These measures will be implemented during pre-construction and construction phases of the Infrastructure Works. There were no reported adverse impacts to network connectivity, or the safety and efficiency of the transport system in the reporting period.
E2	In relation to new or modified road, parking, pedestrian and cycle infrastructure, the CSSI must be designed: (a) in consultation with the relevant road authority; (b) in consideration of existing and future demand, road safety and traffic network impacts; (c) to meet relevant design, engineering	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The requirements of this condition are addressed in the relevant design packages including: Project Wide - 0190 - Traffic Modelling Report, Section 1 - 1510 - Road Alignment, Section 1 - 1515 - Road Furniture, Section 2 - 2510 - Road Alignment, Section 2 - 2515 - Road Furniture, Section 3 - 3510 - Road Alignment, Section 3 - 3515 - Road Furniture. These design packages are currently at DDR or AFC stage. Through the design review process, all of the above design packages were provided to the relevant road authority (CoPC and RMS) for review and comment.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	and safety guidelines, including Austroads Guides; and (d) is certified by an appropriately qualified and experienced person that the above matters have been appropriately considered.				
E3	An independent Road Safety Audit(s) must be undertaken by an appropriately qualified and experienced person in accordance with Guidelines for Road Safety Audit Practices (RTA, 2011), to assess the safety performance of any new or modified local road, parking, pedestrian and cycle infrastructure provided as part of the CSSI (including ancillary facilities) to ensure that the requirements of Condition E2 are met. Audit findings and recommendations must be actioned and must be made available to the Secretary on request.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	PCPLR has engaged an appropriately qualified and experienced independent Road Safety Auditor. Road Safety Audits are being conducted to assess the safety of infrastructure and the safety performance of any new or modified local road, parking, pedestrian and cycle infrastructure. Audit protocols are outlined in Section 6.12 of the Traffic, Transport and Access Management Sub-plan (CoA C3a). The Pre-Construction Road Safety Audits have been finalised for each section of the alignment as follows: Section 1 (PLR1INF-BECA-ALL-SF-RPT-000001), Section 2 (PLR1INF-BECA-ALL-SF-RPT-000002), Section 3 (PLR1INF-BECA-ALL-SF-RPT-000003). In addition, independent road safety audits are undertaken after every major TMP implementation. The audit findings are issued to the construction team and the actions are tracked and closed as part of the implementation process. On completion of construction, a final independent Road Safety Audit will be prepared for each Portion.
E4	Where bus stops are required to be temporarily closed or relocated, such closure must not occur until bus stops of equivalent capacity, of comparable stop type and which meet accessibility standards (where practicable), are relocated within 400 metres walking distance of the existing bus stop and are operating, unless agreed otherwise with the Relevant Council(s) and bus services provider(s). Closure and relocation of bus stops during construction must be undertaken in consultation with the relevant bus service providers and relevant council(s). Wayfinding signage must be provided to direct commuters to relocated bus stops.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.7. Where possible, existing bus facilities have been maintained. However where this cannot be achieved, equivalent temporary facilities have been provided. All temporary facilities have been developed and constructed in accordance with the RMS, Council/s, and TfNSW requirements. All proposed changes to existing routes and bus stops facilities have been and will continue to be discussed with the bus operator, Council(s) and the road authority (CJP), prior to the commencement of works, and notifications provided to passengers. In addition, all bus relocations/closures are captured within the site specific TMPs. There were no bus stops relocated during the reporting period.
E5	Construction vehicles (including staff vehicles) associated with the CSSI must:	Parramatta Connect will fully comply with this condition.	Triggered	Non-Conformant	Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.7 and reflected in ECMs. In addition, these requirements have been managed during construction



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>(a) minimise parking or queuing on public roads and utilise the light rail corridor for construction vehicle and staff movements to the greatest extent practicable;</p> <p>(b) not idle or queue in local residential streets;</p> <p>(c) minimise use of routes on local roads that directly pass schools or childcare centres, or where no alternative route is available, restrict heavy vehicle movements between 8:00am and 9:30am and between 2:30pm and 4:00pm Monday to Friday, during the school term;</p> <p>(d) not use local roads (including residential streets) to gain access to construction sites and compounds unless no alternatives are available. Construction sites must be accessed from arterial roads and the rail corridor used for transportation of construction materials and the like to work sites to the greatest extent practicable; and</p> <p>(e) adhere to the nominated haulage routes identified in the Construction Traffic, Transport and Access Management Plan required under Condition C3.</p>			<p>through the development of Vehicle Movement Plans (VMP). During the reporting period, the requirements of this condition were reflected in ECMs and Toolbox Talks. A non-compliance (INX 226324) was raised in response to a compliant which noted that on three occasions (18 December 2020, 7 January 2021 and 1 February 2021), vehicles accessed Trott Street to deliver materials to Church Street, North Parramatta. Trott Street is not an approved haulage route.</p>
E6	<p>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.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.11. The Current Condition Reports have been completed for Package 4 works and were issued to Stakeholders on the 5 August 2019 (refer PLRM-CPBD-TFNSW-TX-000163). During the reporting period, condition reports were prepared and issued to Stakeholders in accordance with this condition.</p>



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
E7	<p>If damage occurs to any item outlined in Condition E6 resulting from the works, aside from that resulting from normal wear and tear, the Proponent must either (at the asset owner's discretion):</p> <p>(a) compensate the asset owner for the damage so caused. The amount of compensation may be agreed with the asset owner, but compensation must be paid even if no agreement is reached; or</p> <p>(b) rectify the damage so as to restore the item to at least the condition it was in pre-works. Any repairs must be completed before the commencement of CSSI operations.</p>	Parramatta Connect will fully comply with this condition.	Triggered	Not Triggered	Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.11. This condition has not been triggered to date.
E8	<p>The Proponent must maintain access to all properties during construction and operation, unless otherwise agreed by the relevant property owner or occupier, and reinstate any access physically affected by the CSSI to at least an equivalent standard at no cost to the property owner, unless otherwise agreed with the property owner. The Proponent must provide copies of plans to the Secretary on request.</p>	Parramatta Connect will fully comply with this condition.	Triggered	Non-Conformant	Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.9.1. Local Access Plans are prepared prior to commencement of works for individual properties and access points that will be impacted by the construction works. These plans have been developed in consultation with affected parties (property owner and/or occupier, local community and stakeholders, as relevant) and reasonable endeavours are undertaken to obtain agreement from the relevant affected parties. No Secretary requests have been received in the reporting period. It is noted that several complaints were raised during the reporting period in relation to property access (e.g. vehicles temporarily blocking driveway access). The Project has been proactive in responding to complaints and modifying activities in a timely manner to minimise impacts. In addition, toolbox talks have been regularly delivered to reinforce the requirements of this condition.
E9	<p>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 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</p>	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.9.1. During the reporting period, Local Access Plans were prepared prior to commencement of works for individual properties and access points that will be impacted by the construction works. These plans were developed in consultation with affected parties (property owner and/or occupier, local community and stakeholders, as relevant) and reasonable endeavours were undertaken to obtain agreement from the relevant affected parties.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>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>			
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> <ul style="list-style-type: none"> (a) details of impacts to the network from road closures, directional changes, night works and traffic diversions; (b) details of further appropriate network/intersection modelling and 	<p>The Principal will prepare the Network Management Strategy. The Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the timeframe requested by the Principal) in</p>	Triggered	<p>Conformant</p> <p>A project wide Network Management Strategy was prepared by TfNSW and submitted to the Secretary for information on 11-Jan-19. The Strategy was prepared in consultation with RMS, SCO and City of Parramatta Council in accordance with Condition A5. In accordance with the Network Management Strategy, the Infrastructure Package is required to develop Network Management Plans to manage traffic during construction. The Network Management Plans are incorporated into the construction Traffic Control Plans (TCPs).</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>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 for information before construction commences.</p>	<p>connection with a request under this condition. The Contractor must implement all requirements within the Network Management Strategy that relate to its Contractor's Activities.</p>		
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</p>	<p>Parramatta Connect will fully comply with this condition.</p>	Triggered	<p>Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.8. The Parking Management Strategy for Package 4 has been submitted to DPIE for information. Section 3 (O'Connell Street Enabling Works (Package 1), George Street Enabling Works (Package 1), Hawkesbury Road Widening Works (Package 2: Activity A), Carlingford Precinct, T6 bus service impacts (Package 4), Grand Ave North, utility works impacts (Package 4)) was endorsed by ER on 18/10/2019 and has been submitted to the Secretary for information. Section 1 and 2 was endorsed by the ER on the 16th January 2020 and subsequently submitted to DPIE for information. Implementation of the parking management strategy is demonstrated in relevant site specific TMPs that are reviewed by CoPC and the Road Authority prior to the TMP implementation (refer to Macquarie St Phase 1). Monitoring on the efficacy of the Parking Management Strategy measures occurs through the TMP revision process. Prior to the transition to a new stage of construction, the TMP is revised and reviewed by nominated internal and external stakeholders. This process includes an assessment of the Parking Management Strategy requirements (detailed in Section 3). It is noted that there have been no parking concerns raised to date by City of Parramatta Council.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>consultation with affected stakeholders; (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 arrangements for accessible and service spaces; (e) replacement parking for specific impacted kerbside uses (e.g. accessible parking and loading zones) within the local vicinity with consideration of the <i>Disability Discrimination Act 1992 (DDA) Public Transport Standards and the DDA Access Code (2010)</i>; and (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>			
E12	<p>Safe pedestrian and cyclist access must be maintained around work sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, an alternate equivalent route which complies with the relevant standards must be provided and signposted.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.6, 6.9 and 6.12. Pedestrian and cycling access has been maintained during the Infrastructure Works. Where access is restricted, alternative temporary facilities have been provided in compliance with relevant aspects of Austroads Guide to Road Design and Austroads Guide to Traffic Management. The strategies and design considerations for alternative pedestrian and cyclist routes are outlined in Section 6.6. Section 6.9 outlines the alternative access strategies which are reflected in Traffic Management Plans. Assurance is provided through road safety audits which have been conducted during the design and construction phase of the Infrastructure Works (Section 6.12). No issues have been identified with safe pedestrian access during the reporting period.</p>



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
E13	Bicycle parking/rack facilities are required to be installed at all light rail stops within the Carlingford precinct, unless these facilities already exist.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Not triggered in the reporting period. Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.6.3. Details of these will be considered in the permanent design, and as part of the Pedestrian and Cyclist Network and Facilities Strategy (CoA E14). Bicycle stands (denoted by a horizontal black line within a dotted line box) are reflected in the design drawings for each light rail stop within the Carlingford Line (e.g. PLR1INF-CTX-A03-JD-DRG-501102 - Section 3 Urban Design (3501) - General Arrangement Plan, Sheet 02 of 42).
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 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; 	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The Pedestrian and Cyclist Network Facilities Strategy (Rev 12) was submitted to DPIE for information on 18-Dec-20 prior to commencement of construction of permanent pedestrian/cyclist infrastructure. Correspondence received from DPIE on 13-Jan-21 noted that the Strategy contains the information required by the conditions of approval and has been endorsed by the ER. The strategy was developed in consultation with Council(s), RMS, Pedestrian Council of Australia and Bicycle NSW. Implementation is demonstrated through the Road Furniture design drawings (1515 Section 1 Road Furniture, 2515 Section 2 Road Furniture and 3515 Section 3 Road Furniture). During the reporting period, approximately 85% of the Active Transport Link was completed between Tramway Avenue Stop and Carlingford. On 5-Jul-21, TfNSW advised the IC that all matters associated with the Pedestrian and Cyclist Network and Facilities Strategy were considered to be closed (PLR-PLR1INF-TFNSW-APP-CORR-000214 - refer to E14-7).



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>(g) cycle storage facilities on light rail vehicles; and (h) the requirements of relevant design standards, including Austroads and NSW bicycle guidelines.</p> <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 that all works are operational no later than the commencement of CSSI operations.</p>			
E15	<p>The Proponent must maintain emergency vehicle access, in consultation with emergency services and NSW Health, to Westmead Hospital (along Hawkesbury Road) and between the two parts of the Cumberland Hospital site as long as patients continue to be located at each facility at all times throughout the life of the CSSI. Measures must be outlined in the relevant access plan required under Condition E9.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.9.3. During the reporting period, access for emergency vehicles was documented in TMPs (where not impacted) or Local Access Plans (where impacted). As evidenced in TMPs, consultation with emergency services and NSW Health continued to be undertaken during the reporting period to ensure emergency vehicle access was maintained between the two parts of the Cumberland hospital and Westmead Hospital. No issues identified in the reporting period.</p>
E16	<p>During works, the Proponent must ensure all practicable measures are implemented to maintain pedestrian and vehicular access to, and parking near, businesses and affected properties.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.9 and 6.10.3. Local Access Plans (LAPs) continue to be developed to ensure all practical measures are implemented to maintain access to businesses as outlined in Section 6.9. The Traffic Manager engaged with the Stakeholder and Community Liaison Manager as per the Community and Engagement Management Plan and supports the Business Activation Plan (Section 6.10.3) where required. During the reporting period, the requirements of this condition have been captured in ECMs, periodic toolbox talks, and ongoing consultation with businesses.</p>
E17	<p>Alternative pedestrian and vehicular access, and servicing arrangements must be developed in consultation with affected businesses and implemented</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.9 and 6.10.3. Consultation with businesses that will be impacted by construction is undertaken in advance of scheduled disruptions. This consultation ensures</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>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>			<p>alternative pedestrian and vehicular access is provided with adequate wayfinding to businesses. Where access is impacted, a Local Access Plan is prepared in consultation with businesses. There were no matters of non-compliance identified during the reporting period.</p>
E18	<p>The Proponent must prepare an Operational Traffic, Transport and Access Performance Review in consultation with RMS and Relevant Council(s). The monitoring and review shall be undertaken outside a school holiday period one month and twelve months after the commencement of CSSI operations. The review shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) collection of traffic count data from key signalised intersections; (b) monitoring of changes to traffic flows, pedestrian flows, bus network changes and infrastructure associated with the CSSI; (c) results of monitoring and performance of traffic flows, pedestrian flows, bus network changes and infrastructure associated with the CSSI; (d) details of any complaints received relating to traffic, transport and access impacts; and 	<p>The Principal will comply with condition E18, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>	Not Triggered	<p>ER Closed</p> <p>Refer to the TfNSW obligations matrix.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>(e) an assessment of the performance and effectiveness of the traffic, transport and access management and mitigation measures comparing actual network performance against modelled network performance.</p>			
E19	<p>The Operational Traffic, Transport and Access Performance Review must be submitted to the Secretary, for information, and the relevant road authorities within one month of its completion. If the assessment indicates ongoing traffic, transport and access issues attributable to the CSSI (such as from intersection level of service, queue lengths, road safety, and other relevant parameters of performance), which are not consistent with the outcomes predicted in the documents listed in Condition A1, the Proponent must implement additional measures to mitigate these impacts in consultation with the relevant road authority.</p>	<p>The Principal will comply with condition E19, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>	Not Triggered	ER Closed Not triggered by the Infrastructure Delivery Stage.
E20	<p>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 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</p>	<p>Parramatta Connect will fully comply with this condition.</p>	Triggered	<p>Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 12.3.1 and Appendix B. The detailed Land Use Survey has been completed and included in Appendix B of the Noise and Vibration Management Sub-plan (CoA C3b). The Land Use Survey was endorsed by the AA on 4 December 2019. The detailed Land Use Survey supported the development of CNVIS required by CoA E42.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	Construction Noise and Vibration Impact Statements required by Condition E42.				
E21	Works must be undertaken during the following hours: (a) 7:00am to 6:00pm Mondays to Fridays, inclusive; (b) 8:00am to 12:00pm Saturdays; and (c) at no time on Sundays or public holidays.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 5.1 and reflected in ECMs. There were no matters of non-compliance identified or raised during the reporting period. It is noted that the Environmental Planning and Assessment (COVID-19 Development - Infrastructure Construction Work Days) Order 2020 was extended by DPIE during the reporting period. Construction works have been undertaken in compliance with the extended hours permitted under the Order as evidenced by ECMs and OOHW Permits.
E22	Notwithstanding Condition E21 , and with the exception of 'Eat Street', works may be undertaken during the following hours: (a) 6:00pm to 7:00pm Mondays to Fridays, inclusive; and (b) 12:00pm to 6:00pm Saturdays.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 5.1 and ECMs (where relevant). It is noted that the Environmental Planning and Assessment (COVID-19 Development - Infrastructure Construction Work Days) Order 2020 was extended by DPIE during the reporting period. Construction works have been undertaken in compliance with the extended hours permitted under the Order as evidenced by ECMs and OOHW Permits.
E23	Notwithstanding Condition E21, works may be undertaken in the Camellia and Rosehill precincts (east of James Ruse Drive) and the Carlingford precinct (from Parramatta River to Victoria Road) 24 hours a day, seven days a week provided that sensitive receivers are not affected by noise levels of greater than 5 dBA above the rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009), between 10.00pm and 7.00am.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 5.2 and ECMs (where relevant).
E24	Construction outside the hours identified in Condition E21 along 'Eat Street' must be established through consultation with affected businesses as outlined in the Business Activation Plan required by Condition E110.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 5.2. Consultation was completed with the businesses in Eat Street during the reporting period in accordance with the Business Activation Plan and a further agreement has been achieved with the Business Reference Group (correspondence dated 25-Mar-21 and 29-Jun-21).
E25	Works may be undertaken outside of the hours defined in Conditions E21 to E22 , as applicable, but only if one or more of the following applies:	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 5.2 and implemented through Out of Hours Works Permits. An EPL (21347) was issued to CPB Construction on 3-01-



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>(a) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or</p> <p>(b) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm; or</p> <p>(c) where different hours of works are permitted or required under an EPL in force in respect of the CSSI; or</p> <p>(d) works approved under an Out-of-Hours Work Protocol for works not subject to an EPL; or</p> <p>(e) construction that causes LAeq(15 minute) noise levels:</p> <p>i) no more than 5 dB(A) above the rating background level at any residence in accordance with the <i>Interim Construction Noise Guideline (DECC, 2009)</i>, and</p> <p>ii) no more than the 'Noise affected' noise management levels specified in Table 3 of the <i>Interim Construction Noise Guideline (DECC, 2009)</i> at other sensitive land uses, and</p> <p>iii) no more than 15dBA above the night-time rating background level at any residence during the night time period, when measured using the LA1(1 minute) noise descriptor, and</p> <p>iv) continuous or impulsive vibration values, measured at the most affected residence are no more than the maximum values for human exposure to vibration, specified in Table 2.2 of <i>Assessing Vibration: a technical guideline (DEC, 2006)</i>, and</p> <p>v) intermittent vibration values measured at the most affected residence are no more than the maximum values for human exposure to vibration, specified in Table 2.4 of</p>			<p>20 for Railway activities - railway infrastructure construction, and as such, the Out of Hours Works Protocol is not longer applicable.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p><i>Assessing Vibration: a technical guideline (DEC, 2006).</i></p>			
E26	<p>On becoming aware of the need for emergency construction works, the Proponent must notify the ER of the need for those activities or works. The Proponent must also use best endeavours to notify all affected sensitive receivers of the likely impact and duration of those works.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 10.7 and the Out of Hours Works Protocol required by E28. During the reporting period, emergency works occurred on 20-Mar-21 at Adderton Road, Telopea during a severe rainfall event. To prevent overflow of the stormwater system and flooding of adjacent properties, a generator and pump was installed within the site stormwater system to divert surplus water and enable the controlled discharge off-site. The ER was advised of the emergency works on 20-Mar-21 and DPIE was notified on 22-Mar-21 (the next business day).</p>
E27	<p>Except as permitted by an EPL, or through the Out-of-Hours Work Protocol, Highly Noise Intensive Works that result in an exceedance of the applicable NML at the same sensitive receiver must only be undertaken:</p> <p>(a) between the hours of 8:00 am to 6:00 pm Monday to Friday;</p> <p>(b) between the hours of 8:00 am to 1:00 pm Saturday; and</p> <p>(c) in continuous blocks not exceeding three (3) hours each with a minimum respite from those activities and works of not less than one (1) hour between each block.</p> <p>For the purposes of this condition, 'continuous' includes any period during which there is less than a one (1) hour respite between ceasing and recommencing any of the work that are the subject of this condition.</p> <p>Note: A trial period of the Highly Noise Intensive Work undertaken with the approval of the Out of Hours Work Protocol may be established.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Non-Conformant</p> <p>Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 5 and 9.1 and implemented through ECMs and Out of Hours Works Permits. An EPL (21347) was issued to CPB Construction on 3-01-20 for Railway activities - railway infrastructure construction. The EPL includes conditions permit works to be undertaken outside of the approved working hours that are substantially consistent with the Planning Approval including respite periods. During the reporting period, a non-compliance was reported to DPIE and the EPA in response to Highly Noise Intensive Works that were undertaken on Factory Street at 6:50am (12-May-21). The activity (concrete saw cutting) was not permitted to be undertaken until 8:00am. The matter was also reported to the EPA who subsequently issued a Formal Warning to CPB Contractors on 1-Jun-21.</p>
E28	<p>An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>An EPL (21347) was issued to CPB Construction on 3-01-20 for Railway activities - railway infrastructure construction. As such, the</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>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> <ul style="list-style-type: none"> (a) provide a process for the consideration of out-of-hours works against the relevant noise and vibration criteria; (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; (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: <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 (d) identify Department and community notification arrangements for approved out of hours works, which will be detailed in the Communication Strategy. <p>Note: This condition does not apply where work is required for an emergency (as defined in Condition E25)</p>			<p>requirements of this condition were not triggered during the reporting period.</p>
E29	<p>Out-of-hours works that may be regulated through an EPL or the Out of Hours Work Protocol as per Condition E28 include, but are not</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>An EPL (21347) was issued to CPB Construction on 3-01-20 for Railway activities - railway infrastructure construction. Out of hours works during the reporting period were managed in accordance with the EPL as demonstrated by OOHW Permits.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	<p>limited to:</p> <p>(a) carrying out works that during standard hours would result in a high risk to construction personnel or public safety, based on a risk assessment carried out in accordance with AS/NZS ISO 31000:2009 "Risk Management"; or</p> <p>(b) the relevant road authority has advised the Proponent in writing that carrying out the works and activities during standard hours would result in a high risk to road network operational performance and a road occupancy licence will not be issued; or</p> <p>(c) the relevant utility service operator has advised the Proponent in writing that carrying out the works and activities during standard hours would result in a high risk to the operation and integrity of the utility network; or</p> <p>(d) where the TfNSW Transport Management Centre (or other road authority) has advised the Proponent in writing that a road occupancy licence is required and will not be issued for the works or activities during the hours specified in Condition E21 and Condition E22; or</p> <p>(e) where Sydney Trains (or other rail authority) has advised the Proponent in writing that a Rail Possession is required.</p>				
E30	<p>Mitigation measures must be applied to construction activities that are predicted to result in the following residential ground-borne noise levels being exceeded as a result of the CSSI:</p> <p>(a) Evening (6.00pm to 10.00pm) – internal $L_{Aeq(15 \text{ minute})}$: 40 dBA; and</p> <p>(b) Night (10.00pm to 7.00am) – internal $L_{Aeq(15 \text{ minute})}$: 35 dBA.</p> <p>The mitigation measures must be</p>	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Mitigation measures are defined in the Noise and Vibration Management Sub-plan (Table 11-2) and are reflected in CNVIS' and ECMS.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	outlined in the Construction Noise and Vibration Management Sub-Plan and the Out of Hours Works Protocol .				
E31	Noise generating works near places of worship, educational institutions and noise and vibration-sensitive businesses and critical working areas (such as theatres, laboratories, operating theatres, and mental health services and accommodation) must not be timetabled within sensitive periods, unless otherwise agreed with the affected institutions, and at no cost to the affected institution. This must be determined through ongoing consultation with the community during construction.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Noise and Vibration Management Sub-plan (CoA C3b). As detailed in Section 6.2.4, non-residential noise and vibration sensitive receivers will be identified in the Land Use Survey (CoA E20). The predicted construction noise and vibration impacts have been assessed in the CNVIS (CoA E42) for each non-residential noise and vibration sensitive receiver. Any restrictions on timetabling of works identified through consultation (as per CoA E39) are communicated to the Construction Team. Mitigation measures for noise generating works have been included in Table 11-2. A mitigation measure to address noise generating works near places of worship, educational institutions and noise and vibration-sensitive businesses and critical working areas has been included in as mitigation measure NV49.
E32	The Proponent must consult with proponents or applicants of other State Significant development and infrastructure works near the CSSI and take reasonable steps to coordinate works to minimise cumulative impacts of noise and vibration and maximise respite for affected sensitive receivers.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 11.4. Consultation is undertaken with proponents or applicants of other State Significant development and infrastructure works near the CSSI to coordinate respite period. The exact nature of the consultation is determined on a case by case basis through the development of a Consultation Action Plan (CAP) in accordance with the JV's Communication and Engagement Plan.
E33	Construction noise mitigation measures must be implemented in accordance with Tables 4, 5, 6 and 7 of TfNSW's Construction Noise and Vibration Strategy (2018), regardless of the number of sensitive receivers impacted.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) as follows: Table 4 (Impact Assessment Procedures) - Section 9, Table 5 (Standard management measures to reduce construction noise and vibration) - Table 11-2, Table 6 (Standard source mitigation measures to reduce construction noise and vibration) - Table 11-2, Table 7 (Standard path mitigation measures to reduce construction noise and vibration) - Table 11-2.
E34	Piling activities that affect sensitive receivers must be undertaken using quieter alternative methods than impact or percussion piling, such as bored piles or vibrated piles, where practicable.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 11.5 (mitigation measure NV53) and reflected in ECMs. During the reporting period, vibratory piling of hollow steel casings was undertaken at Bridge Road Bridge. Monitoring of the Grey-headed Flying Fox camp in Parramatta Park was undertaken throughout the works in accordance with the approved Environmental Work Method Statement.



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
E35	Nothing in this approval permits blasting for construction of the CSSI.	Parramatta Connect will fully comply with this condition.	Triggered	Not Triggered	Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Table 11-2 as mitigation measure NV54. No blasting is proposed for Package 4 works.
E36	The Proponent must provide respite periods for sensitive receivers where any construction activity during the hours specified in Condition E21 results in noise levels that exceed the Highly Noise Affected Level of 75 dB (LAeq,15 minute).	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 11.2. This has been included in Table11-2 as mitigation measure NV55. Respite during the during the hours specified in Condition E21 for activities that exceed the Highly Noise Affected Level of 75 dB (LAeq,15 minute) has been provided in accordance with Condition E27. Standard HNIW respite hours (11pm-12pm and 3pm-4pm) have been adopted by PCPLR and are reflected in ECMs.
E37	<p>Where works are undertaken outside hours specific in Condition E21 and E22 and construction noise levels exceed 65 dB(A) LAeq (15 mins) at the façade of the building of a residential receiver, the Proponent must only work 4 nights in any 7 day period. The 4 nights worked must be informed by community consultation referenced in Condition E39.</p> <p>Outcomes of the community consultation, the identified works and respite periods and the scheduling of the likely out-of-hour works must be provided to the AA, ER and the Secretary for information.</p> <p>Relocation of work following 4 nights of works in any 7 day period must be sufficiently removed so as to provide clear respite of 3 days. Works in areas of respite must be subject to noise levels of no more than 5 dB(A) above the rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009).</p> <p>The requirements of this condition may be varied with the approval of the Secretary following the Secretary's</p>	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 11.2 and Table 11-2. Implementation throughout the reporting period is demonstrated through ECMs, OOHW Permits (prepared in accordance with EPL 21347) and E37/E39 Consultation Reports which are prepared quarterly and submitted to the ER and AA. Regular notifications regarding out-of-hours work have been sent to the community which includes distribution to DPIE.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	review of community consultation outcomes, construction noise and vibration impacts and the implementation of noise management and mitigation measures.			
E38	All work undertaken for the delivery of the CSSI, including those undertaken by utility contractors, must be coordinated to ensure respite, including the respite required by Condition E37 . The Proponent must: (a) schedule any works to provide respite to impacted noise sensitive receivers so that all respite periods are achieved; or (b) consider the provision of alternative mitigation, including the provision of at receiver treatments and alternative accommodation to impacted noise sensitive receivers; and (c) provide documentary evidence to the AA in support of any decision made by the Proponent in relation to respite or mitigation.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 9.1, 11.2 and 11.3. (a) Respite has been provided in accordance with E37 (four nights in 7 day period followed by clear respite for 3 days) (Section 11.2 and reflected in ECMs) (b) provision of alternative mitigation, including the provision of at receiver treatments and alternative accommodation to impacted noise sensitive receivers is considered and has been undertaken during the reporting period (c) CNVIS are provided to the AA outlining the decision made by the Proponent in relation to respite or mitigation. Out of Hours Works Permits reflect the outcomes of the CNVIS.
E39	In order to undertake out-of-hours work described in Condition E25(c) and (d) , the Proponent must identify appropriate work and respite periods for the works in consultation with the community at each affected precinct at three monthly intervals. This consultation must be ongoing and include (but not be limited to) providing the community with: (a) a schedule of likely out-of-hours work for a period of no less than two (2) months for medium to high risk work (as defined in the Out of Hours Work Protocol (Condition E28)); (b) a schedule of likely out-of-hours work for a period of no less than seven (7) days for low risk work (as defined in the Out of Hours Work Protocol (Condition E28)).	Parramatta Connect will fully comply with this condition.	Triggered	Conformant Consultation undertaken in accordance with E37 and E39 is documented in an E39 and E37 Quarterly Community Consultation Report which is submitted to the ER and AA for comment (reports PLR1INF-CPBD-ALL-CG-RPT-000006, and PLR1INF-CPBD-ALL-CG-RPT-000007 were prepared during the reporting period). The outcomes of the consultation are reflected within relevant OOHW Permits and ECMs. It is noted that limited feedback on work and respite period preferences was received from the community as part of the consultation.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>(c) the potential works, location and duration; (d) the noise characteristics and likely noise levels of the works; and (e) likely mitigation and management measures.</p> <p>The Proponent shall consider and respond to the affected community's preference for alternative hours and/or durations.</p> <p>The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour works must be provided to the AA, ER and the Secretary.</p>			
E40	<p>The provision of respite periods does not preclude the application of other construction noise management measures, including the provision of at receiver treatments and or alternate accommodation.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 11.2. Implementation is demonstrated through CNVIS', ECMs, OOHW Permits and E37 and E39 Quarterly Consultation Reports (refer to CoA E39).</p>
E41	<p>At no time can noise generated by construction exceed the National Standard for exposure to noise in the occupational environment of an eight-hour equivalent continuous A-weighted sound pressure level of LAeq,8h, of 85dB(A) for any employee working at a location near the CSSI.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 11.8. Construction noise will not exceed the National Standard for exposure to noise in the occupational environment of an eight-hour equivalent continuous A-weighted sound pressure level of LAeq,8h, of 85dB(A) for any employee working at a location near the Project. This will be ensured through the implemented of mitigation measures in Section 10.8 and ongoing monitoring in accordance with CNVISs. During the reporting period, a number of measures were implemented on Eat Street to ensure compliance including respite periods (one hour following every three hours of HNIW) and the installation of noise barriers around paver cutting stations.</p>
E42	<p>Construction Noise and Vibration Impact Statements 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</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 9.1. Construction Noise and Vibration Impact Statements have been prepared and are currently being implemented. Section 9.1 outlines how CNVISs will be prepared, reviewed and endorsed by the AA.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>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, 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; (h) assessment of potential noise from the proposed construction methods including noise from construction vehicles and noise impacts from required traffic diversions; (i) community consultation and notification; (j) all reasonable and feasible measures including adopting the least noisy available construction methods, systems 			



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>and equipment; (k) additional noise and vibration mitigation measures as negotiated with affected residents and other sensitive receivers.</p> <p><i>Note: Existing noise levels, pre-construction noise levels, or the like for the purposes of identifying rating background noise levels, noise management levels and construction noise impacts are noise levels that do not include any other construction related noise.</i></p>			
E43	<p>The Proponent must conduct vibration testing before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent cosmetic damage. In the event that the vibration testing and monitoring shows that the preferred dose values for vibration are likely to be exceeded, the Proponent must review the construction methodology and, if necessary, implement additional mitigation measures.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 12.3.4 and Section 12.3.5. Vibration testing is conducted before and during vibration generating activities that have the potential to impact on heritage items. Vibration monitoring requirements (including review of heritage items) are identified in the CNVIS for works activities. Pre-construction and construction monitoring was completed for the Sewage Pumping Station, Dundas Railway Station, Camellia Bridge Abutments, Carlingford Stock Feeds and Duck Creek Bridge (TK528-04-05F02). During the reporting period, extensive vibration testing was undertaken of works that have the potential to impact heritage items.</p>
E44	<p>The Proponent must seek the advice of a heritage specialist on methods and locations for installing equipment used for vibration, movement and noise monitoring of heritage-listed structures.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Addressed in the Noise and Vibration Management Sub-plan (CoA C3b). A heritage specialist will be engaged when vibration, movement and noise monitoring of heritage-listed structures will occur, as outlined in Section 11.5 (NV62). This has also been referenced in the Construction Monitoring Program in Section 12.3.6. During the Infrastructure Works, advice was sought from GML on methods and locations for installing vibration monitors at numerous heritage-listed structures, including Lennox Bridge, Royal Oak Stables, Dundas Station, Camellia Bridge and Barrack Lane.</p>
E45	<p>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</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 12.3.2. The Building Pre-Construction Condition Surveys program has been finalised. Reports have been completed for all properties that accepted PCPLR's offer to undertake the survey. All completed reports have been provided to landowners,</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>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.</p>			<p>however none of the property owners agreed to provide their reports to the Council.</p>
E46	<p>After completion of construction and with the agreement of the landowner, Building Condition Surveys of all buildings for which building condition surveys were undertaken in accordance with Condition E45 of this approval must be undertaken by a structural engineer. 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 three (3) months following the completion of construction.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 12.3.2. Implementation of this condition was not triggered during the reporting period.</p>
E47	<p>Any physical damage caused to a property as a result of the CSSI shall be rectified or the property owner compensated, within a timeframe agreed to by the property owner with the costs borne by the Proponent. This condition is not intended to limit any claims that the property owner may have against the Proponent.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>Addressed in the Noise and Vibration Management Sub-plan (CoA C3b) Section 12.3.2. During the reporting period, minor damage to a limited number of private properties was identified and rectified in consultation with property owners.</p>
E48	<p>The Proponent must prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration</p>	<p>The Principal will comply with condition E48,</p>	<p>Not Triggered - The ONVR</p>	<p>Conformant</p> <p>Not triggered by the Infrastructure Delivery Stage. Activities during this stage do not relate to operation of the CSSI. The ONVR shall be prepared during the SOM Stage. Concurrent to the Infrastructure</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>mitigation measures that would be implemented for the operation of the CSSI. The ONVR must be prepared in consultation with the Department, relevant council(s), other relevant stakeholders and the community and must:</p> <p>(a) identify specific noise and vibration criteria applicable to each component of the CSSI;</p> <p>(b) predict the operational noise and vibration levels at affected receivers;</p> <p>(c) identify the proposed mitigation measures to be used to meet the applicable noise and vibration criteria;</p> <p>(d) ensure uncertainties in the design process (e.g. engineering performance tolerances, modelling assumptions, transmission path assumptions etc) are identified and conservatively quantified; and</p> <p>(e) include a consultation strategy with directly affected receivers on mitigation measures.</p> <p>Where the noise and vibration criteria cannot be achieved, the assessment shall present an analysis of reasonable and feasible noise and vibration mitigation measures, and the 'best practice' achievable noise and vibration outcome for each component of the CSSI.</p> <p>The ONVR is to be verified by a suitably qualified and experienced noise and vibration expert. The ONVR is to be undertaken at the Proponent's expense and submitted to the Secretary for approval before the implementation of mitigation measures.</p> <p>The Proponent must implement the identified noise and vibration control</p>	<p>except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>	<p>shall be prepared during the SOM Stage. Concurrent to the Infrastructure Delivery Stage to allow early implementation of operational noise mitigation measures where reasonable and feasible. Refer to Stage 3 SOM.</p>	<p>Delivery Stage to allow early implementation of operational noise mitigation measures where reasonable and feasible. Refer to Stage 3 SOM.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	measures and make the ONVR publicly available.				
E49	Noise mitigation measures as identified in Condition E48 that will not be physically affected by works must be implemented within eighteen (18) months of the commencement of construction in the vicinity of the impacted receiver to minimise construction noise impacts, and detailed in the Construction Noise and Vibration Management Sub-plan for the CSSI.	Parramatta Connect will fully comply with this condition.	Not Triggered	Conformant	Not triggered by the Infrastructure Delivery Stage, Commencement of construction of Light Rail infrastructure will occur in this stage. However, the ONVR and any associated mitigation will be completed concurrently under the SOM package.
E50	The CSSI must be designed and operated with the objective of not exceeding the air-borne and ground-borne noise trigger levels as defined in the Rail Infrastructure Noise Guideline (EPA, 2012) and the vibration levels defined in the Assessing Vibration: A Technical Guideline (DEC, 2006).	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Ground-borne noise and vibration as limited to the Infrastructure Works was assessed as detailed in the PLR1INF Project Wide Ground Borne Noise and Vibration Report (PLR1INF-WSPA-ALL-NV-RPT-517001). To the extent to which the Infrastructure Works influence trigger levels, the report demonstrates that the requirements of this condition and the SPR Appendix I Clause 2.4.1 have been satisfied.
E51	The Proponent must reassess operational noise impacts from the CSSI in accordance with the Rail Infrastructure Noise Guideline (EPA, 2012) and in addition, if light rail service frequencies increase as part of normal operations (i.e. excluding special events) within the first 10 years of operation. More frequent services are defined as: (a) a light rail service more frequent than one every 10 minutes between 5.00am and 7.00am Monday to Friday; or (b) a light rail service more frequent than one every 7.5 minutes between 7.00am and 7.00pm Monday to Friday; or (c) a light rail service more frequent than one every 15 minutes between 11.00pm and 1.00am Monday to Friday; or (d) a light rail service more frequent than one every 15 minutes between 5.00am and 7.00am and 11.00pm and 1.00am	Parramatta Connect will fully comply with this condition.	Not Triggered	ER Closed	Not triggered by Package 4 works. Activities during this stage do not relate to operation of the CSSI.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>on weekends and public holidays; or (e) a light rail service more frequent than one every 10 minutes between 7.00am and 11.00pm on weekends and public holidays.</p> <p>If the reassessment shows that the trigger levels are exceeded, reasonable and feasible mitigation measures shall be identified in consultation with the affected property owner. Any required mitigation measures shall be implemented before the change to service frequency.</p>			
E52	<p>Noise emanating from stationary sources must comply with the noise limits at the nearest sensitive receivers in accordance with the <i>Noise Policy for Industry (2017)</i> or as specified in Table E1 and Table E2. Noise generated from these facilities must also include associated traffic movements.</p> <p><INSERT TABLE E1> <INSERT TABLE E2></p> <p><i>Note: The design of the Camelia Stabling and Maintenance Facility must demonstrate consideration of the relevant criteria for the future land use proposed under the Camellia Masterplan, where sufficient detail is available at the time of design.</i></p>	Parramatta Connect will fully comply with this condition.	Not Triggered	Unassigned Not triggered by Package 4 works. Activities during this stage do not relate to operation of the CSSI.
E53	Where practicable, audible alarm systems at the stabling facility are required to be non-tonal, and any permanent vehicles on site are required to be fitted with non-tonal reversing alarms.	Parramatta Connect will fully comply with this condition.	Not Triggered	ER Closed Not triggered by Package 4 works. Activities during this stage do not relate to operation of the CSSI.
E54	Ground-borne noise from rail traffic must not result in increases in existing noise levels by 3 dBA or more <u>and</u>	Parramatta Connect will fully comply with this condition.	Not Triggered	ER Closed Ground-borne noise and vibration as limited to the Infrastructure Works was assessed as detailed in the PLR1INF Project Wide Ground Borne Noise and Vibration Report (PLR1INF-WSPA-ALL-



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>exceedances of the criteria outlined in Table E3 at the nearest receiver. If exceedances are identified, the Proponent must implement mitigation measures which may include at-receiver property treatments: <INSERT TABLE E3></p> <p><i>General Note: Ground-borne noise level values are relevant only where they are higher than the airborne noise from railways and where the ground-borne noise levels are expected to be, or are, audible within habitable rooms (RING, EPA 2013).</i></p> <p><i>Note 1: LASmax refers to the maximum noise level not exceeded for 95 percent of rail pass-by events and is measured using the 'slow' response setting on a sound level meter.</i></p> <p><i>Note 2: The lower value of the range is applicable where low internal noise levels are expected, such as in areas assigned to studying, listening and praying.</i></p> <p><i>Note 3: NR curves are used for rating noise levels and are a set of octave band curves which provide limiting sound pressure level values. NR 15 is equivalent to approximately 20 dBA and NR 25 is approximately 30 dBA.</i></p>			<p>NV-RPT-517001). The modelling predicts exceedances of the noise trigger levels as part of the project's Conditions of Approval, however is considered to generally comply with SPR Appendix I Clause 2.4.1 for reasons provided within the body of the report.</p>
E55	<p>Ground-borne noise from rail traffic must not exceed the criteria outlined in Table E4 as measured at the nearest receiver. If exceedances are identified, the Proponent must implement mitigation measures which may include at-receiver property treatments: <INSERT TABLE E4></p> <p><i>General Note: Ground-borne noise level values are relevant only where they are higher than the airborne noise from</i></p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Not Triggered</p>	<p>Ground-borne noise and vibration as limited to the Infrastructure Works was assessed as detailed in the PLR1INF Project Wide Ground Borne Noise and Vibration Report (PLR1INF-WSPA-ALL-NV-RPT-517001). To the extent to which the Infrastructure Works influence trigger levels, the report demonstrates that the requirements of this condition and the SPR Appendix I Clause 2.4.1 have been satisfied.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>railways and where the ground-borne noise levels are expected to be, or are, audible within habitable rooms (RING, EPA 2013).</p> <p>Note 1: LASmax refers to the maximum noise level not exceeded for 95 percent of rail pass-by events and is measured using the 'slow' response setting on a sound level meter.</p> <p>Note 2: The lower value of the range is applicable where low internal noise levels are expected, such as in areas assigned to studying, listening and praying.</p> <p>Note 3: NR curves are used for rating noise levels and are a set of octave band curves which provide limiting sound pressure level values. NR 15 is equivalent to approximately 20 dBA and NR 25 is approximately 30 dBA.</p>			
E56	<p>The Proponent must ensure that, unless they are required for safety reasons, no public-address system is to be used as part of normal operations of the CSSI. Any emergency public address system must be designed to minimise noise spillage from the site. Speakers must be installed with their pointing axis directed away from residential buildings and sensitive receivers unless otherwise specified in the Operational Noise and Vibration Management Sub-Plan.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Not Triggered</p>	<p>ER Closed</p>
E57	<p>Testing of warning bells in the stabling and maintenance facility must be undertaken in an enclosed space or with all doors of the facility closed. No testing of warning bells is permitted to take place at the stabling facility unless it meets the noise goals (including for sleep disturbance) outlined in the Noise Policy for Industry (2017) at the nearest residential receiver as outlined in Condition E52.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Not Triggered</p>	<p>ER Closed</p>



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
E58	<p>The Proponent must undertake noise and vibration monitoring to assess noise from the light rail, ancillary facilities and stationary sources and the adequacy of noise mitigation measures to demonstrate compliance with the noise and vibration limits and/or goals specified in this approval. This must be developed in consultation with the EPA and Relevant Council(s) and be undertaken within six months of the commencement of operation of the CSSI. A Noise and Vibration Compliance Assessment Report providing the results of the monitoring must be submitted to the Secretary and Relevant Council(s), for information, within one month of its completion. The report must also detail any complaints received relating to operational noise and vibration impacts in the preceding six months. If the report indicates an exceedance of the limits and/or goals specified in this approval, the Proponent must implement additional measures to mitigate these exceedances in consultation with affected property owners and/or occupiers.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Not Triggered</p>	<p>ER Closed</p>	
E59	<p>In the event of a change to the frequency of services outlined in Condition E51, the Proponent must monitor noise and vibration to assess the adequacy of implemented mitigation measures against the limits and/or goals specified in this approval and present these in an updated Noise and Vibration Compliance Assessment Report. If the monitoring indicates an exceedance of the noise and vibration limits and/or goals specified, the Proponent must implement further measures to mitigate these exceedances in consultation with affected property owners and/or</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Not Triggered</p>	<p>ER Closed</p>	



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	occupiers. A copy of the updated Noise and Vibration Compliance Assessment Report must be submitted to the Secretary, for information, within one month of its completion.				
E60	The Proponent must not destroy, modify or otherwise physically affect heritage items (including Aboriginal objects), outside of the CSSI footprint.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Heritage Management Sub-plan (CoA C3d). The Heritage Management Sub-plan was endorsed by the ER and Approved by the Secretary on 21-Nov-2019 (refer to Condition C3). Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. Where Infrastructure Works are proposed to be undertaken outside of the Approved Project boundary, potential impacts to heritage are assessed as part of a Consistency Assessment or Environmental Review to demonstrate consistency with the EIS. Where the impacts are determined to be consistent with the EIS and the works are outside of the boundary, the CSSI footprint is increased to capture the additional area. This process is detailed in the approved CEMP.
E61	Nothing in this approval permits the Proponent to harm, modify, or otherwise impact human remains uncovered during the construction and operation of the CSSI.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Heritage Management Sub-plan (CoA C3d). This has been included as mitigation measure H13. During the analysis of faunal remains identified in a Robin Thomas Resource cesspit in Aug-21, a University of England faunal specialist identified potential human remains, including two vertebrae. The vertebrae were subsequently confirmed by Dr. Denise Donlon (University of Sydney physical anthropologist) as human. Relevant notifications of this finds were made to the NSW Police, NSW Coroner, TfNSW, the ER, DPC Heritage, NSW Health, CoPC and RAPS.
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> <p>The Procedure must be included in the Heritage Management Sub-plan required by Condition C3.</p> <p>Note: Human remains that are found</p>	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Heritage Management Sub-Plan (Appendix A). The Unexpected Heritage Finds Procedure has been endorsed by Abi Cryerhall (Excavation Director), a suitably qualified and experienced archaeologist/heritage specialist. HMP (rev 7) was endorsed by ER 6 November 2019 and approved by the Secretary on the 21 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	unexpectedly during works are under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.				
E63	The Unexpected Heritage Finds Procedure , as submitted to the Secretary, must be implemented for the duration of construction and during operational maintenance works.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Heritage Management Sub-plan (CoA C3d). The Unexpected Heritage Finds Guideline is provided in Appendix A and reflected in Section 7 (Table 7-1). Implementation during the reporting period was demonstrated through the numerous notifications of unexpected finds on TeamBinder.
E64	<p>The Proponent must prepare a Heritage Interpretation Strategy before work (excluding archaeological excavation required under Condition 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> <ul style="list-style-type: none"> a) Parramatta Female Factory and Institutions Precinct within the Cumberland District Hospital Group b) Lennox Bridge; c) St Patrick's Roman Catholic Cemetery; d) The Convict Lumberyard (Arthur 	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Heritage Management Sub-plan (CoA C3d). This requirement has been included as mitigation measure H6 in Table 7-1. A Heritage Interpretation Strategy has been endorsed by the ER and sent to the Secretary for information. The Queen's Wharf Reserve Heritage Interpretation has been prepared by the Enabling Works (Package 1) for the immediate area. Ongoing consultation has been carried with the Interface Contractors to ensure archaeology and interpretation reporting requirements are achieved. The Heritage Interpretation Strategy was revised in accordance with CoA E64A and submitted to DPIE on 14-Apr-21. DPIE advised on 26-Apr-21 that Rev 9 was accepted. Heritage Interpretation Implementation Plans were also developed during the reporting period in consultation with DPC Heritage and CoPC. Development of interpretive devices similarly commenced during the reporting period.



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	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)				
E64A	<p>Within six months of the completion of any archaeological excavation and archival recording, the Heritage Interpretation Strategy in Condition E64 must be updated to include any additional heritage items identified and their interpretation.</p> <p>Note: Archaeological excavation and archival recording includes but is not limited to that required by Condition E70 and E71 inclusive.</p>	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Heritage Management Sub-plan (CoA C3d). This requirement has been included as mitigation measure H6 in Table 7-1. The Heritage Interpretation Strategy was revised in accordance with this condition and submitted to DPIE on 14-Apr-21. DPIE advised on 26-Apr-21 that Rev 9 was accepted. The next update of the Heritage Interpretation Strategy is scheduled to occur in Aug-21 in accordance with the requirements of this condition.
E65	Identified impacts to heritage items and heritage conservation areas must be minimised through both detailed design and construction in consultation with the Heritage Council (or its delegate). The measures to manage this must be detailed in the Heritage Management Sub-Plan required by Condition C3.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Heritage Management Sub-plan (CoA C3d). This requirement has been included as mitigation measure in Section 7. Impacts to heritage items and heritage conservation areas during detailed design have been reviewed in the Environmental Design Review Reports with the assistance of an appropriately qualified and experienced heritage architect to provide independent review. In addition, Heritage Impact Reports were produced for each stage of the design development (at DDR during the reporting period) to identify impacts to built heritage and detail mitigation measures to be applied to design. Consultation with DPC Heritage during the reporting period has consisted of meetings/workshops and correspondence for built heritage and archaeology. Consultation has been documented within a Consultation Report.
E66	The Proponent must not destroy, modify or otherwise physically affect any structures within the Cumberland District	Parramatta Connect will fully comply with this condition.	Triggered	Not Triggered	Addressed in the Heritage Management Sub-plan (CoA C3d). This requirement has been included as mitigation measure H1 in Section 7. Not triggered during the reporting period.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	Hospital Group or the curtilage of the Parramatta Female Factory and Institutions Precinct, except as identified in the documents listed in Condition A1.				
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> <ul style="list-style-type: none"> (a) that there is no prudent or feasible alternative; (b) demolition would result in no or minimal impacts on the heritage significance of the place or the wider Parramatta North Historic Sites; and (c) demolition would be of an overall benefit to the heritage significance of the place and the wider Parramatta North Historic Sites. <p>Nothing in this approval permits the demolition of the CHIP Hostel No. 1 without the written approval of the Secretary.</p>	Parramatta Connect will fully comply with this condition.	Not Triggered	ER Closed	Addressed in the Heritage Management Sub-plan (CoA C3d) in Table 6-2. Designers have confirmed that the CHIP Hostel will not be demolished. Refer to the TfNSW obligations matrix for further details of the analysis undertaken to date.
E68	The detailed design of the CSSI must have regard to the following heritage items to ensure that the design respects and responds to the heritage value of the items:	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Heritage Management Sub-plan (CoA C3d) in Table 6-2. An appropriately qualified and experienced heritage architect provided independent review throughout detailed design and as reflected in the Heritage Impact Reports which were produced for each stage of the design development.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	(a) Lennox Bridge; (b) Cumberland District Hospital Group; (c) St Patrick's Roman Catholic Cemetery; (d) Prince Alfred Square (and potential archaeological site); (e) Ancient Aboriginal and Early Colonial Landscape (Robin Thomas Reserve); (f) Queen's Wharf Reserve and stone wall and potential archaeological site and (g) Dundas Railway Station Group.			
E69	Before installing acoustic treatment at any heritage item identified in the documents listed in Condition A1 the advice of a suitably qualified heritage architect or heritage engineer with specific experience in built heritage must be obtained and implemented to ensure any such work does not have an adverse impact on the heritage significance of the item.	Parramatta Connect will fully comply with this condition.	Triggered	Not Triggered Addressed in the Heritage Management Sub-plan (CoA C3d) in Table 6-2 and included in Table 7-1 as mitigation measure H4. The advice of a suitably qualified heritage architect or heritage engineer will be sought before installing acoustic treatment at any heritage item. No acoustic treatments were installed at any heritage items during the reporting period.
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 <i>How to Prepare Archival Records of Heritage Items</i> (1998) and <i>Photographic Recording of Heritage Items Using Film or Digital Capture</i> (2006).</p> <p>Within 12 months of completing the archival recording, or as otherwise</p>	Parramatta Connect will fully comply with this condition.	Triggered	Conformant Addressed in the Heritage Management Sub-plan (CoA C3d) in Table 6-2 and included in Table 7-1 as mitigation measure H9. The archival recording and salvage process are detailed in Section 8.3.2. The Heritage Archival Recording and Salvage Report has been prepared (PLR1INF-CPBD-ALL-HE-RPT-000010) and was distributed to the nominated parties. Salvage of items referred to in Condition A1 continued during the reporting period in accordance with the Heritage Archival Recording and Salvage Scheme.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>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>			
E71	<p>The Proponent must salvage material from heritage items identified in Condition E70. Following archival recording, the Proponent must identify options for sympathetic reuse of salvaged material (including integrated heritage displays) on the project or for other options for repository, reuse and display. Suitable repository location(s) must be established in consultation with Relevant Council(s) (or Registered Aboriginal Parties where relevant). For any State Heritage-listed items or elements suitable for salvage, suitable repository location(s) must be determined in consultation with the Heritage Division of the OEH.</p> <p>Any residual items and materials (where appropriate) are to be made available, through a process to be developed by the Proponent in consultation with the relevant council(s), to landowners within the locality from where the material originated.</p>	Parramatta Connect will fully comply with this condition.	Triggered	<p>Conformant</p> <p>Addressed in the Heritage Management Sub-plan (CoA C3d). A separate Salvage Scheme has been prepared and maintained to monitor salvaged items and compliance against the requirements of this condition (PLR1INF-CPBD-ALL-HE-REG-000002). Options for the sympathetic reuse of salvaged items on the project were explored during the reporting period and consultation was undertaken with CoPC, DPC Heritage and the Aboriginal Focus Group.</p>
E72	<p>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</p>	Parramatta Connect will fully comply with this condition.	Triggered	<p>Conformant</p> <p>Addressed in the Heritage Management Sub-plan (CoA C3d) in Table 6-3 and Section 8. Abi Cryerhall and Dr Jen Jones-Travers of GML Heritage are experienced excavation directors who meet the criteria for state and local respectively and are identified in the HARD (E73) and have been engaged to oversee the Project and prepare a Historical Archaeological Research Design and Excavation Methodology (HARD).</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	<p>associated with historical archaeology (i.e. non-Aboriginal) and to prepare a Historical Archaeological Research Design and Excavation Methodology.</p> <p>Where the Unexpected Heritage Finds Procedure required by Condition E62 is triggered in a zone 3 location, the Excavation Director must oversee its implementation.</p>				
E73	<p>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:</p> <p>(a) be consistent with NSW Heritage Council Guidelines including:</p> <ul style="list-style-type: none"> i) Archaeological Assessments (1996); ii) Assessing Significance for Historical Archaeological Sites and Relics (2009), iii) Skeletal Remains (1998), and iv) Historical Archaeological Code of Practice (2009); <p>(b) include provision for early physical investigation of areas of impact identified as likely to contain State significant archaeology in the research design to inform detailed design in these areas to avoid State significant archaeology. This must shall include, but not be limited to:</p> <ul style="list-style-type: none"> i) St Patrick's Roman Catholic Cemetery; ii) Ancient Aboriginal and Early Colonial Landscape / Robin Thomas Reserve; and iii) The Parramatta Town Drains (where these alignments are unclear); <p>(c) provide for the detailed analysis of any archaeological relics discovered</p>	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	<p>Addressed in the Heritage Management Sub-plan (CoA C3d) in Table 6-3 and Section 8. The HARD was drafted in 2019 and issued to Heritage Council of NSW for review and comment. The HARD was revised during the Feb-20 to July-20 reporting period and resubmitted to DPC Heritage (PLR1INF-CPBD-ALL-HE-PLN-000002).</p>



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>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>				
E74	<p>Where excavation works are required in the vicinity of potential archaeological sites, the Excavation Director must be present to advise on archaeological issues and oversee excavation works. The Excavation Director must be given the authority to advise on the duration and extent of oversight required during excavation.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p>	<p>Addressed in the Heritage Management Sub-plan (CoA C3d) in Section 8. During the reporting period, the Excavation Director was present during archaeological testing (excavation) and salvage works in the vicinity of potential archaeological sites.</p>
E75	<p>In the event that non-Aboriginal or post-contact archaeological relics are discovered, the Proponent must prepare an Archaeological Excavation Report containing the findings of any excavations, including artefact analysis and the identification of a final repository of any relics. The report must be submitted to the Secretary, for information, within 12 months of completing all archaeological investigations, unless otherwise agreed with the Secretary. The Archaeological Excavation Report must also be submitted to the NSW Heritage Council, the local library and the local Historical Society in the local government area. A copy of the Archaeological Excavation Report must be provided with the relics.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p>	<p>Addressed in the Heritage Management Sub-plan (CoA C3d) in Section 8.2.10. An Archaeological Excavation Report will be prepared and submitted to the Secretary for information within 12months of completing the archaeological investigations. Condition was not triggered during the reporting period as archaeological investigations and salvage works are ongoing. Irrespective, preparation of the Archaeological Excavation Report occurred during the reporting period with chapters to be progressively delivered between Aug-21 and Jan-22.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
E76	The Proponent must not harm, modify or otherwise impact Aboriginal objects associated with the CSSI except as authorised by this approval.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Heritage Management Sub-plan (CoA C3d) in Section 7, as a mitigation measure H1 and H16. Boundary fencing have been erected around the exclusion zones and documented on ECMs. No works were completed during the reporting period that physically affected Aboriginal objects associated with the CSSI (except as authorised by this approval).
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.	Parramatta Connect will fully comply with this condition.	Triggered	Not Triggered	Addressed in the Heritage Management Sub-plan (CoA C3d) in Section 8.2.8 and Appendix A. The Unexpected Heritage Finds Procedure has been included in Appendix A. No previously unidentified Aboriginal objects were identified during the reporting period.
E78	The Excavation Director must oversee and advise on work in the following locations: (a) Cumberland Hospital East; (b) Harris Street Footpath / Robin Thomas Reserve; (c) PLR AFT 2; and (d) Sydney Turf Club Carpark. Note: Work in the locations referenced in Condition E78 (a)-(d) that impacts Aboriginal archaeological sites is construction as defined in this approval. Any mitigation and salvage measures required to manage or mitigate impacts must be specified in the Heritage Management Sub-plan required by Condition C3.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Heritage Management Sub-plan (CoA C3d) in Section 7 in mitigation measures H14 and H15. As part of the Infrastructure Works, Archaeological testing and salvage works were undertaken in Robin Thomas Reserve, Church Street (19th century terraces), Macquarie Street (convict drain), and Queen's Wharf Reserve/ George Street. These activities were planned and directed by the ED (Abi Cryerhall) and an Aboriginal specialist (Tim Owen).
E79	Any Aboriginal objects discovered must be identified in the Heritage Interpretation Strategy required by Condition E64 and, where relevant,	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Heritage Management Sub-plan (CoA C3d) in Section 7 in mitigation measures H6. During the reporting period, the Heritage Interpretation Strategy was revised to include additional Aboriginal objects identified and their interpretation. The Heritage



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	include registration in the OEH's Aboriginal Heritage Information Management System (AHIMS) register.			Interpretation Strategy was revised in accordance with CoA E64A and submitted to DPIE on 14-Apr-21. DPIE advised on 26-Apr-21 that Rev 9 was accepted.	
E80	The Proponent must design and construct the CSSI in a manner that reduces visual and heritage setting impacts and ensures consolidation and rationalisation of kerbside infrastructure to avoid visual clutter.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Landscape and Temporary Works Management Sub-plan (REMMM VL-13) in Table 6-1, mitigation measures TW13. This requirement is identified as a Technical Requirement in the RVTM and has been addressed in the nominated design documentation. Requirements relating to design, including the Environmental Design Review process, are addressed in Section 6.2. During the previous reporting period, the Heritage Architect (Don Wallace, GML) has provided independent heritage review during the development of the detailed design. The Heritage Architect produced a Heritage Impact Report (PLR1INF-COX-ALL-HE-RPT-195001) to document design development in relation to heritage items.
E81	Operational safety requirements must form an integral part of the design process and be considered throughout the detailed design to avoid the need for later additions that unduly compromise the urban design objectives as set out in the Urban Design Requirements Report specified in Condition E87.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	This requirement is identified as a Technical Requirement in the RVTM and has been addressed in the nominated design documentation. Evidence of implementation is demonstrated through the Detailed Design Safety Assurance Report (PLR1INF-NOVA-ALL-AA-RPT-170001).
E82	Nothing in this approval permits advertising on any element of the CSSI.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Landscape and Temporary Works Management Sub-plan (REMMM VL-13) in Table 6-1, mitigation measures TW6. During the reporting period, advertisements were removed within 24 hours from any element of the Infrastructure Works. Any signage on hoardings complies with the TfNSW style guide for cobranding.
E83	The Proponent must design and construct the CSSI in a manner that minimises opportunities for graffiti.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Landscape and Temporary Works Management Sub-plan (REMMM VL-13) in Table 6-1, mitigation measures TW5 and TW9. During construction, regular inspections are undertaken for graffiti, damage and cleanliness. During the reporting period, offensive graffiti was removed within 24 hours and non-offensive graffiti was removed within 7 days. This requirement is identified as a Technical Requirement in the RVTM and has been addressed in the nominated design documentation.
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	The Principal will comply with condition E84, except that the Contractor must	Triggered	ER Closed	Refer to TfNSW Obligations matrix for compliance details.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>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.</p>	<p>provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>		
E85	<p>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.</p>	<p>The Principal will comply with condition E85, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>	Triggered	ER Closed Refer to TfNSW Obligations matrix for compliance details.
E86	<p>The CSSI must be constructed in a manner that minimises visual impacts resulting from construction sites, including protecting and retaining existing vegetation around the perimeter of compound sites, providing temporary landscaping and screening where appropriate to soften views of the construction sites and minimising light spill to adjacent residential areas.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	Triggered	<p>Conformant</p> <p>Addressed in the Landscape and Temporary Works Management Sub-plan (REMMM VL-13) Table 6-1, mitigation measures TW1, TW2, TW3, TW4, TW7 and TW11. A number of mitigation measures have been developed to address vegetation retention/ protection, use of soft landscaping and light spill. Vegetation protection measures are also detailed in the Flora and Fauna Management Sub-plan (CoA C3e). Implementation during the Infrastructure Works was demonstrated through the use of mulch in preference to geofabric to prevent erosion and the retention of existing vegetation at compound sites (Argus Lane and Fennel Street) and temporary landscaping in the Cumberland (refer to attached photos).</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
E87	<p>The Proponent must prepare and implement an Urban Design Requirements Report for public domain, architecture, landscape architecture, identity and place making with a specific focus on stop access and design. The Urban Design Requirements Report must consider crime prevention through environmental design principles and relevant design standards such as:</p> <ul style="list-style-type: none"> (a) <i>Better Placed</i> (NSW Government Architect, 2017); (b) <i>Greener Places</i> (NSW Government Architect, 2018); (c) <i>Guidelines for the Development of Public Transport Interchange Facilities</i> (Ministry of Transport, 2008); (d) <i>Water Sensitive Urban Design, NSW Sustainable Design Guidelines Version 4</i> (TiNSW, 2017); (e) <i>AS4282-1997 Control of the obtrusive effects of outdoor lighting</i>; and (f) relevant agency and Council design standards including those set out in the Parramatta Strategic Planning Framework. <p>The Urban Design and Requirements Report must incorporate:</p> <ul style="list-style-type: none"> (g) design principles and objectives; (h) identification of relevant land use changes, masterplans and initiatives; (i) analysis and mapping of local context and character; and (j) analysis and mapping of transport and land use integration and system functionality in the context of precincts. 	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	<p>The Urban Design Requirements Report (PLR1INF-COX-ALL-UD-RPT-200001) was finalised during a previous reporting period and approved by DPIE on 8-07-20. Implementation of the Supplemental Requirements during the reporting period was demonstrated through the development of the Heritage Interpretation Implementation Plan, consultation with the Aboriginal Focus Group on interpretation initiatives, re-use of recovered materials (ballast and sleepers) and actions to minimise the loss of trees (e.g. Consistency Assessment for Out of Boundary Retaining Walls).</p>
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; 	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	<p>The Urban Design Requirements Report (PLR1INF-COX-ALL-UD-RPT-200001) was finalised during a previous reporting period and approved by DPIE on 8-07-20. The UDRR established suitable processes to inform detailed design including the Urban Design Panel.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>(b) integrate with, or allow for, known land use changes, masterplans and developments;</p> <p>(c) contribute to the character and identify of the local area;</p> <p>(d) respond to the character, setting and fabric of heritage elements and landscapes;</p> <p>(e) demonstrate material selection and detailing (including consideration of anti-graffiti measures);</p> <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</p>			



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	approval, following review by the Design Review Panel required by Condition E90, including recommendations provided by the Design Review Panel and the way these have been addressed.				
E89	Construction of light rail stops, tracks and associated facilities must not commence before the Urban Design Requirements Report has been approved by the Secretary. The detailed design development of light rail stops and associated light rail infrastructure within or in proximity to Heritage listed items must be undertaken in consultation with the Heritage Council (or its delegate).	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The Urban Design Requirements Report (PLR1INF-COX-ALL-UD-RPT-200001) was finalised during a previous reporting period and approved by DPIE on 8-07-20. Consultation with Heritage NSW (as a delegate of the Heritage Council) has been undertaken during the reporting period in the form of meetings and document submissions (design clash register and design drawings) for state heritage listed items and archaeology identified during the archaeological testing.
E90	The Proponent must establish an independent Design Review Panel before development of the detailed design and before construction commences.	The Principal will comply with condition E90, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Triggered	ER Closed	Refer to the TfNSW obligations matrix.
E91	During design development of the CSSI, the Design Review Panel must provide advice and recommendations on the detailed design. The responsibilities of the Design Review Panel include: (a) review the design to assess whether it is consistent with the commitments	The Principal will comply with condition E91, except that the Contractor must provide all documents,	Triggered	ER Closed	Refer to the TfNSW obligations matrix.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>and outcomes made in the documents listed in Condition A1, as amended by the terms of this approval including the Urban Design Requirements Report required by Condition E87; and (b) provide advice on the application of the objectives to key design elements in relation to place making, architecture, heritage, urban and landscape design and artistic aspects of the CSSI.</p>	<p>information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>		
E92	<p>The Design Review Panel must be chaired by the NSW Government Architect (or its nominee), and must be comprised of, where relevant, a suitably qualified, experienced and independent professional in each of the fields of:</p> <ul style="list-style-type: none"> (a) architecture; (b) urban design and place making; (c) landscape design; (d) Aboriginal cultural heritage; and (e) non-Aboriginal heritage. <p>The Chair is to invite Relevant Councils, technical experts, key stakeholders, and NSW government agencies to observe Design Review Panel meetings and to provide advice on local issues, context, and city outcomes. This includes the Heritage Council (or its delegate). The Proponent and its contractor(s) may be invited onto the Panel as observers only and to provide technical advice.</p> <p>Observers or advisors should not be present while the Panel is deciding upon its recommendations.</p> <p>The Proponent must provide independent secretarial resources to the Panel.</p>	<p>The Principal will comply with condition E92, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>	Triggered	<p>ER Closed</p> <p>Refer to the TfNSW obligations matrix.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
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 .	The Principal will comply with condition E93.	Triggered	ER Closed	TfNSW has established an independent Design Review Panel. The independent Design Review Panel was approved by the Secretary on 25 November 2019.
E94	Nomination and appointments of the Design Review Panel must comply with the Public Service Commission's Appointment Standards: Boards and Committees in the NSW Public Sector guideline.	The Principal will comply with condition E94.	Triggered	ER Closed	Refer to the TfNSW obligations matrix.
E95	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. The Terms of Reference must: (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	The Principal will comply with condition E95, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Triggered	Unassigned	Refer to the TfNSW obligations matrix.
E96	The Design Review Panel must be operated and managed in accordance with the approved Design Review Panel Terms of Reference and in accordance with the NSW Government Boards and Committees Guidelines (Department of Premier and Cabinet, September 2015).	The Principal will comply with condition E96.	Triggered	ER Closed	Refer to the TfNSW obligations matrix.
E97	All lighting to be implemented as part of the CSSI must have regard to the location of nearby residential dwellings. Lighting impacts must be minimised to the extent possible including the use of	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Landscape and Temporary Works Management Sub-plan (REMMM VL-13) Table 6-1, mitigation measures TW2 and TW3. This requirement is identified as a Technical Requirement in the RVTM and was addressed in the following design packages: Section 1 - 1519 - Street and Precinct Lighting, Section 2 - 2519 - Street and Precinct Lighting, Section 3 - 3519 - Street and Precinct



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	shields to reduce light spill and annoyance to adjacent residences.			Lighting. Construction phase lighting impacts are assessed as part of the weekly environmental inspections and noise and vibration monitoring events.	
E98	The Proponent must ensure that all external lighting associated with the operation of the CSSI (excluding light rail vehicles) is mounted, screened and directed in such a manner so as not to create nuisance to residences. The lighting must be the minimum level of illumination necessary and shall comply with AS 4282:1997 – Control of the Obtrusive Effects of Outdoor Lighting and relevant Australian Standards in the series AS/NZ 1158 – Lighting for Roads and Public Spaces.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	This requirement is identified as a Technical Requirement in the RVTM and has been addressed in the following design packages: Section 1 - 1519 - Street and Precinct Lighting, Section 2 - 2519 - Street and Precinct Lighting, Section 3 - 3519 - Street and Precinct Lighting. The Independent Certifier's Certificate of Design Compliance was issued on 15-Jan-20.
E99	The placement, obstruction and removal of CCTV cameras must be undertaken in consultation with the relevant public authority and Relevant Council(s).	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The requirements of this condition have been addressed in the Utility Service Management Plan (PLR1INF-CPBD-ALL-UM-PLN-000001). Consultation with the relevant public authority and Councils on the placement, obstruction and removal of CCTV cameras during the reporting period was achieved through coordination meetings and working groups.
E100	The Proponent must avoid and/or minimise the removal of native vegetation or other bushland that provides habitat for native fauna with the objective of reducing impacts to threatened species, populations and ecological communities. Impacted vegetation must be rehabilitated in proximity to the area of disturbance with a diversity of endemic species (in the first instance) and locally native tree, shrub and groundcover species to the greatest extent practicable or offset in accordance with the Proponent's Biodiversity Offset Strategy and the Flora and Fauna Management Sub-Plan required by Condition C3, in consultation with OEH, DPI Fisheries, and the Biodiversity Conservation Trust.	The Contractor must comply with this condition E100 except that the Principal shall prepare and deliver the Biodiversity Offset Strategy.	Triggered	Conformant	TfNSW will implement offsets in accordance with the Offset Strategy. During the reporting period, Parramatta Connect avoided and minimised removal of native vegetation during design. This was evidenced by the Consistency Assessment prepared for our of boundary retaining walls in Section 1. Through the design review process and root mapping, the number of trees requiring removal decreased from over 50 to 11.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
E101	<p>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.</p>	<p>The Principal will comply with condition E101 except that the Contractor must comply with any mitigation measures in connection with a request from the Principal under this condition.</p>	Triggered	Conformant	<p>Grey-headed Flying Fox Monitoring Program has been endorsed and provided to DPIE. Refer to TfNSW obligation matrix for compliance information. Extensive monitoring of the Grey-Headed Flying Fox camp has determined that the works have had minimal to no impact.</p>
E102	<p>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.</p>	<p>The Principal will comply with condition E102, except that the Contractor must provide all documents, information, assistance and co-operation reasonably</p>	Triggered	ER Closed	<p>Refer to the TfNSW obligations matrix.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
		requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.		
E103	The Arborist must: (a) be the principal point of advice in relation to the assessment and management of CSSI impacts on trees; (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; (c) identify those trees within the footprint that must be removed for construction to proceed or for CSSI operations; and (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).	The Principal will comply with condition E103, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Triggered	ER Closed The Independent Arborist has prepared a Tree Register (PLR1ALL-APP-ALL-EN-REG-000001) which was progressively revised during the reporting period in line with detailed design. The Tree Register identifies trees within the footprint that must be removed, retained, pruned or where the tree fate is uncertain.
E104	The Tree Register must include: (a) the georeferenced location of each tree; (b) those attributes as defined in AS 4970-2009 Protection of trees on development sites; (c) the tree retention value; (d) the outcomes of a visual assessment of the condition of the tree; (e) where a tree requires removal, whether, in the opinion of the Arborist, it can be successfully transplanted; (f) the extent of the proposed impact (complete removal or extent of pruning); (g) measures for the management, protection and monitoring of compensatory vegetation, for a	The Principal will comply with condition E104, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a	Triggered	ER Closed The Tree Register (PLR1ALL-APP-ALL-EN-REG-000001) includes the attributes as required by this condition. Refer to TfNSW obligation matrix for additional compliance information.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>minimum of two years from being planted; and (h) timing and responsibilities for the implementation of compensatory vegetation.</p>	<p>request under this condition.</p>		
E105	<p>For those trees identified as requiring removal in the Tree Register, the Proponent must demonstrate consideration of options to avoid or minimise impacts on trees through the detailed design and construction planning process. The options considered must include, but not be limited to: (a) consideration of operational requirements with existing tree locations; (b) consideration of the health of each tree, including its vigour and likely ability to survive in situ pruning or transplanting; (c) review of the construction methodology and layout to identify any options to avoid or minimise impacts on trees; (d) considering opportunities to narrow/move footpaths; (e) modification of the design to reduce impact to the tree (e.g. use of porous pavement); (f) reduction in the standard offsets required for underground services; and (g) where fencing, other ancillary infrastructure or services affect tree retention, relocation or alternative construction methods are considered to reduce impacts (e.g. from strip footings to pier footings for posts).</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Addressed in the Flora and Fauna Management Sub-plan (CoA C3e) in Section 7.5.1. Potential options to minimise impacts for trees requiring removal are: - Trees removal was considered during detailed design against the criteria in E105 by a suitably qualified Arborist engaged by PCPLR as described in Section 7.5.1. - The conclusions of the design review were progressively provided to Independent Arborist (E102) during the reporting period to update the Tree Register. -Additional trees that require lopping or removal during construction were assessed by an Arborist (minimum AQF Level 3 qualification in Arboriculture) engaged by PCPLR. The assessments are progressively provided to the Independent Arborist (E102) to update the Tree Register. - Tree Protection Plans continue to be prepared for all trees within 15m of the construction footprint by the PCPLR Arborist and approved by the Independent Arborist.</p>
E106	<p>The Tree Register and any evidence required by Condition E105 must be submitted to the Secretary before the removal or damage (as defined by the Independent Arborist) of a tree for the</p>	<p>The Principal will comply with condition E106, except that the Contractor must</p>	<p>Triggered</p>	<p>PCPLR have engaged a suitably qualified arborists to prepare Arboricultural Impact Assessment Report / Tree protection plans to support each submission of the Tree Register to DPIE. During the reporting period, data was progressively provided to the Independent Arborist to support the Tree Register.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>purposes of the CSSI. The recommendations of the Independent Arborist must be outlined in the Tree Register and implemented by the Proponent, unless otherwise agreed by the Secretary.</p>	<p>provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition. The Contractor must implement the recommendations of the Arborist as outlined in the Tree Register.</p>		
E107	<p>The Proponent must prepare and implement a Tree Offset Package for the CSSI in consultation with the independent Arborist required by Condition E102, and Relevant Council(s). The Package must consider the objectives and opportunities identified in <i>Sydney Green Grid West Central District</i> (Department of Planning and Environment, 2017), <i>Greener Places</i> (NSW Government Architect, 2017), and <i>Parramatta Ways</i> (Implementing Sydney's Green Grid) (City of Parramatta, 2017). The package must:</p> <ul style="list-style-type: none"> (a) identify how impacts on trees and vegetation will be mitigated, managed, and compensated; (b) ensure that where trees are removed they are replaced at the following ratios regardless of their value, near the impact or, where this is not practicable, within other areas of the LGA or surrounding LGAs, in consultation with 	<p>The Principal will prepare a Tree Offset Package. The Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition. The Contractor must comply with this condition in providing landscaping in accordance with the Urban Design</p>	Triggered	<p>Unassigned</p> <p>Refer to TfNSW obligations matrix.</p> <p>A Register of Planted Trees has been developed and maintained by Package 4 to document the location, size and species of planted trees. During the reporting period, the Register was submitted to TfNSW monthly.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	<p>the relevant authority(s):</p> <ul style="list-style-type: none"> i) large trees (DBH greater than 60cm) – plant minimum of eight trees; ii) medium trees (DBH greater than 15 cm, but less than 60 cm) – plant minimum of four trees; and iii) small young trees (DBH less than 15cm) – plant minimum of two trees. <p>(c) ensure a mix of species and a range of mature heights to provide visual diversity and benefits, in consultation with the Relevant Council(s);</p> <p>(d) street tree plantings are to have a minimum pot size of:</p> <ul style="list-style-type: none"> i) 200 litres in the Parramatta CBD precinct; and ii) 75 litres in other streets; <p>(e) tree planting in parks, open space, bushland, and within the Carlingford Line corridor, should be sized to suit the location, species and planting style, in consultation with the relevant authority(s); and</p> <p>(f) ensure at least 80% offset works must be completed before CSSI operations commence.</p> <p>Where the requirements of this condition cannot be met, the Proponent must provide documented evidence demonstrating how the matters in (a) to (f) were considered and provide information and justification for an alternative offset option for the Secretary's approval.</p>	Requirements and the SPR or otherwise under this Deed.			
E108	The ongoing maintenance and operation costs of urban design and landscaping items (including tree offsets) and works implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for transfer to the relevant authority. Before the transfer,	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Condition not triggered during the reporting period.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	the Proponent must maintain items and works to the design standards established by the Urban Design Requirements Report , and the Tree Offset Package .			
E109	The Proponent must design and construct the CSSI with the objective of minimising impacts to, and interference with third party property and infrastructure, and that such infrastructure and property is protected during construction.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant This requirement is identified as a Process Requirement in the RVTM and has been addressed in the nominated design documentation which were progression through detailed design during the reporting period: Section 1 - 1510 - Road Alignment, Section 1 - 1535 - Drainage - Stormwater Drainage (incl. Track Drainage), Section 2 - 2510 - Road Alignment, Section 2 - 2535 - Drainage - Stormwater Drainage (incl. Track Drainage), Section 3 - 3510 - Road Alignment, Section 3 - 3535 - Drainage - Stormwater Drainage (incl. Track Drainage).
E110	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: (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; (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; (c) 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	The Principal will comply with condition E110, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.	Triggered	Unassigned A project wide business activation plan has been prepared by TfNSW. Refer to obligation matrix for compliance details.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>business strategies including:</p> <ul style="list-style-type: none"> i) marketing and promotion; ii) business diversification and business planning; and iii) engagement of specialists to run workshops both before and during construction. <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	<p>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).</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>Addressed in the Soil and Water Management Sub-plan (REMMM HY-6) Section 7, control measure SW-09. Appendix A provides the Erosion and Sediment Control Procedures (ESCP) to guide development of erosion and sediment control plans in accordance with The Blue Book. Erosion and sediment control plans have been prepared and generally implemented for each worksite as required during the reporting period in accordance with Volume 2D of Managing Urban Stormwater: Soils and Construction (Landcom, 2004). Implementation of the plans has been supported with periodic inspections by the soil conservationist to identify improvement opportunities as construction progresses.</p>
E112	<p>The CSSI must be designed, constructed and operated so as to maintain the <i>NSW Water Quality Objectives</i> where they are being achieved as at the date of this approval, and contribute towards achievement of</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>Addressed in the Soil and Water Management Sub-plan (REMMM HY-6) Section 5.4.1. The Water Quality Objectives are outlined in Section 5.4.1. During the reporting period the Monthly Environmental Monitoring Report was prepared each month in accordance with water quality objectives. Prior to the reporting period, the EPA issued Parramatta Connect with the Environmental Protection</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>the <i>NSW Water Quality Objectives</i> over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the <i>NSW Water Quality Objectives</i>, in which case those requirements must be complied with.</p>			<p>License (EPL 21347) including interim discharge criteria which will aim to maintain the Water Quality Objectives. A Discharge Impact Assessment (DIA) was prepared and provided with the EPL application, however EPA have not responded to the DIA.</p>
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</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>The Flood Management Design Report (PLR1INF-WSPA-ALL-SD-RPT-090001) has been prepared in consultation with nominated stakeholders and independently peer reviewed by a qualified hydrological engineer. The report has determined that there is no potential for adverse flooding impacts. On 10-Nov-20, DPIE confirmed that if there is no potential for adverse flooding impacts, then the report and results of the peer review are not required to be submitted to the Planning Secretary and relevant councils (for information) at each design stage. On this basis, the Flood Management Design Report has not been required to be submitted to DPIE to date (for information). The Flood Management Design Report will be submitted to the ER for endorsement in accordance with CoA A23.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>infrastructure could be subject to changes in existing 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> <ul style="list-style-type: none"> i) assessment of 100% blockage of pits for the pre-development (existing) and post-development (with the CSSI) scenarios; ii) assessment of the impact of local and regional coincident flood peaks; and 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>(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> <ul style="list-style-type: none"> (a) a material increase in the duration of inundation for all design events up to and including a 1% AEP flood event; (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 (c) no increase in high hazard flooding 			



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p>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>			
E114	<p>An Operational Flood Management Plan must be prepared and implemented before the commencement of CSSI operations. The Operational Flood Management Plan must identify measures to be implemented during the operational phase to minimise risks and maximise safety during flooding events, particularly for passengers and staff. The Operational Flood Management Plan must be prepared by a suitably qualified and experienced person in consultation with OEH, NSW State Emergency Service and the Relevant Council(s). It should take into account the outcomes of the sensitivity analyses undertaken in the Flood Management Design Report required by Condition E113.</p>	<p>The Principal will comply with condition E114, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the SOM Contractor and the Principal (and within the time agreed with the Principal) in connection with a</p>	<p>Not Triggered</p>	<p>Conformant</p> <p>Not triggered by Package 4 Infrastructure Delivery Stage. An Operational Flood Management Plan would be conducted as part of Stage 3 (Package 5). Package 4 will provide all documents, information, assistance and cooperation reasonably requested by the SOM contractor.</p>



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
		request under this condition.			
E115	<p>All relevant flooding information must be provided to the Relevant Council(s), DPE (Urban Renewal), OEH and the NSW State Emergency Service, to assist in the preparation of any new or necessary update(s) to the relevant plans and documents relating to flooding, to reflect changes in flooding levels, flows and characteristics as a result of the CSSI. The Council, OEH and SES must be notified in writing that the information is available no later than one month following the completion of construction. Information requested by the Council, OEH or the SES must be provided no later than six months following the completion of construction or within another timeframe agreed with the relevant Council, OEH and the SES.</p>	<p>Parramatta Connect will fully comply with this condition.</p>	Triggered	Conformant	<p>The Flood Management Sub-plan was submitted to the Secretary for information (REMMM HY-4) and the Flood Management Design Report (CoA E113) will be submitted to the ER for endorsement.</p>
E116	<p>To inform the detailed design of light rail infrastructure, the Proponent must identify EMI susceptible devices that may potentially be affected by CSSI operations and establish baseline electromagnetic field levels at the relevant EMI susceptible devices near the CSSI. Targeted consultation must be carried out with the owners/operators of the identified EMI susceptible devices. The outcomes of these consultations must be documented as part of the Electromagnetic Management Plan required by Condition E117.</p>	<p>The Principal will comply with condition E116 except that the outcomes of the consultations required under this condition will be provided to the Contractor to inform the detailed design of the light rail infrastructure. For the avoidance of doubt, the Contractor must comply with condition E116 with regard to the detailed design of the light rail infrastructure.</p>	Triggered	ER Closed	<p>Not triggered by Package 4. This will be complied with by Package 5 contractor.</p>



ID Ref.		Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
E117	<p>Before commencement of CSSI operations, the Proponent must prepare an Electromagnetic Management Plan in consultation with NSW Health and other owner/operators of potentially EMI susceptible devices and submit it to the Secretary for information. The Plan must identify how operational electromagnetic fields attributable to the CSSI could affect the operation of NSW Health or other existing EMI susceptible devices near the CSSI. The Plan must include, but not be limited to:</p> <ul style="list-style-type: none"> a) identification of existing EMI susceptible devices; b) established baseline electromagnetic field levels at existing EMI susceptible devices; c) predicted operational electromagnetic field levels at existing EMI susceptible devices potentially affected by CSSI operations; d) identification of electromagnetic field reduction strategies, technologies, design and operational measures that will be implemented to manage potential impacts; e) identification of appropriate limits/criteria to minimise operational interference to existing EMI susceptible devices within the operational tolerance of the device; f) internal audits of compliance of electromagnetic field levels; and g) details of an electromagnetic field monitoring program to be completed within 18 months from commencement of CSSI operations, unless otherwise agreed with the owners/operators of the EMI susceptible device(s). 	<p>The Principal will comply with condition E117, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the SOM Contractor and the Principal (and within the time agreed with the Principal) in connection with a request under this condition.</p>	<p>Not Triggered</p>	<p>ER Closed</p>	<p>Not triggered by Package 4. This will be complied with by Package 5 contractor.</p>
E118	<p>Notification must be provided and, where relevant, approvals must be sought directly from the EPA before</p>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p>	<p>Addressed in the Contaminated Land Management Sub-plan. The CLMP has been developed in consultation with the City of Parramatta Council (CoPC) and relevant agencies. Works at 1</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	commencement of any works which will intersect or disturb the surface of sites which are regulated by the EPA under the <i>Contaminated Land Management Act 1997</i> .			Grand Avenue, Camellia (Lot 1 of DP1248549) are regulated by a Site Management Plan which is enforced through a positive public covenant on the Site title under Section 29 of the CLM Act, which imposes ongoing maintenance order under Section 28 of the CLM Act. The EPA provided approval on 27-04-2020 to undertake excavation works on the site.
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 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.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant Addressed in the Contaminated Land Management Sub-plan. The process by which Site Contamination Reports will be prepared for medium and high risk sites is detailed in Section 7.1. Twelve Areas of Environmental Interest (AEI) were identified as having a high risk of contamination, or identified as medium risk subject to further desktop assessment are located within the Infrastructure Works area. Phase I (desktop assessment) have been completed for all sites (two sites utilising pre-existing assessments). The following sites have been determined to require further assessment: -Former gas works, Queens Wharf Reserve (198 George St): A Detailed Site Assessment and Remedial Action Plan was prepared and endorsed by the Site Auditor. Remediation works were completed during the reporting period. -Former Industrial Site, 13A Grand, Camellia: A Detailed Site Assessment and Remedial Action Plan was prepared and endorsed by the Site Auditor.
E120	For those AEIs where a Site Contamination Report is to be prepared in accordance with Condition E119 , where the investigations identify that the site is suitable for the intended operations and that there is no need for a specific remediation strategy, measures to identify, handle and manage potential contaminated soils, materials and groundwater must be	Parramatta Connect will fully comply with this condition.	Triggered	Conformant Addressed in the Contaminated Land Management Sub-plan. The process by which Site Contamination Reports have been prepared is addressed in Section 7.1. It is noted in Section 7.1.1 that where the site history clearly demonstrates that site activities have been non-contaminating, there may be no need for further investigation or site sampling. In such cases, relevant measures to identify, handle and manage potential contaminated soils, materials and groundwater have been identified and incorporated into this Sub-plan (Table 7-2, CL25 to CL31).



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	identified in the Site Contamination Report and incorporated into the CEMP or relevant sub- plan.			
E121	For those AEIs where a Site Contamination Report concludes the site can be made suitable for its intended land use subject to remediation, the Site Contamination Report must include a Remediation Action Plan to address disturbed areas, and how the environmental and human health risks will be managed during the disturbance, remediation and/or removal of contaminated soil or groundwater.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant Addressed in the Contaminated Land Management Sub-plan. The process by which Remedial Action Plans (RAP) will be prepared is defined in Section 7.1.3. The following sites have been determined to require further assessment: -Former gas works, Queens Wharf Reserve (198 George St): A Detailed Site Assessment and Remedial Action Plan was prepared and endorsed by the Site Auditor. Remediation works were completed during the reporting period. -Former Industrial Site, 13A Grand, Camellia: A Detailed Site Assessment and Remedial Action Plan was prepared and endorsed by the Site Auditor.
E122	For those AEIs where remediation is required, the Site Contamination Report and Remediation Action Plan must be accompanied by a Site Audit Statement(s) , prepared by a NSW EPA Accredited Site Auditor under the Contaminated Land Management Act 1997, verifying that the disturbed area has been or can be remediated to a standard consistent with the intended land use. Where land is remediated, a final Site Audit Statement(s) must be prepared by an accredited Site Auditor, certifying that the contaminated and disturbed areas have been remediated to a standard consistent with the intended land use. <i>Note: Terms used in Condition E121 and E122 have the same meaning as in the Contaminated Land Management Act 1997.</i>	Parramatta Connect will fully comply with this condition.	Triggered	Conformant Addressed in the Contaminated Land Management Sub-plan. The requirement to prepare a Site Audit Statement is detailed in Section 7.1.4. It is noted that the remediated land will not be used for the purpose approved under the Project Approval until a Site Audit Statement, prepared by a NSW EPA Accredited Site Auditor, determines that the land is suitable for the intended use and any conditions have been addressed.
E123	For those AEIs where remediation is required, the land must not be used for the purpose approved under the terms of this approval until a Site Audit Statement determines that the land is suitable for that purpose and any	Parramatta Connect will fully comply with this condition.	Triggered	Conformant Addressed in the Contaminated Land Management Sub-plan. The requirement to prepare a Site Audit Statement is detailed in Section 7.1.4. It is noted that the remediated land will not be used for the purpose approved under the Project Approval until a Site Audit Statement, prepared by a NSW EPA Accredited Site Auditor, determines that the land is suitable for the intended use and any



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	conditions on the Site Audit Statement have been complied with.			conditions have been addressed. Investigations conducted to date indicate that a Site Audit Statement will be required for 198 George Street and 13A Grand Avenue. In addition, asbestos contamination identified on the Carlingford Line has necessitated the preparation of a Remedial Action Plan. Remediation works were completed at each of the sites during the reporting period and validation reports submitted to the Site Auditor.	
E124	A copy of the final Site Audit Statement must be submitted to the Secretary and Relevant Council no later than one month before the commencement of CSSI operations.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Contaminated Land Management Sub-plan. The requirement to prepare a Site Audit Statement is detailed in Section 7.1.4. A copy of the final Site Audit Statement will be submitted to the Secretary and relevant Council no later than one month before the commencement of CSSI operations. Condition not triggered during the reporting period.
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.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	The Unexpected Contaminated Land and Asbestos Finds Procedure is outlined in the Contaminated Land Management Sub-plan (PLR1INF-CPBD-ALL-LD-PLN-000001) Appendix A. The procedure was endorsed by the ER during the Aug-19 to Jan-20 reporting period and provided to DPIE with the CEMP.
E126	The Unexpected Contaminated Land and Asbestos Finds Procedure must be implemented throughout construction.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Contaminated Land Management Sub-plan. The Unexpected Contaminated Land and Asbestos Finds Procedure is outlined in Appendix A. The procedure outlines the steps that will be undertaken should unexpected contaminated land or asbestos be excavated or otherwise discovered during construction. Implementation is demonstrated through ECMs. There were a number of unexpected finds identified during the reporting period which were addressed in accordance with the procedure.
E127	Waste generated during construction and operation must be managed in accordance with the following priorities: (a) waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced; (b) where avoiding or reducing waste is not possible, waste must be re-used, recycled, or recovered; and (c) where re-using, recycling or recovering waste is not possible, waste must be treated or disposed of.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Waste and Resource Management Sub-plan (PLR1INF-CPBD-ALL-WM-PLN-000001). Implementation during the reporting period was demonstrated through the Onboarding process (awareness of requirements) and waste to destination audits (to assess material recycling). During the reporting period, 98% of construction and demolition waste, and 58% of office waste was diverted from landfill.



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
E128	The importation of waste and storage of virgin excavated natural material (VENM), and the treatment, processing, reprocessing or disposal of any waste, must comply with the <i>Protection of the Environment Operations Act 1997</i> , and the <i>Protection of the Environment Operations (Waste) Regulation 2014</i> , where orders or exemptions apply under the regulation.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Waste and Resource Management Sub-plan (PLR1INF-CPBD-ALL-WM-PLN-000001). The waste storage, treatment, processing and disposal protocols, as outlined in Section 3.1, Section 5.1 and Section 5.2, have been developed in compliance the Protection of the Environment Operations Act 1997, and the Protection of the Environment Operations (Waste) Regulation 2014. Implementation is demonstrated through Material Movement Permits (PLR1INF-CPBD-ALL-SM-TMP-000002), Material Tracking Forms (PLR1INF-CPBD-ALL-SM-TMP-000003) and monthly reviews of the Waste Management Plan undertaken in accordance with EPL 21347.
E129	Waste must only be exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any other place that can lawfully accept such waste. Disposal of waste at these facilities must include GPS tracking of waste vehicles, audits of waste facility receipts and cross verification with the facility. All asbestos waste over 10m3 must be tracked through EPA's WasteLocate service.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Waste and Resource Management Sub-plan (PLR1INF-CPBD-ALL-WM-PLN-000001). The storage, treatment and disposal of waste off-site will only occur at a facility licensed by the EPA. To ensure waste management practices are being followed, GPS tracking of waste vehicles occurs as well as monthly reviews of the Waste Management Plan undertaken in accordance with EPL 21347. Waste disposal requirements are outlined in Section 5.1.3, Section 5.4 and Table 7.1 (WM08, WM17 and WM19) and implementation is demonstrated through Material Movement Permits (PLR1INF-CPBD-ALL-SM-TMP-000002) and Material Tracking Forms (PLR1INF-CPBD-ALL-SM-TMP-000003) and EPA WasteLocate records..
E130	All waste must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Waste and Resource Management Sub-plan (PLR1INF-CPBD-ALL-WM-PLN-000001). During the reporting period, all waste was classified in accordance with the EPAs Waste Classification Guidelines as summarised in Section 5.2. Implementation of these requirements is demonstrated through material characterisation reports, Material Movement Permits (PLR1INF-CPBD-ALL-SM-TMP-000002) and Material Tracking Forms (PLR1INF-CPBD-ALL-SM-TMP-000003) and disposal dockets.
E131	Asbestos or asbestos-contaminated materials that are discovered during demolition and construction activities of the CSSI must be strictly managed in accordance with the requirements under the <i>Protection of the Environment</i>	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Waste and Resource Management Sub-plan (PLR1INF-CPBD-ALL-WM-PLN-000001). Processes for the handling of asbestos contaminated materials are detailed in Section 5.2 and Section 5.3. A detailed procedure on the management of asbestos-contaminated materials that are discovered during demolition and construction activities is provided in the



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	<p><i>Operations (Waste) Regulation 2014</i> and any guidelines or requirements in force at the date of this approval and issued by the EPA in relation to those materials.</p>			<p>Contaminated Land Management Plan (Section 7.3) (PLR1INF-CPBD-ALL-LD-PLN-000001). Implementation of these requirements is demonstrated through material characterisation reports, Material Movement Permits (PLR1INF-CPBD-ALL-SM-TMP-000002) and Material Tracking Forms (PLR1INF-CPBD-ALL-SM-TMP-000003) and disposal dockets.</p>
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 <i>Hazardous Industry Planning Advisory Paper No. 6, 'Hazard Analysis'</i>. 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; iv) demonstrate that the risks from the development satisfy relevant NSW Risk Criteria as set out in HIPAP 10. <p>(b) A Construction Safety Study, prepared consistent with <i>Hazardous Industry Planning Advisory Paper No. 7 'Construction Safety'</i>. 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>	<p>Parramatta Connect will fully comply with this condition.</p>	<p>Triggered</p>	<p>Conformant</p> <p>A Final Hazard Analysis and Construction Safety Study (PLR1INF-CPBD-ALL-PE-RPT-000034) was submitted to DPIE for approval on 10-03-2020 (PLRM-TFNSW-DOP-TX-000018). DPIE approved the Final Hazard Analysis and Construction Safety Study on 8-04-2020 (CORR-PLR-PLR1INF-TFNSW-CPBD-CORR-001481).</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
E133	<p>One month before the commencement of CSSI operations, the Proponent must submit to the Secretary for information, a Pre-Start-up Compliance Report detailing compliance with Condition E132, including:</p> <p>(a) dates of study/plan/system submission, approval, commencement of construction and commissioning;</p> <p>(b) actions taken or proposed, to implement recommendations made in the studies/plans/systems; and</p> <p>(c) responses to any requirement imposed by the Secretary.</p>	<p>The Principal will comply with condition E133, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>	Not Triggered	ER Closed Condition not triggered during the reporting period.
E134	<p>Three (3) months after the commencement of CSSI operations, the Proponent must submit to the Secretary, for information, a Post-Start-up Compliance Report, which reports on the implementation of all recommendations raised in the Construction Safety Study required under Condition E132.</p>	<p>The Principal will comply with condition E134, except that the Contractor must provide all documents, information, assistance and co-operation reasonably requested by the Principal (and within the time requested by the Principal) in connection with a request under this condition.</p>	Not Triggered	ER Closed Condition not triggered during the reporting period.
E135	<p>The Proponent must identify utilities, services and other infrastructure and property potentially affected by construction to determine requirements for access to, diversion, protection, and/or support. Consultation with the relevant owner and/or provider of</p>	<p>Parramatta Connect will fully comply with this condition.</p>	Triggered	<p>Parramatta Connect have developed a Utility Services Management Plan (PLR-INF-CPBD-PJT-CM-PLN-000003) and are actively working with the relevant utilities, services and other infrastructure and property potentially impacted to determine requirements for access to, diversion, protection, and/or support.</p>



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)	
	services that are likely to be affected by the CSSI must be undertaken to make suitable arrangements for access to, diversion, protection, and/or support of the affected infrastructure as required. The Proponent must ensure that any disruption to any service is minimised and shall be responsible for advising impact to service recipients before any planned disruption of service. The cost of any such arrangements must be borne by the Proponent, unless otherwise agreed with the utility/service provider.				
E136	A Sustainability Strategy must be prepared to achieve a minimum project score of 65 for 'Design' and 'As built' rating under the Infrastructure Sustainability Council of Australia infrastructure rating tool.	In complying with this condition, the Contractor must achieve at least a minimum 'Design' and 'As built' rating score of 70 using the Infrastructure Sustainability Council of Australia infrastructure rating tool.	Triggered	Conformant	The PLR Project wide Sustainability Strategy for Construction was prepared and submitted to the Secretary on 29 November 2018 and was designed to achieve a combined Project ISCA rating of 65. The Staging of this condition is documented in the PLR Staging Report which was approved by the Secretary's Delegate on 5 September 2019. ISCA have issued the project with a Round 2 Design Verification Score of 82.7 points (Leading Rating).
E137	The Sustainability Strategy must be submitted to the Secretary, for information, within six months of the date of this approval, or within another timeframe agreed with the Secretary, and must be implemented throughout the design, construction and operation of the CSSI.	The Principal will comply with condition E137, except that the Contractor must adhere to and document the implementation of the Sustainability Strategy with respect to the Contractor's Activities.	Triggered	Unassigned	The Sustainability Strategy for Stage 1 Enabling Works (PLR-TFNSW-PJT-SU-PLN-000002) was submitted to the Secretary for information on 29 November 2019 (within 6 months of approval - 29 May 2018). The Strategy was endorsed by the ER on 29 November 2018.
E138	Opportunities to reduce operational greenhouse gas emissions must be investigated during detailed design. The	Parramatta Connect will fully comply with this condition.	Triggered	Conformant	Addressed in the Carbon and Energy Management Sub-plan (PLR1INF-CPBD-ALL-SB-PLN-000001), a Sub-plan to the Delivery Phase Sustainability Management Plan. Opportunities to reduce



ID Ref.	Schedule 11 - IN	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	sustainability initiatives identified in the documents identified in Condition A1 must be regularly reviewed, updated and implemented throughout the design development and construction, and annually during operation of the CSSI.			greenhouse gas emissions were investigated during detailed design and are reflected in the Sustainability in Design report (PLR1INF-CPBD-ALL-SB-RPT-085001). A total of five Climate Change Risk Workshops have been undertaken with the SOM Contractor (Package 5).



A-1-2 Revised Environmental Mitigation and Management Measures (REMMMs)

ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
AB-01	Aboriginal heritage interpretation would be incorporated into the design of the project in consultation with registered Aboriginal stakeholders.	Triggered	Conformant	All Precincts. Addressed in Section 7 of the Heritage Management Sub-plan (CoA C3d). A Heritage Interpretation Strategy has been prepared by GML, endorsed by the ER and submitted to the Secretary for information (PLR1INF-CPBD-ALL-HE-RPT-000001) (GML Heritage, February 2020). This Strategy, including both Aboriginal and non-Aboriginal heritage interpretation, will be incorporated into the design of the project. The Heritage Interpretation Strategy was revised in accordance with CoA E64A and submitted to DPIE on 14-Apr-21. DPIE advised on 26-Apr-21 that Rev 9 was accepted. Implementation is demonstrated through the Heritage Interpretation Implementation Plan. Consultation was undertaken with the Aboriginal Focus Group during the reporting period and the proposed Aboriginal heritage interpretation initiatives were supported by the group.
AB-02	<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. » 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 	Triggered	Conformant	All Precincts. Addressed in the Heritage Management Sub-plan (CoA C3d). The Heritage Management Sub-plan was endorsed by the ER on 13 August 2019 and approved by the Secretary on 21 November 2019. Following the annual CEMP review process, the revised HMP was approved by the Secretary on 20-Oct-20.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>Unexpected Heritage Finds Guideline (2014) would be implemented.</p> <ul style="list-style-type: none"> » 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. 			
AB-03	<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 REMM. PLR AFT 2 is the same site as the former PLR PAD 4, which is the correct reference here.</p>	Triggered	Conformant	<p>Parramatta North; Parramatta CBD; Rosehill and Camellia. This commitment is included as mitigation measure in Table 7.1 of the Heritage Management Sub-Plan (CoA C3d). The Heritage Management Sub-plan was endorsed by the ER on 13 August 2019 and approved by the Secretary on 21 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. Archaeological salvage works have been completed in accordance with the Preliminary Aboriginal Archaeology Test Excavation Report at Cumberland Hospital East and Harris Street Footpath/Robin Thomas Reserve. Archaeological testing was undertaken at PLR AFT 2 and it was determined that salvage works were not required. Archaeological testing is planned to be undertaken at the Sydney Turf Club car park.</p>
AB-04	<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>	Triggered	Conformant	<p>Parramatta North; Parramatta CBD. Addressed in the Heritage Management Sub-plan (CoA C3d). This commitment is included as mitigation measure H16 in Section 7. Barrier fencing and exclusion zones are in place within Cumberland Hospital East and Harris Street Footpath/ Robin Thomas Reserve, and these are outlined on relevant ECMs.</p>
AQ-01	<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>	Triggered	Conformant	<p>All Precincts. An Air Quality and Dust Management Sub-plan has been prepared that addresses these requirements. 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. The plan has been distributed for consultation with relevant stakeholders including Relevant Councils, EPA and Health. The AQMP was endorsed by the ER and provided to DPIE with the submission of the CEMP and Sub-plans. Implementation is demonstrated through ECMs,</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<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. Where such materials are identified, adhere to the requirements for removal and disposal listed in the Work Health and Safety Act 2011, and Work health and Safety Regulation 2011. » 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. 			<p>dust monitoring program, Monthly Environmental Monitoring Reports and Hazardous Materials Assessment Reports.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<ul style="list-style-type: none"> » Wherever possible and practical, limit the amount of materials stockpiled, extent of disturbed and exposed surfaces. Restoration of cleared areas is to occur as soon as possible. » 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. » 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). 			
AQ-02	Potential air quality impacts associated with the operation of the project would be managed through the implementation of the following environmental management measures, to be specified in the project OEMP:	Not Triggered	ER Closed	All Precincts. Not relevant to Package 4.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<ul style="list-style-type: none"> » Conduct routine maintenance to clear debris and loose materials from around the light rail operating area. » Plan and coordinate the removal of sand to avoid inclement weather conditions which may result in emissions being blown towards nearby receivers. » Inspect plant/equipment prior to commencement of maintenance activities to ensure that equipment continues to operate efficiently. » Conduct routine servicing and maintenance, and subsequent inspections to ensure that the light rail transport infrastructure continues to operate efficiently (such as replacing any wearing parts). » Ancillary maintenance service vehicles and equipment would be maintained and operated in accordance with the manufacturers requirements. » Conduct maintenance activities within planned enclosures as appropriate. » Wherever possible, complete emission-generating maintenance activities away from the perimeter of the stabling and maintenance facility. 			
BI-01	<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 ecologist and implemented where practicable. 	Triggered	Conformant	<p>All Precincts. Addressed in the Flora and Fauna Management Sub-plan. Section 7.2.1 outlines the design review process where consideration of measures to minimise potential biodiversity impacts where practical will be documented. The Flora and Fauna Management Sub-plan was endorsed by the ER on the 9 August 2019 and submitted to the Secretary for information on 11 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. Implementation is demonstrated through ECMs. During the reporting period, consultation was undertaken with DPI-Fisheries on the proposed controls during construction of in-stream structures. The requirements of this REMMM were also addressed in Design Packages 1555, 2555 and 3555. The Vegetation Offset Strategy is captured within the TfNSW Biodiversity Offset Strategy and the TfNSW Tree Offset Strategy.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>» 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.</p>			
BI-02	<p>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.</p>	Triggered	ER Closed	All Precincts. Refer to TfNSW obligation matrix for compliance details.
BI-03	<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. 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, vegetation to be retained, and any other no go areas. » 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). 	Triggered	Conformant	All Precincts. Addressed in the Flora and Fauna Management Sub-plan. B1-3 is addressed in the following sections in the Flora and Fauna Management Sub-Plan: Table 7-1, Section 7 and Appendix A, C and C. The Flora and Fauna Management Sub-plan has been endorsed by the ER on the 9 August 2019 and submitted to the Secretary for information. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the ER and accepted by the Secretary on 13-Jan-21.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<ul style="list-style-type: none"> » 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 Communities or threatened species during construction. » Auditing and monitoring of the plan. 			
BI-04	<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). » 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 	Triggered	Conformant	<p>The measures outlined in B-4 have been addressed in the Soil and Water Management Sub-plan, Site Establishment Management Plan (CoA C18) and the Construction Environmental Management Plan (CoA C7). These Sub-plan / Plans have been endorsed by the ER and submitted to the Secretary for information on the 11 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. This is also a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report. RVTM Reference: PLR1-INF-296664. During the reporting period, floating booms and silt curtains were installed during the works at Gasworks Bridge.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>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> <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-05	<p>In addition to the mitigation and management measures described in BI-4, the following mitigation and management 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. 	Triggered	Conformant	<p>All Precincts. Addressed in the Flora and Fauna Management Plan. Commitment in B1-5 has been addressed in Table 7-1 of the Flora and Fauna Management Sub-Plan. The Flora and Fauna Management Sub-plan has been endorsed by the ER on the 9 August 2019 and submitted to the Secretary for information on the 11 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. During a previous reporting period, the design review process was successfully undertaken on the Grand Ave drainage and Parramatta River Bridge Abutments to avoid impacts to mangroves.</p>
BI-06	<p>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.</p>	Triggered	Conformant	<p>All Precincts. Addressed in the Flora and Fauna Management Plan. Commitment in B1-5 has been addressed in Table 7-1 of the Flora and Fauna Management Sub-Plan. The Flora and Fauna Management Sub-plan has been endorsed by the ER on the 9 August 2019 and submitted to the Secretary for information. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. PCPLR have prepared an Urban Design Requirements Report (UDRR) which was endorsed by the ER and approved by DPIE during the Feb-20 to July-20 reporting period (CoAE88). The UDRR (and specifically the Blue Book) satisfies the requirements of the UDLP. Implementation is demonstrated through design package 2502 (PLR1INF-CTX-A02-UD-DRG-502116); plantings under the James Ruse Drive bridge including <i>carex appressa</i> which are shade tolerant.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
BI-07	<p>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:</p> <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 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. 	Triggered	Conformant	<p>All Precincts. Addressed in the Flora and Fauna Management Plan. Commitment in B1-5 has been addressed in Table 7-1 of the Flora and Fauna Management Sub-Plan. The Flora and Fauna Management Sub-plan was endorsed by the ER on the 9 August 2019 and submitted to the Secretary for information. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. Nest Boxes: In accordance with the nest box strategy (prepared by Narla), 76 nest boxes were installed across Section 1 and Section 3. Habitat Elements: Within Section 1, habitat elements were reused by Western Sydney Local Health District for their development works. Within Section 3, important habitat elements were used in the Vineyard Creek restoration works. Grey-headed Flying Fox: In accordance with the Grey-Headed Flying Fox Monitoring Program, Environmental Work Method Statements were prepared and endorsed by Flying Fox Expert for high noise impact works within 300m of the camp. As part of these Environmental Work Method Statements, the GHFF camp was monitored during the temporary jetty installation works.</p>
BI-08	<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</p>	Triggered	Conformant	<p>All Precincts. Addressed in the Flora and Fauna Management Sub-Plan. Commitment in B1-8 has been addressed in Table 7-1, Appendix A and B of the Flora and Fauna Management Sub-Plan. The Flora and Fauna Management Sub-plan was endorsed by the ER on the 9 August 2019 and</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>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 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. care prior to release. 			<p>submitted to the Secretary for information on the 11 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. During the reporting period, pre-clearing surveys continued to be undertaken in accordance with the Flora and Fauna Management Sub-plan.</p>
BI-09	<p>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.</p>	Triggered	Not Triggered	<p>Addressed in the Flora and Fauna Management Plan. Commitment in B1-8 has been addressed in Section 7.3.4 of the Flora and Fauna Management Sub-Plan. The Flora and Fauna Management Sub-plan was endorsed by the ER on the 9 August 2019 and submitted to the Secretary for approval. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. It is noted that the translocation of threatened plant species or individuals was not triggered during the reporting period.</p>
CC-01	<p>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.</p>	Triggered	Conformant	<p>All Precincts. Addressed in the Delivery Phase Sustainability Management Plan. The plan has been drafted for TfNSW approval. This is also a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report. RVTM Reference: PLR1-INF-295950. The Project Climate Change and Natural Hazards Risk Assessment has been facilitated by the SOM Contractor with JV Participation. All of the planned Climate Change and Natural Hazards Risk Assessment workshops have been undertaken (26 June 2019, 31 July 2019, 27 March 2020, 20 April 2020 and 15 June 2020) . Related direct and indirect risks and opportunities have been assessed during the reporting period, with treatment options and implementation actions being implemented or developed such that there are to</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
				be no residual extreme or high priority risks. These have been logged in the PCPLR Climate Change Risk Register (PLR1INF-CPBD-ALL-SB-REG-000001) and reported in the Infrastructure Contract -Climate Change Impact Assessment Report (PLR1INF-CPBD-ALL-SB-RPT-000016).
CC-02	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.	Triggered	Conformant	All Precincts. Addressed in the Delivery Phase Sustainability Management Plan. 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 2019 and submitted to the Secretary for information. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.
CC-03	Operational procedures would be developed and implemented to enable the light rail system to be maintained and managed efficiently in order to appropriately respond to extreme climate events (temperature, winds or rainfall), as identified in the updated climate change risk assessment.	Not Triggered	ER Closed	
CM-01	<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 » Mitigation CM-4 would apply to AEIs classified as medium risk. 	Triggered	Conformant	Parramatta North; Parramatta CBD; Rosehill and Camellia. Addressed in the Contaminated Land Management Sub-Plan. The process by which Areas of Environmental Interest have been assessed is detailed in Section 7.1 of the Construction Contaminated Land Management Sub-Plan. Phase 1 investigations were completed prior to the reporting period for each of the following sites: 435 Church Street, Parramatta (AEI 9, Remediation / Validation requirements); 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).
CM-02	Prior to the commencement of construction in the vicinity of these sites, site investigations would be	Triggered	Conformant	Parramatta CBD; Rosehill and Camellia. Addressed in the Contaminated Land Management Sub-Plan. The Contaminated Land Management Sub-plan was



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>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. 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>			<p>endorsed by the ER on the 9 August 2019 and submitted to the Secretary for information.</p> <p>During the Feb-20 to July-20, Detailed Site Investigations (Phase 2) were completed for both 198 George Street (AEI 15) and 13A Grand Avenue (AEI 21). Remedial Action Plans (RAP) were prepared and endorsed by the Site Auditor (refer to CoA E121) and remedial works were completed in accordance with the hierarchy of preferred strategies in the Guidelines for the NSW Site Auditor Scheme (DECCW 2006).</p>
CM-03	<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 is identified through the current contaminated land investigations. This includes worker health and safety measures.</p>	Triggered	Conformant	<p>All Precincts. Addressed in the Contaminated Land Management Sub-Plan. The Contaminated Land Management Sub-plan was endorsed by the ER on the 9 August 2019 and submitted to the Secretary for information. Site specific measures for nominated low and medium risk sites are reflected in Table 7-1 (measures CL25 to CL32). Prior to commencement of construction, an assessment was prepared to determine the health and safety risks associated with contamination (JBS&G, 25-July-20, ref JBS&G56315-123394 rev B). The assessment determined that the extent of health and safety requirements as specific to asbestos would be sufficient to mitigate the potential impacts from elevated levels of other contaminants found in the rail corridor. The occupational safety requirements for asbestos are detailed in the Asbestos and Air Quality Management Plan (PLR11NF-CPBD-ALL-AH-PLN-000002) as referenced in the Contaminated Land Management Sub-plan.</p>
CM-04	<p>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.</p>	Triggered	Conformant	<p>All Precincts. Addressed in the Contaminated Land Management Sub-Plan. Commitment in CM-4 is covered by Table 7-1. The Contaminated Land Management Sub-plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. Implementation of this requirement during the reporting period is reflected in relevant ECMs.</p>
CM-05	<p>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.</p>	Triggered	Conformant	<p>Rosehill and Camellia. Addressed in the Contaminated Land Management Sub-Plan. Commitment in CM-5 is covered by Table 7-1. The Contaminated Land Management Sub-plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. Following the annual CEMP review process, the revised CEMP and sub-plans were</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
				approved by the Secretary on 13-Jan-21. Reflecting the requirements of the Asbestos and Air Quality Management Plan, the Sandown Line is defined as a Zone B (Orange Zone); trace levels of asbestos is present and asbestos controls are required to be implemented in accordance with the Plan. Evidence of implementation is demonstrated by the Monthly Environmental Monitoring Reports which include outcomes of the asbestos air monitoring program (refer to CoA C16 and the CPB project website (https://www.cpbcon.com.au/en/our-priorities/environment)).
CM-06	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.	Triggered	Conformant	All Precincts. An unexpected finds procedure has been 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. The Contaminated Land Management Sub-plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.
CM-07	Ongoing management measures would be implemented for any areas within the permanent light rail corridor where minor residual contamination remains following construction.	Triggered	ER Closed	
GEN-01	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: » 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. » Site compound and ancillary works management.	Triggered	Conformant	All Precincts. The CEMP has been prepared and has been implemented during the Feb-20 to July-20 reporting period. The CEMP, SEMP and all management sub-plans have been endorsed by the ER and approved by DPIE where required under Conditions C3, C7, C16 and C18 on 21-Nov-20. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<ul style="list-style-type: none"> » 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>			
GEN-02	<p>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 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. » 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. 	Triggered	Conformant	All Precincts. Addressed by the Site Establishment Management Plan (CoA C18). The SEMP was endorsed by the ER and approved by the Secretary on the 21 November 2019. During the Feb-20 to July-20 reporting period, the SEMP was revised to include the O'Connell Street ancillary facility and subsequently approved by DPIE.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>» Flood response measures for compounds that are located on land affected by the 20 year ARI flood level (e.g. bridge support construction compounds).</p> <p>» 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.</p> <p>» 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.</p> <p>» Reinstatement strategies for construction compounds. As a minimum, this would include:</p> <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 temporarily would be returned to their pre-existing condition or better. • 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-03	<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> <p>» Classification of the incident (e.g. minor, moderate, serious) based on the severity of the likely impact on the surrounding environment and community.</p> <p>» Emergency response procedures.</p> <p>» Notification requirements (e.g. Transport for NSW and/or other regulatory authorities, or owners/occupiers in the vicinity of the incident).</p>	Triggered	Conformant	<p>All Precincts. Addressed in the Construction Environmental Management Plan. An Environmental Incident and Emergency Response Management Plan has been developed as part of the CEMP (Appendix A5). The CEMP was endorsed by the ER and approved by the Secretary on 21 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<ul style="list-style-type: none"> » Mechanisms for improving environmental controls to reduce the likelihood of a similar incident occurring. » Incident reporting and tracking. 			
GG-01	<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 temperature set points, insulation and weight considerations for rolling stock). » Selection of energy efficient maintenance vehicles. » Selection of energy efficient electrical equipment as per government resource efficiency policy (GREP). » Energy efficient design of buildings within the stabling and maintenance facility (such as natural ventilation designs and use of insulation). » Achieving the minimum improvement for operational energy for buildings as per the GREP. » The use of photovoltaic cells at the stabling and 	Triggered	Conformant	<p>All Precincts. Addressed in the Delivery Phase Sustainability Management Plan. Contained within of Appendix D (Carbon and Energy Management Sub-plan) of the Delivery Phase Sustainability Management Plan. The Delivery Phase Sustainability Management Plan was accepted by TfNSW without further comments on 25 October 2019. The Delivery Phase Sustainability Management Plan was updated on 28 August 2020 and was accepted by TfNSW without further comments.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	maintenance facility. » Use of low embodied energy and recycled materials at light rail stops. 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.			
GG-02	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. Evaluation and reporting on the feasibility of identified opportunities would also be carried out during detailed design.	Triggered	Conformant	All Precincts. Addressed in the Delivery Phase Sustainability Management Plan. Contained within of Appendix D (Carbon and Energy Management Subplan) Delivery Phase Sustainability Management Plan.
GG-03	Management of emissions would be incorporated into site inductions, training and pre-start talks.	Triggered	Conformant	All Precincts. Addressed in the Delivery Phase Sustainability Management Plan. Contained within of Appendix D (Carbon and Energy Management Subplan) Delivery Phase Sustainability Management Plan. During the reporting period, management of emissions was incorporated into the induction, onboarding and toolbox talks.
GG-04	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: » 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.	Triggered	Conformant	All Precincts. Addressed in the Delivery Phase Sustainability Management Plan. Contained within of Appendix D (Carbon and Energy Management Subplan) Delivery Phase Sustainability Management Plan. Fuel usage across the construction period has included biodiesel, E10 and LPG which are low carbon fuels in comparison to diesel (Energy Report attached). Temporary construction facilities are using LED lighting (examples of Site Compound Checklists attached). Solar powered lighting is being used for temporary lighting across the project in lieu of diesel generated lighting towers (temporary solar lighting design attached for all areas).
GG-05	Local procurement of construction services and materials would be undertaken (where feasible and cost effective) to reduce fuel consumption for transport. Where practical and reasonable, construction planning would ensure that deliveries	Triggered	Conformant	All Precincts. Addressed in the Delivery Phase Sustainability Management Plan. Contained within Appendix D (Carbon and Energy Management Subplan) of the Delivery Phase Sustainability Management Plan. Local procurement is considered within the procurement process through the Financial / Non-Financial Form. Query within relates to distance of supplier to



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	are managed in an efficient manner to minimise the number of trips required and therefore reduce the amount of emissions.			the project and provides a score based on this which is integrated into the overall rating (concrete evaluation provided as an example). Program planning ensures that construction works are undertaken in stages e.g. drainage, paving, to minimise trips.
GG-06	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.	Triggered	Conformant	All Precincts. Addressed in the Delivery Phase Sustainability Management Plan. Contained within Appendix D (Carbon and Energy Management Subplan) of the Delivery Phase Sustainability Management Plan. Included within project induction to all staff. Inspection forms include this as a criteria to be evaluated through Sustainability Inspections (template attached).
GG-07	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.	Triggered	Conformant	All Precincts. Addressed in the Delivery Phase Sustainability Management Plan. Contained within Appendix D (Carbon and Energy Management Subplan) of the Delivery Phase Sustainability Management Plan. An internal audit was conducted during the reporting period and all actions were closed prior to the nominated target dates. Monitoring, auditing and reporting on energy use including renewable electricity, fuel usage and associated greenhouse gas emissions is undertaken on a monthly basis through the Sustainability Reporting Dashboard and Monthly Report. NGER (energy and fuel usage) is monitored by the commercial team with every monthly claim.
GG-08	Selection of materials during detailed design and construction planning to ensure products with low embodied carbon or recycled materials are considered and used.	Triggered	Conformant	All Precincts. Addressed in the Delivery Phase Sustainability Management Plan. Contained within of Appendix D (Carbon and Energy Management Subplan) Delivery Phase Sustainability Management Plan.
GG-09	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.	Triggered	Conformant	All Precincts. Addressed in the Delivery Phase Sustainability Management Plan. Contained within of Appendix D (Carbon and Energy Management Subplan) Delivery Phase Sustainability Management Plan. A GreenPower contract was established for the Fennell Street office to offset electricity consumption to the target specified.
GG-10	During operation, a 100 per cent offset of the greenhouse gas emissions associated with consumption of electricity of the project would be targeted.* * Note - this mitigation measure was identified as GG-9 in the revised mitigation measures, but has been changed to GG-10 here to avoid confusion with GG-09.	Not Triggered	ER Closed	
GW-01	The design of embankments would incorporate adequate drainage to reduce compaction and/or sealing of the underlying aquifer.	Triggered	Conformant	All Precincts. This is a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report (PLR1-INF-295864). Implementation is demonstrated within stormwater design packages 1535, 2535 and 3535. Embankments are designed in accordance with



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
				Australian Standards and ASA standards; there are no proposed embankment works that will seal the aquifers.
GW-02	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.	Triggered	Conformant	All Precincts. Addressed in the Soil and Water Management Sub-plan. The conditions assessments have been added to the inspection and monitoring and reporting registers in Section 8 of the Soil and Water Management Sub-Plan. The Soil and Water Management Sub-plan was endorsed by the ER on the 12 August 2019 and submitted to the Secretary for information. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. Geotechnical investigations have been undertaken to identify potential areas of groundwater drawdown and buildings within those areas. In addition, condition reports have been prepared in accordance with CoA E6 for all existing roads and existing property and infrastructure in the road reserve where the physical condition is likely to be adversely affected during work.
GW-03	Excavation techniques would be adopted to minimise impacts on aquifers	Triggered	Conformant	All Precincts. 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 2019 and submitted to the Secretary for approval. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. During the reporting period, there were no excavation works undertaken which resulted in aquifer impacts.
GW-04	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.	Triggered	Conformant	All Precincts. Addressed in the Soil and Water Management Sub-plan (Section 7, control measures SW 57-89). A range of control measures have been included 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. Also addressed under the Construction Contaminated Land Management Sub Plan (CLMP) under section 7.5 and table 7-1. Implementation during the reporting period was demonstrated through ECMs and environmental inspections.
GW-05	No new wells would be drilled to extract water for construction use.	Triggered	Conformant	All Precincts. Addressed in the Soil and Water Management Sub-plan, Section 7, control measures SW-45. No new wells will be drilled to extract water for construction use. Existing wells or alternate potable or non-potable construction water sources will be utilised. The Soil and Water Management Sub-plan was endorsed by the ER on the 12 August 2019 and submitted to the Secretary for information. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.
GW-06	[Left intentionally blank - there is no GW-6 in the SPIR]	Not Triggered	ER Closed	
GW-07	Hazardous material procedures (including procedures for managing spills and the refuelling and maintenance of vehicles/equipment) would be developed and implemented during the operation	Not Triggered	ER Closed	All Precincts. Not relevant to Package 4 Works.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>of the project to minimise potential for groundwater quality impacts associated with chemical spills and leaks. These procedures would adequately address activities at the stabling and maintenance facility, as well as other general maintenance facilities that would occur along the project alignment.</p>			
HE-01	<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> <p>» The following mitigation and management measures would be implemented for Zone 1 – State significant historical archaeology:</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. • 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 	Triggered	Conformant	<p>All Precincts. Addressed in the Heritage Management Sub-plan. Section 7 details mitigation measures to be undertaken in order to reduce impacts on heritage items. Table 6-2 and 6-3 detail site-specific Zone 1 HAMU mitigation measures. The requirements of the HARD have been included as mitigation measure H8 and were implemented in accordance with CoA E73 during the reporting period. Section 8 outlines risk management strategies relating to Non-Aboriginal heritage. The Heritage Management Sub-plan has been endorsed by the ER on the 13 August 2019 and approved by the Secretary on the 21st November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. During the reporting period, post-excavation reporting continued, archaeological monitoring was undertaken in accordance with the HARD and a live Webinar was delivered on the outcomes of the Aboriginal archaeological salvage program. A Webinar format was chosen due to COVID-19 risk and the desire to maximise accessibility.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>unexpectedly identified.</p> <ul style="list-style-type: none"> • 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. <p>» The following mitigation and management measures would be implemented for Zone 2 – Locally significant historical archaeology:</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. • 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. <p>» The following mitigation and management measures would be 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 			



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	encountered in accordance with an unexpected finds procedure.			
HE-02	<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> <ul style="list-style-type: none"> » 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. » In areas where access for excavation activities is not restricted by buildings or other structures. » 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. 	Triggered	Conformant	<p>All Precincts. Addressed in the Heritage Management Sub-plan (CoA C3d) in Table 6-3 and Section 8. A Historical Archaeological Research Design and Excavation Methodology (HARD) was prepared early in 2019. During the Feb-20 to July-20 reporting period, the HARD was revised (22-June-2020, Rev 6) and submitted to DPC Heritage. Following approval of the Heritage Management Sub-plan and the HARD, archaeological salvage works were undertaken in Robin Thomas Reserve, Church Street (19th century terraces), Macquarie Street (convict drain), and Queen's Wharf Reserve/ George Street. These activities were planned and directed by the Excavation Director (Abi Cryerhall) and an Aboriginal specialist (Tim Owen). Subject to the outcomes of the testing program, GML provided recommendations on salvage requirements and ongoing monitoring.</p>
HE-03	<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. 	Not Triggered	Conformant	<p>All Precincts. Addressed in the Heritage Management Sub-plan. Section 7 details mitigation measures to be undertaken in order to reduce impacts on heritage items. Archaeological monitoring measures have been included as mitigation measure H8. Section 8 outlines risk management strategies relating to Non-Aboriginal heritage. During the reporting period, archaeological monitoring was undertaken of utility relocations, drainage works, and the main track alignment box out as specified in ECMs. The outcomes will be reported in the Archaeological Excavation Report prepared in accordance with CoA E75.</p>
HE-04	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.	Triggered	Conformant	<p>All Precincts. Addressed in the Heritage Management Sub-plan. Section 7 details mitigation measures to be undertaken in order to reduce impacts on heritage items. During the Feb-20 to July-20 reporting period, the Heritage Architect and Excavation Directors have continued to participate in design review process including clash analysis, review of key design packages and</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<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 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).</p>			<p>consultation in accordance with Condition E65. This has been documented in the consultation workshop minutes with DPC Heritage, the Heritage Impact Report, Environmental Design Review Reports and relevant DDR designs. The Heritage Impact Report was submitted to the City of Parramatta Council during a previous reporting period. Refer to CoA E65 for details of consultation undertaken with Heritage NSW.</p>
HE-05	<p>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).</p>	Triggered	Conformant	<p>All Precincts. Addressed in the Heritage Management Sub-plan. The Exhumation Policy Stage 1 is provided in Appendix D and referenced in Section 7.1. The Heritage Management Sub-plan was endorsed by the ER on the 13 August 2019 and approved by the Secretary on 21 November 2019. Due to an inconsistency between the Planning Approval (CoA E61) and the SPIR (REMMM HE-5), an Exhumation Management Plan has been prepared as a standalone document prior to conducting construction works in sensitive archaeological areas as defined by the Excavation Director (i.e. St. Patrick's Cemetery). The Exhumation Management Plan has been developed in accordance with the Guidelines for Management of Human Skeletal Remains (NSW Heritage Office, 1998) and in consultation with DPC Heritage, NSW Health and CoPC. DPC Heritage advised on 31-July-20 that the Exhumation Management Plan is a comprehensive document and fit for purpose. There were no changes suggested to the Plan. During the analysis of faunal remains identified in a Robin Thomas Resource cesspit in Aug-21, a University of England faunal specialist identified potential human remains, including two vertebrae. The vertebrae were subsequently confirmed by Dr. Denise Donlon (University of Sydney physical anthropologist) as human. Relevant notifications of this finds were made to the NSW Police, NSW Coroner, TfNSW, the ER, DPC Heritage, NSW Health, CoPC and RAPs. Refer to CoA E61 for additional evidence.</p>
HE-06	<p>The mitigation and management measures for Zone 1 – State significant historical archaeology would apply to the following HAMU:</p> <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). 	Triggered	Conformant	<p>All Precincts. Addressed in the Heritage Management Sub-plan. Additional mitigation measures for Zone 1 HAMUs are detailed in Table 6-3. Section 8 outlines risk management strategies relating to Non-Aboriginal heritage. The Heritage Management Sub-plan was endorsed by the ER on the 13 August 2019 and approved by the Secretary on 21 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. The HARD was and issued to DPC Heritage in early 2019 and updated in response to consultation. During the previous reporting period, two additional appendices were prepared to capture Queen's Wharf Reserve and Lennox Bridge foreshore. The new appendices were issued to DPC Heritage for consultation with no response received to</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>» HAMU 31 – Grave of Eliner Magee and Child. 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. » 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. 			<p>date. The HARD was revised (22-June-2020, Rev 6) and submitted to DPC Heritage.</p>
HE-07	<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 	Triggered	Conformant	<p>Parramatta North. Addressed in the Heritage Management Sub-plan. Additional mitigation measures for HAMU 4 have been included in Table 6-3. Section 8 outlines risk management strategies relating to Non-Aboriginal heritage. The Heritage Management Sub-plan was endorsed by the ER on the 13 August 2019 and submitted to the Secretary for approval. During a previous</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>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.</p> <p>» 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.</p>			<p>reporting period, the design review process was undertaken in consultation with DPC Heritage to minimise impacts to HAMU 4 archaeology. Archaeological salvage works were subsequently undertaken of areas where impact could not be avoided. The outcomes of the salvage program will be detailed in the Archaeological Excavation Report prepared in accordance with CoA E75. Investigations undertaken to date have determined that the Infrastructure Works are unlikely to impact the Grose Street Drain. In the event of impact, alternative construction methods will be identified and considered and archaeological investigations will be undertaken.</p>
HE-08	<p>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.</p>	Triggered	Conformant	<p>Parramatta CBD. Addressed in the Heritage Management Sub-plan. Additional mitigation measures for HAMU 18 have been included in Table 6-3. Section 8 outlines risk management strategies relating to Non-Aboriginal heritage. The Heritage Management Sub-plan was endorsed by the ER on the 13 August 2019 and submitted to the Secretary for approval. Archaeological testing at HAMU 18 was undertaken during the Feb-20 to July-20 reporting period. While impact was unavoidable in some locations, alternative construction methods were employed to reduce impact (e.g. Telstra conduits were stacked to reduce the number of sandstone blocks that would be impacted). The design review process was undertaken in consultation with DPC Heritage and redesign was frequently undertaken.</p>
HE-09	<p>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 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. 	Triggered	Conformant	<p>All Precincts. Addressed in the Heritage Management Sub-plan. Table 6-2 and Section 7 details mitigation measures to be undertaken in order to reduce impacts on heritage items. A Heritage Interpretation Strategy and Heritage Interpretation Implementation Plan has been prepared in accordance with CoA E64 and the Strategy was submitted to the Secretary for information. This is also a technical requirement that will be addressed in the detailed design and the Environmental Design Review Report. RVTM Reference: PLR1-INF-296362. Consultation with DPC Heritage and CoPC on the Heritage Interpretation Implementation Plan occurred during the reporting period and delivery of devices commenced. Where relevant, interpretation initiatives have been incorporated into the detailed design of the project (refer to evidence HE09-1).</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
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 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. 	Not Triggered	Conformant	<p>All Precincts. Addressed in the Heritage Management Sub-plan. Section 7 details mitigation measures to be undertaken in order to reduce impacts on heritage items. These site-specific mitigation measures were implemented throughout the reporting period as evidenced by ECMs and the design review process. The Heritage Management Sub-plan was approved by the Secretary on 21-Nov-20. Following the annual CEMP review process, the revised Heritage Management Sub-plan was approved by the Secretary on 13-Jan-21. During the reporting period, the SOM contractor revised the Dundas Railway Station platform design in consultation with DPC Heritage. The Infrastructure Works confirmed with DPC Heritage that the track works would be aligned to the SOM design.</p>
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 	Triggered	Conformant	<p>Westmead; Parramatta North. Addressed in the Heritage Management Sub-plan. Section 7 details mitigation measures to be undertaken in order to reduce impacts on heritage items. Table 6-2 addresses site specific mitigation measures for the Cumberland Distinct Hospital Precinct to be implemented during pre-construction and construction phases of the Project. This is also a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report. RVTM Reference: PLR1-INF-296410. During the reporting period, regular consultation was undertaken with DPC</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>views and vistas to the nineteenth century heritage landscape. A high-quality design would be prepared in consultation with an experience heritage architect.</p> <ul style="list-style-type: none"> » 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>			<p>Heritage on the detailed design and actions taken to minimise impact. Prior to and during the reporting period, heritage architect GML have provided PCPLR with independent heritage review at each stage of detailed design. The review advice is detailed in the Heritage Impact Report and the design revisions are detailed in the relevant design package.</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> <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>	Triggered	Conformant	<p>Westmead; Parramatta North; Parramatta CBD; Carlingford. Addressed in the Heritage Management Sub-plan. Section 7 details mitigation measures to be undertaken in order to reduce impacts on heritage items. Table 6-2 includes additional measures to be implemented for various heritage items during pre-construction and construction phases of the Project. Independent review of the detailed design has been provided for the listed heritage items and documented in the Heritage Impact Report. This is also a technical requirement that was addressed in the detailed design and the Environmental Design Review Report. RVTM Reference: PLR1-INF-296422. Prior to and during the reporting period, heritage architect GML have provided PCPLR with independent heritage review at each stage of detailed design. The review advice is detailed in the Heritage Impact Report and the design revisions are detailed in the relevant design package.</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. 	Triggered	Conformant	<p>Parramatta North; Carlingford. Addressed in the Heritage Management Sub-plan. The moveable heritage strategy is reflected in the Heritage Interpretation Strategy as required by this REMMM and was submitted to DPIE for information on 30-Sept-20 (PLRM-TFNSW-DOP-TX-000047).</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</p>	Triggered	Conformant	<p>Parramatta North; Parramatta CBD, Rosehill and Camellia; Carlingford. Addressed in the Heritage Management Sub-plan. The Heritage Archival Recording and Salvage Report was submitted to DPIE for information on 30-</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>of Heritage Items (1998), and Photographic 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. 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>Sept-20 (PLRM-TFNSW-DOP-TX-000047) and was subsequently distributed to the nominated parties.</p>
HE-15	<p>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 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). 	Triggered	Conformant	<p>Parramatta North; Rosehill and Camellia; Carlingford. Addressed in the Heritage Management Sub-plan. The Heritage Archival Recording and Salvage Report was submitted to DPIE for information on 30-Sept-20 (PLRM-TFNSW-DOP-TX-000047). It is noted that Volume 2 of the Heritage Archival Recording and Salvage Report (Salvage Report section) was initially prepared as a stand-alone document and finalised in May 2020.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
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. » 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. 	Triggered	Conformant	<p>Parramatta North; Parramatta CBD; Rosehill and Camellia; Carlingford. Addressed in the Heritage Management Sub-plan. Commitment covered in Table 6-2, Section 7 and Table C2. This is also a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report. RVTM Reference: PLR1-INF-296470, PLR1-INF-296472, PLR1-INF-296474, PLR1-INF-296476, PLR1-INF-296478, PLR1-INF-296480, PLR1-INF-296482, PLR1-INF-296484, PLR1-INF-296486. During the production of the Heritage Impact Reports, the Heritage Architect has consulted the Conservation Management Plans (CMPs) for State Heritage Register items where they exist. These provide greater detail about the significance and values of sites and their elements, which in turn has informed the impact assessment. Conservation policies found in the CMPs have also been consulted to determine best practice in developing the impact mitigation measures included in the Heritage Impact report. Preparation of CMP Addendum reports is in progress for those heritage items listed in this REMMM which were impacted by the Infrastructure Works and where a CMP exists (Cumberland District Hospital Precinct, Lennox Bridge and Dundas Railway Station Group). During the next reporting period, engagement will be undertaken with CMP owners to establish consultation protocols and determine how the addendum reports will be incorporated into each CMP.</p>
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). » Queen's Wharf Reserve and stone wall and potential archaeological site. » Wetlands. » Trees in median strip. » Rydalmere Hospital Precinct. 	Triggered	Conformant	<p>Parramatta North; Parramatta CBD; Rosehill and Camellia; Carlingford. Addressed in the Heritage Management Sub-plan and Heritage Impact Report. Specifically, Section 6.5 and 6.6 of the Heritage Impact Report provides a record of current and previously implemented heritage mitigation measures regarding significant trees. Impacts to heritage trees were investigated during detailed design. Root mapping has been undertaken of trees in Robin Thomas Reserve and the Cumberland to inform the retention strategy.</p>
HE-18	<p>During detailed design and construction planning, opportunities to appropriately reuse the Camellia</p>	Triggered	Conformant	<p>Rosehill and Camellia; Carlingford. Addressed in the Heritage Management Sub-plan (Section 8). The Heritage Archival Recording and Salvage Report was prepared during the Feb-20 to July-20 reporting period in accordance with CoA E70 and the requirements of this REMMM. The report was submitted to</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	underbridge abutments would be explored in consultation with a heritage architect.			the ER and Transport for NSW on 4-Aug-2020 (PLR11NF-CPBD-ALL-HE-RPT-000010). It is noted that Volume 2 of the Heritage Archival Recording and Salvage Report (Salvage Report section) was initially prepared as a stand-alone document and finalised in May 2020. The Heritage Architect (Don Wallace, GML) has provided independent heritage review during the development of the detailed design. It was determined that both of the underbridge abutments would be partially retained through the installation of tie-ins. The salvaged bricks have been reused to reinstate the exposed sides of the underbridge abutments and the decorative balustrades (special bricks and stone elements) have been reconstructed as landscape elements.
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.	Triggered	Conformant	Carlingford. Addressed in the Heritage Management Sub-plan and Heritage Impact Report Section 6.5.2. The relationship between the station, stop, canopy and heritage platform building is outside of the scope of the Infrastructure Works. As detailed in the Environmental Design Review Report and Heritage Impact Report, the heritage wall will be included in the design of the new platform. During the reporting period, the SOM contractor revised the Dundas Railway Station platform design in consultation with DPC Heritage. The Infrastructure Works confirmed with DPC Heritage that the track works would be aligned to the SOM design.
HE-20	[Left intentionally blank - there is no HE-20 in the SPIR]	Not Triggered	ER Closed	
HE-21	An Aboriginal and non-Aboriginal Management Plan would be prepared as described in AB-2. 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: » 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.	Triggered	Conformant	All Precincts. Addressed in the Heritage Management Sub-plan. The Sub-plan has been developed to address both Aboriginal and Non-Aboriginal impacts. Mitigation measures to minimise impacts are outlined in Section 7. Monitoring requirements have been outlined in Section 10.3. The Heritage Management Sub-plan was endorsed by the ER and approved by the Secretary on 21 November 2019. Following the annual CEMP review process, the revised Heritage Management Sub-plan was approved by the Secretary on 13-Jan-21. Archaeological monitoring continued to be undertaken during the reporting period under the instruction of the Excavation Director.
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	Triggered	Conformant	All Precincts. Addressed in the Heritage Management Sub-plan. The construction methodology considers potential impacts to heritage items. These requirements are communicated through the site induction, toolbox talks and pre-starts and documented on relevant ECMs. The Heritage Management Sub-plan was endorsed by the ER on the 13 August 2019 and approved by the Secretary on 21 November 2019. Following the annual CEMP review process,



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	Construction Noise and Vibration Management Plan.			the revised Heritage Management Sub-plan was approved by the Secretary on 13-Jan-21. Detailed investigations of the construction methodology were undertaken in consultation with DPC Heritage and Renzo Tonin (noise and vibration consultant) for the micro-tunnel which traversed through the Lennox Bridge wing wall. In addition, a detailed construction methodology was developed to minimise impact to the Stables during the demolition of the Royal Oak Hotel. This included vibration monitoring to assess vibration related impacts.
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.	Triggered	Conformant	Rosehill and Camellia. Addressed in the Heritage Management Sub-plan. The Heritage Management Sub-plan was endorsed by the ER on the 13 August 2019 and approved by the Secretary on 21 November 2019. Following the annual CEMP review process, the revised Heritage Management Sub-plan was approved by the Secretary on 13-Jan-21. An appropriate exclusion zone has been established with fencing and signage and requirements are documented on the ECMs.
HR-01	All electromagnetic equipment for the project would be designed and constructed to: » 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. Further opportunities to minimise potential electromagnetic impact would be investigated during detailed design including consideration of: » Wire-free technology and on-board energy storage. » Reduction of the current-loop circuit created between the substation and LRVs. » Reduce traction control demand.	Triggered	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-02	The project would be designed to comply with appropriate standards for the management of EMI including the international European Standards EN 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.	Triggered	Conformant	All Precincts. 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-03	Targeted consultation with identified sensitive receivers for EMI (such as the Westmead Health	Triggered	ER Closed	



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>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 roadway, oil containment, air vents/ducts and pilot isolation rooms). • 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-04	<p>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.</p>	Triggered	Unassigned	<p>All Precincts. 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.</p>
HR-05	<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 	Triggered	Conformant	<p>All Precincts. Addressed in the Construction Environmental Management Plan. An Environmental Risk Analysis has been undertaken for the project and is contained in Appendix B. Relevant controls relating to the storage of hazardous materials and chemical spill kits are detailed in the Soil and Water Quality Management Sub-Plan in Section 7 and 8 and Table 8-1 (mitigation</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>identified prior to construction.</p> <ul style="list-style-type: none"> » 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 contain spills and leaks in accordance with Australian Standards and DECCW guidelines. » 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. 			<p>measures SE14 and SE23). Implementation is evidenced by ECMs and Environmental Inspections.</p>
HR-06	<p>A process for regularly reviewing work practices/procedures would be implemented throughout construction to identify, report and respond to any new environmental hazards/risks.</p>	Triggered	Conformant	<p>All Precincts. Addressed in the CEMP. 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). The risk register is reviewed annually, at minimum, and in response to significant issues, incidents and non-compliances. The outcomes of the risk register are reflected in the Project Risk Register and is implemented through the Work Packs and ECMs.</p>
HR-07	<p>Targeted safety campaigns to raise awareness around the operation of LRVs would be used in the lead up to the opening of the project and during operation to promote the safe operation of the project. This would focus on raising awareness and promoting safe behaviours around the project.</p>	Not Triggered	ER Closed	
HR-08	<p>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 minimum separation in accordance with industry standards).</p>	Triggered	Conformant	<p>All Precincts. Addressed in the Utility Service Management Sub-Plan. 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.</p>
HR-09	<p>Storage of chemicals associated with the operation and maintenance of the LRVs would be designed in line with the appropriate EPA guidelines and legislative requirements.</p>	Not Triggered	ER Closed	



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	All hazardous substances that may be required for operation would be stored and managed in accordance with the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005) and Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 (Department of Planning, 2011).			
HR-10	Hazardous material procedures (including procedures for managing spills and the refuelling and maintenance of vehicles/equipment) would be developed and implemented during the operation of the project to minimise potential for impacts associated with chemical spills and leaks. These procedures would adequately address activities at the stabling and maintenance facility, as well as other general maintenance facilities that would occur along the project alignment.	Not Triggered	ER Closed	
HR-11	During high demand periods, such as special events, measures to minimise potential safety risks associated with overcrowding at stops would be implemented, such as more regular services, additional LRVs and/or crowd control at stops.	Not Triggered	ER Closed	
HR-12	An emergency response strategy would be developed for the operation of the light rail which would ensure risks to the project are minimised in event of possible explosion from the known high pressure petroleum pipeline that extends along Grand Avenue and adjacent to the existing T6 Carlingford Line between Grand Avenue and the Western Sydney University (Parramatta) campus.	Not Triggered	ER Closed	
HY-01	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.	Triggered	Conformant	All Precincts. Addressed in the Soil and Water Management Sub-plan. The Water Quality (Turbidity) Monitoring Program in accordance with CoA C9c has been incorporated in this Sub-plan. The Soil and Water Management Sub-plan was endorsed by the ER on 12-Aug-19 and subsequently submitted to the Secretary for information. On 21-Nov-19, DPIE noted that the Water Quality Monitoring Program was included in the Soil and Water Management Sub-plan. The Pre-construction sampling (baseline review) water quality monitoring report (PLR1INF-CPBD-ALL-WA-RPT-000003) was also provided to DPIE on 18-Dec-19 which established the water quality objectives for the project.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
HY-02	<p>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 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.</p>	Triggered	Conformant	All Precincts. Addressed in the Project wide Water Quality Assessment Report (RVTM Reference: PLR1-INF-295856).
HY-03	<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>	Triggered	Conformant	<p>All Precincts. This is a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report (RVTM Reference: PLR1-INF-295858). This requirement is also addressed in the Flood Management Design Report. The Flood Management Design Report (PLR1INF-WSPA-ALL-SD-RPT-090001) has been prepared in consultation with nominated stakeholders and independently peer reviewed by a qualified hydrological engineer. The report has determined that there is no potential for adverse flooding impacts. On 10-Nov-20, DPIE confirmed that if there is no potential for adverse flooding impacts, then the report and results of the peer review are not required to be submitted to the Planning Secretary and relevant councils (for information) at each design stage. On this basis, the Flood Management Design Report has not been required to be submitted to DPIE to date (for information). The Flood Management Design Report will be submitted to the ER for endorsement in accordance with CoA A23.</p>
HY-04	<p>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 achieves the desired Performance Criteria (refer to Table 17.5 of the</p>	Triggered	Conformant	<p>All Precincts. This requirement has been addressed through the Flood Management Design Report which was prepared in accordance with CoA E113. This is also a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report. RVTM Reference: PLR1-INF-295860</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>EIS) 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-05	<p>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.</p>	Triggered	Conformant	<p>All Precincts. Addressed in the Soil and Water Management Sub-plan. Sedimentation is controlled through the development and implementation of erosion and sediment control measures in accordance with the Blue Book, as outlined in Appendix A. Control measures to address chemical pollution have been included in Section 7.2 in accordance with the Transport for NSW's Chemical Storage and Spill Response Guidelines, (9TP-SD-066/3.0, 2015) and Concrete Washout Guideline (3TP-SD-112/2.0, 2015). Littering is controlled through provision of suitable bins and awareness training.</p>
HY-06	<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 that have the greatest potential to disturb soils that are contaminated or have a high erosion and runoff hazard). » 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 	Triggered	Conformant	<p>All Precincts. 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. The CEMP Sub-plans were endorsed by the ER and Submitted to DPIE during the Aug-19 to Jan-20 reporting period. DPIE noted that the water quality monitoring program had been included in the Soil and Water Management Plan in their letter of Approval of the 21-Nov-19. Following the annual CEMP review process, the revised Soil and Water Management Sub-plan was approved by the Secretary on 13-Jan-21.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>on other parts of the project in preference to disposing off-site in accordance with OEH's Waste Classification Guidelines (2016).</p> <ul style="list-style-type: none"> » 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 CEMP, and Erosion and Sediment Control Plan for the project. » Develop procedures for the assessment, handling and stockpiling of potentially contaminated materials, in accordance with OEH's Waste Classification Guidelines (2016). 			
HY-07	<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. <p>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.</p>	Triggered	Conformant	<p>All Precincts. Addressed in the Soil and Water Management Sub-plan. Appendix B provides a construction site dewatering and discharge procedure that was developed with reference to the nominated guidelines. On the 3-Jan-2020 PCPLR were issued with an Environmental Protection Licence (EPL 21347) from the NSW EPA which included pollution limits for discharge of water from site. During the reporting period, works were undertaken in accordance with the requirements of this REMMM as demonstrated by the Monthly Environmental Monitoring Reports, ECMs and discharge permits (incorporating monitoring conducted by Environmental Coordinators).</p>
HY-08	<p>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.</p>	Triggered	Conformant	<p>All Precincts. Addressed in the Flood Management Sub-plan (Construction) (CoA C3c) Table 7-1 details mitigation measures to be undertaken in order to avoid, minimise or manage impacts to hydrology and to minimise impacts to construction in the event of a flood. This requirement is also addressed in the Site Establishment Management Plan (CoA C18) and was implemented during the reporting period through ECMs.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
HY-09	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.	Triggered	Conformant	All Precincts. This is a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report. The AFC drainage drawings detail the outlet structure and tailor works that demonstrate that scour protection measures have been included in the design. During the reporting period, scour protection was incorporated in the design for Grand Avenue and Bridge Road Bridge.
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: » Maximising use of pre cast elements to minimise construction works within the floodplain. » Minimising temporary formwork requirements and removal of formwork as soon as possible after completion of each work stage. » 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.	Triggered	Conformant	All Precincts. Addressed in the Flood Management Plan, Table 7-1 details mitigation measures to be undertaken in order to avoid, minimise or manage impacts to hydrology and to minimise impacts to construction in the event of a flood. This includes the use of pre-cast components in the floodplain. A detailed assessment of the impact of new and modified bridges on waterways has been addressed in the Flood Management Design Report (CoA E113). This is also a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report. RVTM Reference: PLR1-INF-296784, PLR1-INF-296786
HY-11	A Flood Operational Management Plan (FOMP) would be prepared to describe the project operational procedure for the network during flood events.	Not Triggered	ER Closed	
LU-01	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.	Triggered	Conformant	All Precincts. This was undertaken during detailed design to reduce the footprint of disturbance proposed by end state works. Construction staging has also been reviewed periodically to reduce the duration that staging areas are impacted.
LU-02	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.	Triggered	Conformant	All Precincts. Consultation occurred during the reporting period with the City of Parramatta Council as evidenced through the Design Review Panel (CoA E91) and NSW Health through weekly/fortnightly meetings (as required by Third Party Agreements).
LU-03	Consultation would be carried out prior to and throughout construction with the surrounding businesses, the local community and key	Triggered	Conformant	All Precincts. Appendix B in the Communication and Engagement Management Plan identifies key stakeholders and engagement tools /activities that can be used for consultation. During the reporting period, PCPLR attended



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	stakeholders including City of Parramatta Council, Western Sydney University, NSW Health, UrbanGrowth NSW Development 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.			the PLR Business Reference Group and interface meetings with City of Parramatta Council and Health Administration Corp (HAC representing NSW Health). In addition, consultation was undertaken with iNSW (formerly Urban Growth NSW Development Corporation) in relation to design and construction impacts. Community consultation undertaken during the reporting period is detailed in the E39 and E37 Quarterly Community Consultation Reports (refer to CoA E39).
LU-04	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.	Triggered	ER Closed	
NV-01	<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. » Out-of-hours work associated with the project. 	Triggered	Conformant	All Precincts. Addressed by the development of the Noise and Vibration Management Plan in accordance with CoA C3b. The Noise and Vibration Management Sub-plan was endorsed by the ER on the 15 August 2019 and approved by DPIE on the 21-Nov-19. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.
NV-02	<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 	Triggered	Conformant	All Precincts. Addressed by the development of the Noise and Vibration Management Plan in accordance with CoA C3b. The Noise and Vibration Management Sub-plan was endorsed by the ER on the 15 August 2019 and approved by the Secretary on 21 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>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).</p> <ul style="list-style-type: none">» Where possible, noisy works would be scheduled to minimise impacts to adjacent businesses and commercial properties, such as avoiding undertaking noisy activities on Eat Street during lunch and dinner periods.» 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 construction where required to minimise noise on sensitive receivers, where safe to do so.» Structures such as site sheds would be positioned to further shield sensitive and residential receivers from works activities.			



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<ul style="list-style-type: none"> » 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 communicated with to clearly explain the duration and noise levels for the works. 			
NV-03	<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 CNVMPs 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 	Triggered	Conformant	<p>All Precincts. Addressed by the development of the Noise and Vibration Management Plan in accordance with CoA C3b. The Noise and Vibration Management Sub-plan was endorsed by the ER on the 15 August 2019 and approved by the Secretary on 21 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. Implementation was demonstrated during the reporting period through CNVISs which were prepared for the alignment and OOHW Permits (as required).</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>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 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 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).			



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>» 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.</p> <p>» 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 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> <p>» 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.</p>			
NV-04	<p>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.</p>	Not Triggered	Conformant	<p>All Precincts. Addressed by the development of the Noise and Vibration Management Plan in accordance with CoA C3b. In accordance with Condition E37 and 39, consultation with sensitive receivers including those that operate outside standard construction hours is undertaken prior to works outside of standard construction hours. The outcome of the consultation is incorporated into the CNVISs and ECMs. Unattended continuous noise and vibration monitors (seven in total) have been installed within HAC facilities (as</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
				nominated in the CNVIS) to monitor impact and enable timely response to construction noise.
NV-05	<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. 	Triggered	Conformant	<p>All Precincts. Addressed in the Noise and Vibration Management Sub-plan (Construction) (CoA C3b). This has been included as mitigation measure NV29 in Section 9.7. The Noise and Vibration Management Sub-plan was endorsed by the ER on the 15 August 2019 and approved by the Secretary on 21 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. Implementation was demonstrated during the reporting period through stakeholder consultation (conducted in accordance with CoA E37 and E39), CNVISs and OOHV Permits (as required). In addition, the program of work for sensitive areas were developed in consultation with NSW Health and the Cumberland Health District.</p>
NV-06	<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>	Triggered	Conformant	<p>All Precincts. Addressed by the development of the Noise and Vibration Management Plan in accordance with CoA C3b. The potential to reduce road traffic noise has been examined in the CNVISs. Where possible, heavy vehicle movement are restricted (as detailed in ECMs and TCPs) to limit impacts on sensitive receivers.</p>
NV-07	<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 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). 	Triggered	Conformant	<p>All Precincts. Addressed by the development of the Noise and Vibration Management Plan in accordance with CoA C3b. This has been included as mitigation measure NV38 in Section 9.7. Where possible, intensive vibration construction activities have been confined to the daytime period where occurring within 100 metres of sensitive receivers. The Noise and Vibration Management Sub-plan was endorsed by the ER on the 15 August 2019 and approved by the Secretary on 21 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. Implementation of this requirement was demonstrated during the reporting period through CNVISs, ECMs, OOHV permits and vibration monitoring (continuous monitoring is undertaken within three HAC facilities in Westmead).</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>» Use dampened rock breakers to minimise the impacts associated with rock breaking works. 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 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.</p>			
NV-08	<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. 	Triggered	Conformant	<p>Westmead. Addressed by the development of the Noise and Vibration Management Plan in accordance with CoA C3b. In accordance with NSW Health Third Party Agreement, a Noise and Vibration Assessment System and Baseline Study was undertaken to identify sensitive equipment requiring protection or relocation. During the reporting period, continuous noise and vibration monitoring was undertaken within nominated HAC facilities to manage construction impacts.</p>
NV-09	<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</p>	Triggered	Conformant	<p>Package 4 to install track forms to TfNSW specifications. All other commitments under NV-9 to be addressed by Package 5 (SOM). A ground-borne noise and vibration report has been prepared to identify and assess feasible and reasonable mitigation measures for reducing impact associated with Infrastructure Works design.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>post opening). 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 track forms. » Speed restrictions. » Minimise wheel and rail roughness. » Low noise track forms such as absorptive paving or vegetated track forms. » 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>			
PR-01	<p>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 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>	Triggered	Conformant	<p>All Precincts. A suitably qualified arborist has been engaged as part of the design team to review all proposed impacts to trees, prepare Arboricultural Impact Assessments (including Tree Protection Plans) and update the Tree Register (E105). This has been documented in the Tree Impact Assessment Design Report. PCPLR have prepared an Urban Design Requirements Report (UDRR) which was endorsed by the ER and approved by DPIE (refer to CoA E88). The UDRR (and specifically the Blue Book) satisfies the requirements of the UDLP.</p>
PR-02	<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). 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:</p> <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 	Triggered	Conformant	<p>All Precincts. This is a technical requirement that has been addressed in the PLR INF Whole of Line Urban Design Report Section 3.4.10 Fencing / Barrier Strategy (RVTM Reference: PLR1-INF-296002, PLR1-INF-296004, PLR1-INF-296006, PLR1-INF-296008). During the reporting period, potential privacy impacts associated with the active transport link were assessed in consultation with TfNSW and the IC. Recommended actions will be developed during the upcoming reporting period.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	James Ruse Drive between Rosehill and Camellia. The design of landscaping or privacy screening would also need to consider safety issues such as sightlines for LRVs and CPTED principles.			
PR-03	Detailed design of the active transport link would consider the potential privacy impacts to adjacent properties. Measures to be considered would include: » 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.	Triggered	Conformant	Rosehill and Camellia; Carlingford. This is a technical requirement that has been addressed in the PLR INF Whole of Line Urban Design Report Section 3.4.10 Fencing / Barrier Strategy (RVTM Reference: PLR1-INF-296002, PLR1-INF-296004, PLR1-INF-296006, PLR1-INF-296008). During the reporting period, potential privacy impacts associated with the active transport link were assessed in consultation with TfNSW and the IC. Recommended actions will be developed during the upcoming reporting period.
PR-04	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.	Triggered	Conformant	All Precincts. Permanent lighting in the Lighting Design Packages for each section. Construction lighting addressed in the Landscape and Temporary Works Management Sub-plan. Section 6.1.6 details how lighting requirements have been addressed in the LTWMP. This requirement is also included as a mitigation measure in Table 6-1 (mitigation measure TW3). The location of temporary lighting towers required for evening and night work will be assessed in relation to sensitive receivers and adjoining properties. This is also a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report. RVTM Reference: PLR1-INF-296016. Assurance is provided through the noise and vibration monitoring process and environmental inspection process which both include an assessment of temporary lighting impacts. In the event of any complaints relating to light spill (resulting from temporary construction lighting or permanent lighting), an investigation is undertaken to determine whether any corrective actions are required.
PR-05	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.	Triggered	Conformant	All Precincts. Addressed in the Landscape and Temporary Works Management Sub-plan and the Site Establishment Management Plan. Hoarding was installed as early as reasonable to minimise visual impacts and preserve privacy. Table 6-1 outlines the requirement to minimise privacy impacts during construction (mitigation measure TW4). Implementation during the reporting period was demonstrated through Environmental Control Maps and environmental inspections.
RC-01	Coordination and consultation with the Sydney Coordination Office and the following stakeholders would occur as required to coordinate interfacing projects:	Triggered	Conformant	All Precincts. Addressed in the Traffic Transport and Access Management Sub-plan prepared in accordance with CoA C3a (Section 7.2). Ongoing coordination and consultation has occurred during the reporting period with the SCO and other stakeholders through the TCG and the TTLG. The Traffic and



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<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. » 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. <p>Depending on the nature of the conflict, this could involve:</p> <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. 			<p>Transport Management Sub-plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.</p>
SE-01	<p>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</p>	Triggered	Conformant	<p>All Precincts. Addressed by the Communication and Engagement Plan (CoA B1/B3) prepared by PCPLR consistent with the CCS prepared by TfNSW. Place Managers dedicated to each precinct were engaged throughout the reporting period and provided a single point of contact for stakeholders.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>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.</p>			
SE-02	<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 address specific issues of interest for businesses. » 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. 	Triggered	Conformant	All Precincts. TfNSW have prepared the Business Activation Plan in accordance with CoA E110.
SE-03	<p>Areas affected by construction would be reinstated and restored in accordance with the UDLP.</p>	Triggered	Conformant	All Precincts. All areas affected by construction will be reinstated in accordance with the Urban Design Requirements Report and the Whole of Line Urban Design Report.
SE-04	<p>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).</p>	Triggered	ER Closed	
SE-05	<p>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,</p>	Triggered	Conformant	All Precincts. Addressed in the Traffic Transport and Access Management Sub-plan prepared in accordance with CoA C3a and the Community and Engagement Management Plan. Consultation undertaken during the reporting



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	public notices and provision of regular updates to user groups.			period is detailed in the E39 and E37 Quarterly Community Consultation Reports (refer to CoA E39).
SE-06	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.	Triggered	Conformant	All Precincts. Addressed through implementation of the Business Activation Plan required under CoA E110. Consultation has included direct consultation and participation in the PLR Business Representative Group (BRG).
SE-07	A business impact risk register would be developed to identify, rate and manage the specific construction impacts for individual businesses.	Triggered	Conformant	All Precincts. Addressed through implementation of the Business Activation Plan required under CoA E110.
SE-08	Appropriate signage would be provided around construction sites to provide visibility to retained businesses, where required.	Triggered	Conformant	All Precincts. Addressed through implementation of the Business Activation Plan required under CoA E110. Implementation during the reporting period was demonstrated through the installation of signage on Eat Street and Westmead.
SE-09	Transport for NSW would consult with managers of Wesley Apartments and Cumberland Hospital about opportunities to support the relocation of affected facilities.	Triggered	Conformant	Westmead. Commitment in SE-9 is covered in Section 10 of the Communication and Engagement Management Plan. During the reporting period, consultation has been ongoing with HAC, Health NSW, Cumberland Hospital and the Wesley Apartments.
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 » 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. 	Triggered	Conformant	Westmead; Parramatta North; Parramatta CBD; Rosehill and Camellia. Addressed in Section 1, 9, 10, Appendices B and C of the Communication and Engagement Management Plan. Consultation undertaken during the reporting period is detailed in the E39 and E37 Quarterly Community Consultation Reports (refer to CoA E39).



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
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.	Triggered	Conformant	Parramatta CBD; Rosehill and Camellia. Addressed in the Traffic Transport and Access Management Sub-plan prepared in accordance with CoA C3a. During the reporting period, planning for road closures and consideration of major events was coordinated with the SCO and other stakeholders through the TCG and the TTLG.
SE-12	Alternate public transport access (i.e. buses) would be provided for communities along the T6 Carlingford Line.	Triggered	Conformant	Carlingford. Addressed in the Traffic Transport and Access Management Sub-plan prepared in accordance with CoA C3a. A shuttlebus service provides access between Carlingford and Parramatta, including connections to the T1 Western and T5 Cumberland lines. Additional details are provided in Section 5.3. In 2019, replacement bus stops were designed and constructed along the T6 line to support the bus replacement service for the closure of the Carlingford Rail line on the 4 Jan-20. The bus stops were in operation during the reporting period.
SG-01	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.	Triggered	Conformant	All Precincts. A Geotechnical Data Report and Geotechnical Interpretive Report was prepared to inform the detailed design of the CSSI.
SG-02	[Left intentionally blank - there is no SG-2 in the SPIR]	Not Triggered	ER Closed	
SG-03	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): » 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. » All stockpiled materials would be stored in	Triggered	Conformant	All Precincts. Addressed in the Soil and Water Management Sub-plan. The process for the preparation, implementation and review of ECSPs is outlined in Appendix A - Erosion and Sediment Control Procedure. Erosion and sediment controls were inspected weekly during the reporting period in addition to prior to and after major rainfall events (>20mm in 24hr). The Soil and Water Management Sub-plan was endorsed by the ER on the 12 August 2019 and subsequently provided to the Secretary for information. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>bunded areas and kept away from waterways to avoid sediment entering the waterways.</p> <ul style="list-style-type: none"> » 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. <p>Erosion and sediment control measures would be left in place until the works are complete and areas are stabilised.</p>			
SG-04	<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. The ASS management plan should outline procedures for the safe handling, treatment and transport of potential/actual ASS excavated during construction or 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>	Triggered	Conformant	<p>All Precincts. Addressed in the Soil and Water Management Sub-plan. The Acid Sulfate Soil Management Procedure is presented in Appendix C of the Soil and Water Management Sub-plan. Intrusive testing of soils in areas where ASS is likely to occur was completed conjunction with geotechnical investigations. Refer to PLR11NF Geotechnical Interpretive Report Section 6.12. Site specific Acid Sulfate Treated Material Sampling and Validation Procedures were implemented during the reporting period to support implementation of the Sub-plan.</p>
SG-05	<p>Should ASS be identified during intrusive investigations, acid sulfate soils management plans would be required for future maintenance works in these areas.</p>	Triggered	Conformant	<p>All Precincts. Addressed in the Soil and Water Management Sub-plan. The Acid Sulfate Soil Management Procedure is presented in Appendix C of this Soil and Water Management Sub-plan. The Soil and Water Management Sub-plan was endorsed by the ER on the 12 August 2019 and subsequently</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
				submitted to the Secretary for information. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. Implementation during the reporting period was demonstrated through in-situ treatment of ASS. Treatment was undertaken in accordance with the Acid Sulfate Soil Management Procedure and requirements of the Golder characterisation reports.
SG-06	Embankment stabilisation treatments would require maintenance during the operation phase of the project to ensure functionality.	Triggered	Conformant	Package 4 is responsible for embankment designs in a manner that it can be maintained by Package 5 (SOM). The Embankment design package details relevant design requirements.
SU-01	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.	Triggered	Conformant	All Precincts. Addressed in the Delivery Phase Sustainability Plan and PLR INF Systems Engineering, Assurance and Design Management Plan (SEAD MP) Section 10.3. and reported on in the Sustainability in Design Report. (RVTM Reference: PLR1-INF-296530).
SU-02	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.	Triggered	Conformant	All Precincts. Addressed in the Delivery Phase Sustainability Management Plan which includes and IS Management Plan developed in consultation with ISCA. ISCA have issued the project with a Round 2 Design Verification Score of 82.7 points (Leading Rating).
SU-03	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.	Triggered	Conformant	All Precincts. Addressed in the Workforce Development Plan with progress reported monthly (refer to attached Workforce Development graphs).
SU-04	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.	Triggered	ER Closed	
SU-05	A best practice level of performance would be achieved by achieving an ISCA rating for the operational stage of the project.	Triggered	ER Closed	
SU-06	A workforce development and industry participation strategy would be developed and implemented during operation.	Not Triggered	ER Closed	All Precincts. Not triggered by Package 4 works.
TR-01	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	Not Triggered	ER Closed	



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	consideration would be given to those trees that: » 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.			
TR-02	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.	Not Triggered	ER Closed	
TR-03	The use of low impact construction techniques (on existing tree roots) for all works would be considered, where appropriate and feasible.	Triggered	Conformant	All Precincts. Addressed through the Flora and Fauna Management Sub-plan. This commitment has been included as mitigation measure VM13. The Flora and Fauna Management Sub-plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. Implemented during the reporting period through the preparation of Arboricultural Impact Assessments, implementation of Tree Protection Plans, root mapping of trees to assess impact and the use of NDD during excavations.
TR-04	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.	Triggered	Conformant	All Precincts. Addressed through the Flora and Fauna Management Sub-plan. This commitment has been included as mitigation measure VM17. The Flora and Fauna Management Sub-plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. Implementation during the reporting period was demonstrated through Tree Protection Plans and ECMs.
TR-05	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.	Triggered	Conformant	All Precincts. Addressed through the Flora and Fauna Management Sub-plan. The requirements will be outlined in the Tree Offset Package to be developed by TfNSW and implemented through the JVs landscape package.
TR-06	Temporary tree protection measures would be installed prior to construction works commencing in	Triggered	Conformant	All Precincts. Addressed through the Flora and Fauna Management Sub-plan. This commitment has been included as mitigation measure VM20.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	accordance with AS 4970-2009 - Protection of Trees on Development Sites as required for any trees to be retained within active construction sites.			Implementation during the reporting period was demonstrated through Tree Protection Plans (approved by the Independent Arborist) and ECMs.
TR-07	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.	Triggered	Conformant	All Precincts. Addressed through the Flora and Fauna Management Sub-plan. This commitment has been included as mitigation measure VM21. The Flora and Fauna Management Sub-plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. Implementation of this requirement during the reporting period was demonstrated through Tree Protection Plans which included measures such as the use of vehicle mats to minimise impact to tree roots. The Church Street micro-tunnel outlet has also been redesigned to minimise impact to roots.
TR-08	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.	Not Triggered	ER Closed	
TR-09	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 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.	Triggered	Conformant	All Precincts. Addressed through the Flora and Fauna Management Sub-plan. This commitment has been included as mitigation measure VM23 and 24. It is also addressed in the SEMP. The Flora and Fauna Management Sub-plan and SEMP was endorsed by the ER and subsequently submitted to the Secretary for information. Implementation during the reporting period was demonstrated through Tree Protection Plans as approved by the Independent Arborist.
TT-01	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.	Triggered	Conformant	All Precincts. Addressed through the Landscape and Temporary Works Management Sub-plan. Table 6-1 notes that a wayfinding and road signage strategy will be developed as part of detailed design. This includes measures to provide signage for altered conditions (mitigation measures TW4 and TW14). The requirements of this REMMM are reflected in the following design reports: PLR1INF - Sections 1,2 & 3 – Active Transport Link, Signage and Wayfinding Report; Section 02 Signage and Wayfinding Design Report (RVTM Reference: PLR1-INF-296018). In addition, implementation was demonstrated through TMPs which include specific wayfinding and signage requirements.
TT-02	Road safety audits would be completed during detailed design. This includes review of the design	Triggered	Conformant	All Precincts. Addressed through the Traffic Transport and Access Management Sub-plan. Table 6-12 notes that Road safety audits will be



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>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. 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>			<p>conducted during the design and construction of the Infrastructure Works. All Pre-Construction Road Safety Audits have been completed; refer to Pre-Construction Road Safety Audit Final Report Parramatta Light Rail Stage 1 Section 1, 2 & 3 Submissions.</p>
TT-03	<p>The detailed design of the active transport link would: » 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).</p>	Triggered	Conformant	<p>All Precincts. Addressed through the Traffic Transport and Access Management Sub-plan. These requirements are also addressed in the Pedestrian and Cyclist Network Facilities Strategy (Rev 12) which was submitted to DPIE for information on 18-Dec-20 prior to commencement of construction of permanent pedestrian/cyclist infrastructure. Correspondence received from DPIE on 13-Jan-21 noted that the Strategy contains the information required by the conditions of approval and has been endorsed by the ER. The strategy was developed in consultation with Council(s), RMS, Pedestrian Council of Australia and Bicycle NSW. The strategy ensures that coherent, visible and safe pedestrian and cycle access is provided throughout the area adjacent to the Project corridor. This is also a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report. RVTM Reference: PLR1-INF-296024, PLR1-INF-296026.</p>
TT-04	<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>	Triggered	Conformant	<p>All Precincts. As per Staging Report, Applicable in conjunction with E12. Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.6, 6.9 and 6.12. Pedestrian and cycling access will be maintained during the Infrastructure Works. Where access is restricted, alternative temporary facilities will be provided in compliance with relevant aspects of Austroads Guide to Road Design and Austroads Guide to Traffic Management. The strategies and design considerations for alternative pedestrian and cyclist routes are outlined in Section 6.6. Section 6.9. Assurance is provided through road safety audits which have been conducted during the design and construction phase of the Infrastructure Works (Section 6.12). No issues have been identified with safe pedestrian access during the reporting period. RVTM Reference: PLR1-INF-296028.</p>
TT-05	<p>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</p>	Not Triggered	ER Closed	



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	zones) for incorporation into the Parramatta Light Rail design, where it is impacting on-street car parking.			
TT-06	<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, parking, traffic and road access, and integration of public domain to optimise access. 	Triggered	Conformant	All Precincts. Addressed through the Traffic Transport and Access Management Sub-plan. This commitment has been incorporated into the RVTM and has been addressed as part of the Environmental Design Review Report (RVTM Reference: PLR1-INF-296032, PLR1-INF-296034, PLR1-INF-296038, PLR1-INF-296042) for the relevant design package (Section 1.7).
TT-07	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.	Triggered	Conformant	Westmead. As per the Staging Report, applicable in conjunction with E14 Pedestrian and Cyclist Network and Facilities Strategy. (RVTM Reference: PLR1-INF-296044). Pedestrian storage capacity at this location has been assessed by the Infrastructure Works and was considered to be adequate. This assessment was reviewed by the IC who determined that the requirements of this REMMM have been satisfied (refer to TT07-1, comment 720).
TT-08	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	Triggered	Conformant	Westmead; Parramatta North. As per Staging Report, applicable in conjunction with E8 maintaining access. Addressed through the Traffic Transport and Access Management Sub-plan. The TTLG and TCG provide a forum for consultation with relevant stakeholders (including CoPC, NSW Health and the hospitals). The access requirements are detailed in site specific CTTMPs. Access requirements are addressed in Section 6.9. Notification to emergency services is detailed in Section 7.3. During the reporting period, consultation was undertaken with CoPC, NSW Health, the hospitals and emergency services on construction staging.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>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.</p> <p>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.</p>			
TT-09	<p>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.</p>	Triggered	Conformant	<p>Westmead; Parramatta North. Addressed through the Traffic Transport and Access Management Sub-plan. A Network Management Strategy has been prepared in accordance with CoA E10 by TfNSW in consultation with RMS, SCO and CoPC. A Parking Management Strategy was prepared in accordance with E11.</p>
TT-10	<p>During detailed design, Transport for NSW would consider whether there is an 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>	Triggered	Conformant	<p>Westmead; Parramatta North. Commitment TT-10 has been addressed during detailed design. 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. Specifically, the HAC and Cumberland Hospital District noted that emergency and hospital vehicles would need to access the existing bridge over Parramatta River for the duration of construction works. As such, the recommended design was to incorporate both the light rail and the ATL on the new bridge. This process is documented in the PLR1 Bridge Road Underbridge Service Life Assessment Report.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
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,	Triggered	Conformant	Parramatta North. As per Staging Report, applicable in conjunction with E10 Network Management Strategy, E11 Parking Management Strategy and E18 Operational Traffic, Transport and Access Performance (E18 is Package 5 responsibility). (RVTM Reference: PLR1-INF-296054). Implementation is demonstrated through the following AFC design packages: 1510 - Section 1 - Road Alignment (Transmittal No: PLRM-CPBD-TFNSW-TX-001166); 1515 - Section 1 - Road Furniture (Transmittal No: PLRM-CPBD-TFNSW-TX-001190); 1520 - Section 1 - Road Signalling (TCS) (Transmittal No: PLRM-CPBD-TFNSW-TX-001183)
TT-12	Signal coordination along Factory Street would be considered during detailed design to reduce road vehicle delays during operation.	Not Triggered	Conformant	Parramatta North. As per Staging Report, not triggered by Package 4 Works. RVTM Reference: PLR1-INF-296058.
TT-13	During detailed design, Transport for NSW would identify and implement additional pedestrian crossing locations at (or in the vicinity of): » The eastern end of the Cumberland Hospital stop. » Northern end of the Fennell Street stop. » O'Connell Street north of Dunlop Street.	Triggered	Conformant	Parramatta North. As per Staging Report, applicable in conjunction with the Road Design package for section 1 and E14 Pedestrian and Cyclist Network and Facilities Strategy. (RVTM Reference: PLR1-INF-296060). The outcomes of the detailed design are detailed as follows: Eastern end of Cumberland Hospital Stop - pedestrian crossing has been included in the design (refer to PLR1INF-CTX-A01-UD-DRG-501111), Northern end of Fennell Street Stop - pedestrian crossing has been included in the design (refer to PLR1INF-CTX-A01-UD-DRG-501116). It is noted that O'Connell Street, north of Dunlop Street, is not within the scope of the Infrastructure Works.
TT-14	Signal coordination and phasing would be considered during detailed design to allow for increased pedestrian crossing times: » 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. 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.	Not Triggered	Unassigned	Parramatta North. As per Staging Report, not triggered by Package 4 works. (RVTM Reference: PLR1-INF-296068, PLR1-INF-296070, PLR1-INF-296072.)
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.	Triggered	Conformant	Parramatta CBD. As per Staging Report, Applicable in conjunction with E4. A temporary alternative stop location and route was determined in consultation with the road authority and nominated stakeholders through the TTLG and TCG. As detailed in the site specific TMP for Macquarie Street, the shuttle service pick-up point was relocated to Smith St.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
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.	Triggered	Conformant	Parramatta CBD. Design Package 0190 is the Project Wide Traffic Modelling Report. Signalisation of the Harris / Hassall Street intersection is addressed in Design Package 2520 - Section 2 Road Signalling (TCS) Section 6.2.15. Signalisation of the Harris/Hassall Street intersection was completed as part of Package 4. For further details on LRV prioritisation refer to SOM's Concept of Signalling Operations design report PLR1SOM-GLR-ALL-TF-PLN-131001.B.C3.B.01.
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. » 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). 	Triggered	Conformant	All Precincts. In accordance with the Staging Report, applicable in conjunction with CoA E8 and E9. Addressed through the Traffic Transport and Access Management Sub-plan Section 6.9.1. Local Access Plans (LAPs) continue to be prepared in accordance with CoA E8 and E9 and the requirements of this REMMM. The LAPs consider temporary, permanent access and the staging between these states (RVTM Reference: PLR1-INF-296080) (refer to CoA E9 for evidence).
TT-18	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	Triggered	Conformant	Parramatta CBD. Addressed through the Road Design Packages and the Traffic Transport and Access Management Sub-plan Section 6.6.4. These requirements are also addressed in the Pedestrian and Cyclist Network Facilities Strategy (Rev 12) which was submitted to DPIE for information on 18-Dec-20 prior to commencement of construction of permanent pedestrian/cyclist



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>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 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. » 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. 			<p>infrastructure. Correspondence received from DPIE on 13-Jan-21 noted that the Strategy contains the information required by the conditions of approval and has been endorsed by the ER. The strategy was developed in consultation with Council(s), RMS, Pedestrian Council of Australia and Bicycle NSW. This is a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report (RVTM Reference: PLR1-INF-296100, PLR1-INF-296102 and PLR1-INF-296104).</p>
TT-19	<p>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.</p>	Triggered	ER Closed	Camellia and Rosehill. Refer to the TfNSW Compliance Matrix.
TT-20	<p>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 delivered by others / incorporated into the project.</p>	Triggered	Conformant	<p>Carlingford. Addressed through the Traffic Transport and Access Management Sub-plan Section 1.7. Development approvals for improved east-west crossings of the project alignment have been incorporated into the design. A Memorandum of Understanding with the City of Paramatta including design review and input processes has also been agreed with City of Paramatta. This is also a technical requirement that has been addressed during the detailed design and reflected in the Environmental Design Review Report. (RVTM Reference: PLR1-INF-296110).</p>
TT-21	<p>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</p>	Triggered	Unassigned	Carlingford. TfNSW responsibility. Refer to the TfNSW Compliance Matrix.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	be subject to a feasible design and would seek to safeguard the proposed location of the road crossing for final delivery by others.			
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.	Triggered	Conformant	Carlingford. Addressed through the Traffic Transport and Access Management Sub-plan (Section 5.3). The Design Package 261 - Bus Infrastructure Changes (WP2) (Temporary Works Section 3) has been prepared and construction of the temporary bus stops was completed prior to the decommissioning of the Carlingford line on the 4-Jan-20. Refer to the TfNSW Compliance Matrix for details of the Bus Replacement Strategy.
TT-23	[Left intentionally blank - there is no TT-23 in the SPIR]	Not Triggered	ER Closed	
TT-24	Existing cycle routes would be maintained or diverted during construction.	Not Triggered	Conformant	As per Staging Report, Not Triggered. Superseded by E12.
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. » Consideration of pedestrian access needs for elderly people, children and people with disability, where reasonably practicable. » 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. 	Triggered	Conformant	All Precincts. Addressed through the Traffic Transport and Access Management Sub-plan and implemented through site specific CTMPs, ECMs and Toolbox Talks.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<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. » 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. 	Triggered	Non-Conformant	Westmead; Parramatta North; Parramatta CBD. Addressed through the Traffic Transport and Access Management Sub-plan. Vehicle movement restrictions are conveyed in the Vehicle Movement Plans as outlined in Section 6.1.3. A non-compliance (INX 226324) was raised in response to a compliant which noted that on three occasions (18 December 2020, 7 January 2021 and 1 February 2021), vehicles accessed Trott Street to deliver materials to Church Street, North Parramatta. Trott Street is not an approved haulage route.
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>	Triggered	Unassigned	Parramatta North; Parramatta CBD. These works form part of the Enabling Works Package. The closure of Church Street (Eat Street) or Macquarie Street to general through traffic did not occur until completion of the works on O'Connell Street and George Street south of Victoria Road.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
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.	Triggered	Conformant	Parramatta CBD; Rosehill and Camellia. Addressed through the Traffic Transport and Access Management Sub-plan. Consultation and coordination was undertaken during the reporting period through the TCG and TTLG as outlined in Section 7.2. Consultation continues to be carried out with the SCO and the RMS through the TTLG to determine hours when out of the ordinary construction deliveries and spoil removal will be undertaken in the Parramatta CBD, Rosehill and Camellia precincts.
TT-29	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: » 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.	Triggered	Conformant	All Precincts. As per the Staging Report, applicable in conjunction with E8. Addressed through the Traffic Transport and Access Management Sub-plan. Mitigation and management measures relating to property access are outlined in Section 6.9.1. During the reporting period, the requirements of this REMMM were reflected in site specific CTTMPs where appropriate and Local Access Plans.
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.	Triggered	Conformant	Rosehill and Camellia; Carlingford. Addressed through the Traffic Transport and Access Management Sub-plan. Consultation and coordination will be undertaken through the TCG and TTLG as outlined in Section 7.2. Consultation with Roads and Maritime, NSW Ports Authority and Harbour City Ferries occurred during the reporting period to determine the scheduling of construction work periods above or from Parramatta River.
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.	Triggered	Conformant	Westmead. Addressed through the Traffic Transport and Access Management Sub-plan, Section 6.9.3. Details of how access is to be maintained in the event of a breakdown are addressed in site specific CTTMPs. A 5.5m clear width is provided as per Appendix H. Where this cannot be provided, alternative options are to be agreed with SCO and Ambulance NSW.
UT-01	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.	Triggered	Conformant	All Precincts. Addressed in the Utility Service Management Plan. Implementation is demonstrated through the Permit to Excavate.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
UT-02	<p>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 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>	Triggered	Conformant	<p>All Precincts. TfNSW has prepared Basis of Design Manuals (BoDM) which outlines the minimum requirements for their respective Utility treatments with the following utility owners: City of Parramatta Council, RMS, Health Administration Corporation, Urban Growth, Western Sydney Local Health District, Western Sydney University, Caltex, Endeavour Energy, Jemena, Optus, Sydney Water, Telstra, AAPT, Version, AARNet, NSW Land and Housing Corporation. The Basis of Design Manuals are included in the Package 4 SPR Exhibit I - Third Party Agreements. A Utility Service Management Plan has been developed by PCPLR. Parramatta Connect will assess potential utility clashes and design the relocations and treatments based on the BoDM requirements where reasonably practical.</p>
UT-03	<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. » Protect – protect utilities in their existing locations where feasible. » Relocate – utilities to be relocated only where no other options are feasible or acceptable. 	Triggered	Conformant	<p>All Precincts. Utility Service Management Plan. This is also a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report. RVTM Reference: PLR1-INF-295912</p>
UT-04	<p>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.</p>	Triggered	Conformant	<p>All Precincts. Refer to Utility Service Management Plan and E132 Final Hazard Analysis. During the reporting period, the requirements of this REMMM were reflected in the Risk Register prepared for each Section of the alignment and SWMS. Additional controls to mitigate the risk of personal safety incidents and asset integrity damage are reflected in the Utility Service Management Plan including the Permit to Excavate process and the identification of unknown utilities/cables processes.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
UT-05	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.	Triggered	Conformant	All Precincts. Addressed in the E132 Final Hazard Analysis and Construction Safety Study.
UT-06	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.	Triggered	Conformant	All Precincts. Utility Service Management Plan
UT-07	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.	Triggered	Conformant	Parramatta CBD. Parramatta Connect have developed a Utility Services Management Plan (PLR-INF-CPBD-PJT-CM-PLN-000003) and are actively working with the relevant utilities, services and other infrastructure and property potentially impacted to determine requirements for access to, diversion, protection, and/or support. The staging of works in Eat Street has taken into consideration feedback from consultation with the PLR Business Reference Group (established under the Business Activation Plan in accordance with Condition E110).
VL-01	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.	Triggered	Conformant	All Precincts. Addressed through the Landscape and Temporary Works Management Sub-plan. Section 6.1.5 details hoarding requirements including the consideration of artwork and graphics. Where possible, hoarding includes graphics, artwork or information to minimise the need for additional signage and barriers in proximity to the Infrastructure Works. The design for hoardings was submitted to TfNSW for approval prior to commencement of works. The Landscape and Temporary Works Management Sub-plan was endorsed by the ER on 9 August 2019 and subsequently submitted to the Secretary for information.
VL-02	An UDLP would be prepared for the project. The plan would include: » 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: • Cumberland District Hospital Precinct. • North Parramatta Conservation Area. • Stable (and potential archaeological site).	Triggered	Conformant	All Precincts. Applicable in conjunction with E87 - E88 Urban Design Requirements report and the PLR INF Whole of Line Urban Design Report (RVTM Reference: PLR1-INF-296120). Implementation through the following design packages: Urban 1- Hardscapes (1501, 2501, 3501, Urban 2 - Softworks (1502, 2502, 3502). PCPLR have prepared an Urban Design Requirements Report (UDRR) which was endorsed by the ER and approved by DPIE during the Feb-20 to July-20 reporting period (CoAE88). The UDRR (and specifically the Blue Book) satisfies the requirements of the UDLP.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<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. <ul style="list-style-type: none"> » 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-03	Architectural treatments of substations would be designed to minimise visual impact and respect the local landscape character.	Not Triggered	ER Closed	
VL-04	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).	Triggered	Conformant	Addressed in each of the Design Criteria Report - Bridges (Package 140) and each of the Bridge Package Design Reports.
VL-05	During detailed design, opportunities would be investigated to improve pedestrian connections and public domain treatments at interchanges between transport services.	Triggered	Conformant	All Precincts. Refer to the E14 Pedestrian and Cyclist Network and Facilities Strategy.
VL-06	<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. 	Triggered	Conformant	All Precincts. Addressed in the Whole of Line Urban Design Report (250) and the Urban 3 - Tree Impact Assessments (1500/2500/3500 - 505). (RVTM Reference: PLR1-INF-320378, PLR1-INF-296170, PLR1-INF-296172, PLR1-INF-296174, PLR1-INF-296178, PLR1-INF-296180)



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<ul style="list-style-type: none"> » Along the site boundary with the Western Sydney University campus. » Along the Carlingford Line. 			
VL-07	<p>During detailed design, opportunities would be investigated for grass track treatments to mitigate visual impact on sections of the alignment, for example through key heritage areas such as:</p> <ul style="list-style-type: none"> » Cumberland Hospital (east). » Robin Thomas Reserve. 	Triggered	ER Closed	
VL-08	<p>During detailed design, opportunities would be investigated for wire-free sections of the alignment through key locations such as:</p> <ul style="list-style-type: none"> » Cumberland Hospital (east). » Parramatta CBD precinct. » Robin Thomas Reserve (Ancient Aboriginal and Early Colonial Landscape). 	Triggered	ER Closed	
VL-09	<p>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:</p> <ul style="list-style-type: none"> » St Patrick's Roman Catholic Cemetery. » Prince Alfred Square. » Robin Thomas Reserve. 	Triggered	Conformant	Parramatta North; Parramatta CBD. Documentation of the design refinement to reduce impacts on key heritage areas is reflected in the Heritage Impact Reports which were produced for each stage of the design development (at DDR during the reporting period) (RVTM Reference: PLR1-INF-296196).
VL-10	<p>Detailed design of any overhead wire masts on Lennox Bridge would:</p> <ul style="list-style-type: none"> » Minimise the number of vertical elements » Locate vertical elements considering symmetry and surrounding built form » Minimise visibility from the river foreshore parkland. <p>During detailed design and construction planning, opportunities to reduce impacts on Lennox Bridge would be explored including:</p> <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. 	Triggered	Conformant	Parramatta CBD. Overhead wire masts are not required on Lennox Bridge and flood lighting has been agreed with CoPC and Heritage NSW to minimise the number of vertical elements.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	» The Heritage Division (as delegate of the NSW Heritage Council) would be consulted during detailed design.			
VL-11	During detailed design, opportunities would be investigated to minimise the visual impact of the stabling and maintenance facility to reduce adverse views to the facility.	Not Triggered	ER Closed	
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.	Triggered	Conformant	Carlingford. Addressed in the Whole of Line Urban Design Report section 2.7. (RVTM Reference: PLR1-INF-296224). During the reporting period, the SOM contractor revised the Dundas Railway Station platform design in consultation with DPC Heritage. The Infrastructure Works confirmed with DPC Heritage that the track works would be aligned to the SOM design.
VL-13	<p>A landscape and temporary works management plan would be developed as 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. » Wherever feasible and reasonable, vegetation 	Triggered	Conformant	All Precincts. The Landscape and Temporary Works Management Sub-plan has been prepared to address this REMMM. Relevant mitigation measures to address the requirements of this commitment are detailed in Table 6-1, including TW4 and TW14. High visibility locations are identified on the ECMs. Community information requirements are detailed in the Community and Engagement Management Plan. 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.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	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.	Triggered	Conformant	All Precincts. Addressed through the Landscape and Temporary Works Management Sub-plan. Implementation during the reporting period was demonstrated through ECMs, hoarding design and retention of vegetation where feasible.
VL-15	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. Hoardings would be kept in good condition including the prompt removal of graffiti.	Triggered	Conformant	All Precincts. Addressed through the Landscape and Temporary Works Management Sub-plan. Addressed through compliance with the CoA C19 and C20. The Landscape and Temporary Works Management Sub-plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. Assurance is provided through the weekly Environmental Inspections conducted of the alignment.
VL-16	Where feasible and reasonable, the elements within worksites and construction compounds would: » 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.	Triggered	Conformant	All Precincts. Addressed through the Landscape and Temporary Works Management Sub-plan. Table 6-1 contains mitigation measures to address light spill, vegetation retention and visual impacts. Mitigation measures TW1, TW2, TW3, TW4, TW8, TW9, TW12. The Landscape and Temporary Works Management Sub-plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. Implementation during the reporting period was demonstrated through ECMs which were approved by the ER prior to implementation.
VL-17	The footprint of construction compounds in open space areas would be minimised where feasible to reduce visual impacts. This includes the following areas: » Westmead compound. » Parramatta North Compound. » Parramatta River Bridge (north). » Dundas. » Kissing Point Road. » Carlingford.	Triggered	Conformant	All Precincts. Addressed through the Landscape and Temporary Works Management Sub-plan. Table 6-1 contains mitigation measure TW13 to address compound footprint minimisation. The Landscape and Temporary Works Management Sub-plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. Implementation during the reporting period was demonstrated through ECMs which were approved by the ER prior to implementation.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
WM-01	<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> <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. 	Triggered	Conformant	<p>All Precincts. Addressed through Table 6-1 and Table 7-1 of the Waste and Resource Management Sub-Plan. The Waste and Resource Management Sub-Plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. This is also a technical requirement that has been addressed in the detailed design and the Environmental Design Review Report. RVTM Reference: PLR1-INF-295962. Performance against sustainability targets is reflected in the Annual Sustainability Report (PLR1INF-CPBD-ALL-SB-RPT-000001).</p>
WM-02	<p>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 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 • Segregation of waste into stockpiles of spoil, 	Triggered	Conformant	<p>All Precincts. Addressed through the Waste and Resource Management Sub-plan. Management controls and procedures for managing waste generation and resource consumption are provided in Table 7-1. 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). Implementation of the requirements of this REMMM was demonstrated during the reporting period through material characterisation reporting, Material Characterisation Forms (renamed as Material Movement Permit), Material Tracking Forms, and waste management plan reviews.</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	<p>concrete, steel, timber, paper and cardboard and vegetation to make it easier to recycle components and prevent cross contamination.</p> <ul style="list-style-type: none"> • 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. » 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-03	<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. Contaminated waste which cannot be diverted from landfill would</p>	Triggered	Conformant	<p>All Precincts. Addressed through the Waste and Resource Management Sub-plan. Targets for the Infrastructure Works are outlined Section 2.3. The targets will be achieved through the measures detailed in Table 5-1, Table 5-2 and Table 6-1. Where targets cannot be achieved, Parramatta Connect will demonstrate all feasible measures have been taken to achieve as close to the targets as possible. Tracking and reporting performance against targets is addressed in the Delivery Phase Sustainability Management Plan (Section</p>



ID Ref.	Requirement	Staging Report	Compliance Status	Comments Feb 2021 to July 2021
	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.			6.2). A cross-reference is included in Section 8.5 of this Sub-plan. Performance against material diversion targets is reflected in the Annual Sustainability Report (PLR1INF-CPBD-ALL-SB-RPT-000001).
WM-04	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.	Triggered	Conformant	All Precincts. Addressed through the Waste and Resource Management Sub-plan. This has been included as mitigation measures WM14 and WM15. The Waste and Resource Management Sub-Plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. Implementation was demonstrated during the reporting period through ECMs and Environmental Inspections.
WM-05	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.	Triggered	Conformant	All Precincts. Addressed through the Waste and Resource Management Sub-plan, the Contaminated Land Management Plan (Section 7.3) and the Asbestos and Air Quality Management Plan (PLR1INF-CPBD-ALL-AH-PLN-000002). The Waste and Resource Management Sub-Plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. Implementation during the reporting period was demonstrated through ECMs, Material Characterisation Forms and Material Tracking Forms.
WM-06	Where possible and fit for purpose, spoil would be beneficially reused within the project before off-site reuse or disposal options are pursued. 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.	Triggered	Conformant	All Precincts. Addressed through the Waste and Resource Management Sub-plan. This has been included as mitigation measures WM25. The Waste and Resource Management Sub-Plan was endorsed by the ER on the 9 August 2019 and subsequently submitted to the Secretary for information. The Materials Tracking and Environmental Management Plan is included as Appendix A of the Waste and Resource Management Sub-plan. Implementation during the reporting period was demonstrated through Material Characterisation Forms and Material Tracking Forms.
WM-07	Operational waste produced by the project would be managed through the provision of bins at each stop to dispose of any general or putrescible wastes. The collection of this waste would be managed by the network operator for the project.	Not Triggered	ER Closed	
WM-08	An Operational Waste, Reuse, Recycling and Energy Plan would be prepared as part of the OEMP. It would ensure resource and materials use, waste disposal and energy use (including the stabling and maintenance facility) is minimised by tracking and reporting performance, and applying corrective action as required.	Not Triggered	ER Closed	



A-1-3 Environmental Performance Outcomes (EPOs)

ID Ref.	Requirement	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
EPO-AB-1 v1	The project would be sympathetic to heritage items and, where feasible and reasonable, avoid and minimise impacts on Aboriginal heritage items and archaeology.	Triggered	Conformant	Addressed in the Heritage Management Sub-Plan. Section 7 details mitigation measures to be undertaken in order to avoid, minimise or manage construction impacts to non-Aboriginal heritage items and archaeology. This EPO has been included in Section 7. This is also addressed in the SEMP under section 8. During the reporting period, this requirement was communicated through Toolbox talks and daily pre-starts and reflected in the exclusion fencing within the Cumberland East compound. This EPO has been incorporated into mitigation measures that address heritage management, including SE16, SE33, SE34 and SE37. The Heritage Management Sub-plan was endorsed by the ER on the 13 August 2019 and approved the Secretary on the 21 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.
EPO-AB-2 v1	Appropriate Aboriginal heritage interpretation would be incorporated into the design of the project in consultation with registered Aboriginal stakeholders.	Triggered	Conformant	Addressed in the Heritage Management Sub-Plan. Section 7 details mitigation measures to be undertaken in order to avoid, minimise or manage construction impacts to Aboriginal heritage items and archaeology. This EPO has been included in Section 7. This is also addressed in the Heritage Interpretation Strategy and Heritage Interpretation Implementation Plan (refer to AB-1).
EPO-BI-1 v1	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.	Triggered	Conformant	Addressed in the Flora and Fauna Management Sub-Plan under section 7 and 8. The key focus this EPO relate to ensuring impacts to trees are avoided, minimised and managed during design and construction. These included: - Environmental Design Review requirements from the JV and Independent Arborist - Maintenance of a Tree Register to record the fate of all trees - Approval process with the Independent Arborist for the major pruning, relocation or removal of all trees in the tree register. - Preparation of Tree Management Plans for all retained trees - Regular inspections of the condition of all trees - Post construction review of the fate of all retained trees. Where impacts have been demonstrated to be unavoidable, they will be offset in accordance with the Tree Offset Package. The Package is prepared by TfNSW and implemented by the JV. A Planted Tree Register will be developed to demonstrate the Tree Offset Package requirements have been achieved. This is also addressed in the SEMP under section 8. This requirement is communicated through Toolbox talks and daily pre-starts. This EPO has been incorporated into mitigation measures that address biodiversity management, including SE15, SE16, SE20, SE26 and SE32. The Flora and Fauna Management Sub-plan was endorsed by the ER on the 9 August 2019 and provided to the Secretary for information



ID Ref.	Requirement	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
				on the 11 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.
EPO-CC-1 v1	Adaptation strategies would be implemented for high risks.	Triggered	Conformant	Addressed in the Climate Change Impact Assessment Report.
EPO-HE-1 v1	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.	Triggered	Conformant	Addressed in the Heritage Management Sub-Plan. This EPO has also been included in Table 6-3. The Heritage Management Sub-plan was endorsed by the ER on the 13 August 2019 and approved the Secretary on the 21 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. An appropriately qualified and experienced heritage architect provided independent review throughout detailed design and as reflected in the Heritage Impact Reports which were produced for each stage of the design development. Advice has been sought from a heritage engineer (TTW) in relation to works at Lennox Bridge, Camellia Bridge Abutments, and the Barrack Lane substation demolition. Relevant records are included in INX.
EPO-HE-2 v1	The project would be sympathetic to heritage items and, where feasible and reasonable, avoid and minimise impacts to non-Aboriginal heritage items and archaeology.	Triggered	Conformant	The project and its construction will be sympathetic to items of heritage and seek to reduce impacts to non-Aboriginal heritage items and archaeology. This EPO has been included in Table 6-3 and incorporated into mitigation measures that address heritage management, including SE16, SE33, SE34 and SE37. The Heritage Management Sub-plan was endorsed by the ER on the 13 August 2019 and approved the Secretary on the 21 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. This EPO has been communicated during the reporting period through Toolbox talks and daily pre-starts. In addition, heritage Impact Reports have been produced for each stage of the design development.
EPO-HY-1 v1	No aspect of the project would materially adversely affect existing flood behaviour in the vicinity of the project.	Triggered	Conformant	Addressed in the Flood Management Sub-Plan under section 2.4. This EPO has been included as an overarching performance criterion of the FMP within Section 2.3 and 2.4. The flood performance of the project has been documented in the Flood Management Design Report (PLR1INF-WSPA-ALL-SD-RPT-090001) which was prepared in consultation with nominated stakeholders. The report was independently peer reviewed by a qualified hydrological engineer and will be submitted to the ER for endorsement.
EPO-HY-2 v1	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.	Not Triggered	Conformant	Addressed in the Flood Management Sub-Plan under section 2.4. This EPO has been included as an overarching performance criterion of the FMP within Section 2.4. The Flood Management Sub-Plan was endorsed by the ER on the 9 August 2019 and provided to the Secretary for information on the 11 November 2019. The flood performance of the project has been documented in the Flood Management Design Report (PLR1INF-WSPA-ALL-SD-RPT-090001) which was prepared in consultation with nominated stakeholders. The report was independently peer reviewed by a qualified hydrological engineer and will be submitted to the ER for endorsement.
EPO-HY-3 v1	Where reasonably practicable, existing drainage directly impacted by the project would be replaced in a	Triggered	Conformant	This EPO has been incorporated into the relevant Drainage Design Packages (15.5 / 2535 / 3535 - 535).



ID Ref.	Requirement	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	manner compliant with current laws and applicable standards.			
EPO-HY-4 v1	An adverse affect to flood behaviour for the purposes of the project is defined as: <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. 	Triggered	Conformant	The requirements of this EPO are addressed by the Flood Management Design Report required by CoA E113. The report (PLR1INF-WSPA-ALL-SD-RPT-090001) was prepared in consultation with nominated stakeholders. The report was independently peer reviewed by a qualified hydrological engineer and will be submitted to the ER for endorsement.
EPO-LU-1 v1	The project would minimise property acquisition, where feasible and reasonable.	Triggered	Conformant	Addressed under the CEMP under section 3.9.5. Opportunities to minimise property acquisition are explored as part of detailed design and in construction planning.
EPO-LU-2 v1	Access to private property would be maintained.	Triggered	Conformant	Access to private property during construction and operation is covered under CoA E9 Access Plans.
EPO-NV-1 v1	Noise levels would be minimised with the aim of achieving the noise management levels where feasible and reasonable. [Construction]	Triggered	Conformant	Addressed in the Noise and Vibration Management Sub-Plan under section 4, 5.2 and 10. This EPO has been included as an overarching performance criterion of the Noise and Vibration Management Sub-Plan. The Sub-plan follows the framework set out in the Interim Construction Noise Guideline (ICNG) to: The framework set out in the project EPL is based on the ICNG as follows: 1. identify sensitive land uses that may be affected through consultation and land use survey. 2. identify hours for the proposed construction works through the development of an Out of Hours Works Protocol based on the noise criteria established for NSW. 3. Identify noise impacts at sensitive land uses through the development of CNVIS in accordance with this Sub-plan. 4. Select and apply the best work practices to minimise noise impacts including respite periods, standard and specific mitigation measures and the additional mitigation measures. The Noise and Vibration Management Sub-plan was endorsed by the ER on the 15 August 2019 and approved the Secretary on the 21 November 2019. During the reporting period, this EPO was communicated through Toolbox talks and daily pre-starts.



ID Ref.	Requirement	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
EPO-NV-2 v1	The project would avoid any damage to buildings or heritage items from vibrations. [Construction]	Triggered	Conformant	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. Damage to buildings or heritage items from vibrations will be managed through the process of steps outlined in the Noise and Vibration Management Sub-Plan. This includes: -Identification of buildings or heritage items at risk of vibration impacts through a land use survey and consultation. -Assessment of potential vibration impacts in CNVISs. - Completion of Building condition reports prior of works. -Establishment of vibration criteria and safe working distances for vibratory equipment. -Limitations on the size or type of equipment that can be used within the safe working distances for vibratory equipment. -Mandatory continuous monitoring with equipment with alarm / notification systems where plant or equipment must be used within or near the safe working distances for vibratory equipment. - Obligations on the JV to repair or compensate any damage to buildings of their contents because of vibration. During the reporting period, this EPO was communicated through Toolbox talks and daily pre-starts and reflected in relevant ECMs and the vibration monitoring activities.
EPO-NV-3 v1	Increases in noise levels would be addressed in accordance with the Rail infrastructure Noise Guideline (Environmental Protection Authority, 2013). Where exceedances of noise levels are identified feasible and reasonable mitigation measures would be adopted. [Operation]	Triggered	Conformant	Not triggered by Package 4 works
EPO-NV-4 v1	The project would avoid any damage to buildings or heritage items from vibrations. [Operation]	Triggered	ER Closed	
EPO-SE-1 v1	The project would avoid long-term impacts (during operation) on the availability and quality of public open space and community facilities.	Triggered	ER Closed	
EPO-SE-2 v1	The project, during operation, would help to improve access to local facilities, services and destinations, supporting opportunities for community interaction.	Triggered	ER Closed	Not triggered by Package 4 works
EPO-SG-1 v1	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	Triggered	Conformant	Addressed in the SEMP under section 8. This EPO has been incorporated into mitigation measures that address erosion control and management, including SE12 and SE13. Also addressed under the Soil and Waste Management Plan under section 6 and Appendix A (Erosion and Sediment Control Procedure). The Soil and Water Management Sub-plan was endorsed by the ER on the 12 August 2019 and provided to the Secretary for information on the 11 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21. During the reporting period, this EPO



ID Ref.	Requirement	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	(Department of Environment and Climate Change, 2008a).			was communicated through Toolbox talks and daily pre-starts. Erosion and sediment control plans were prepared by competent personnel that have completed training in the preparation of Erosion and Sediment Control Plans in accordance with Managing Urban Stormwater: Soils and Construction Volume 1 and 2. Erosion and sediment control plans for moderate or high-risk areas, such as works adjacent to or within waterways, were prepared or reviewed by a Soil Conservationist expert during the reporting period.
EPO-SG-2 v1	There would be no impacts on aquatic environments associated with the disturbance of ASS during construction.	Triggered	Conformant	Addressed in the Construction Contaminated Land Management Sub-Plan under section 5.1.2. There will be no disturbance of ASS within Parramatta River during construction. As such, there will be no impacts on aquatic environments. Also addressed in the SEMP under section 8. This EPO has been incorporated into mitigation measures that address erosion control and management, including SE12, SE13 and SE17. Also addressed in the soil and water management sub-plan under section 6 and Appendix C (Acid Sulfate Soil Management Procedure). The SEMP was endorsed by the ER on the 9 August 2019 and approved by the Secretary on the 21 November 2019. Following the annual review process, the revised SEMP was approved by the Secretary on 15-Sept-20. Site specific Acid Sulfate Treated Material Sampling and Validation Procedures were implemented during the reporting period to support implementation of the Sub-plan (refer to SG-04).
EPO-SG-3 v1	Any contamination on project sites would be remediated to suit future land use.	Triggered	Conformant	Addressed in the Construction Contaminated Land Management Sub-Plan under section 5.2. Twelve Areas of Environmental Interest (AEI) were identified as having a high risk of contamination, or identified as medium risk subject to further desktop assessment are located within the Infrastructure Works area. Phase I (desktop assessment) have been completed for all sites (two sites utilising pre-existing assessments). Further assessment and remediation works were completed at Queens Wharf Reserve (198 George St) and 13A Grand Avenue, Camellia. Validation reports have been submitted to the Site Auditor and Site Audit Statements are pending.
EPO-SU-1 v1	The project would be carried out in accordance with the Parramatta Light Rail Sustainability Strategy.	Triggered	Conformant	Addressed in the SEMP under sections 2.2, 4.1, 9.3.2, 9.3.1 and Table 4-1. Relevant sustainability requirements are reflected in this Plan including: - Objectives (Responsible Construction Leadership Group (RCLG) minimum Site Accommodation Requirements), - Inclusion of relevant controls in Table 8-1 (SE46), -Inclusion of site facility energy and water efficiency (efficient fixtures, fittings and appliances) in inspections, -Monthly monitoring of construction facilities to confirm that Site Accommodation Requirements have been implemented.
EPO-SU-2 v1	The project would comply with the relevant requirements of the NSW Government Resource Efficiency Policy.	Triggered	Conformant	Addressed in the SEMP under sections 2.2, 4.1, 9.3.1 and table 8-1. Relevant requirements of the NSW Government Resource Efficiency Policy are reflected in this Plan including: - Objectives (Responsible Construction Leadership Group (RCLG) minimum Site Accommodation Requirements), - Inclusion of relevant controls in Table 8-1 (SE46), - Inclusion of site facility energy and water efficiency (efficient fixtures, fittings and appliances) in inspections.
EPO-SU-3 v1	The project would aim to achieve 100 per cent offset of the greenhouse gas emissions associated with	Triggered	ER Closed	



ID Ref.	Requirement	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	consumption of electricity during operation.			
EPO-TT-1 v1	The project would implement measures to minimise impacts on the road network, including staging. [Construction]	Triggered	Conformant	Addressed in the TTAMP. Section 6 outlines measures that will be implemented to ensure impacts to traffic, transport and access are minimised. Section 6.1.1 details the proposed strategy related to the construction and traffic staging. This is also addressed in the SEMP under section 8 and 9.4. During the reporting period, the requirements of this EPO were communicated through Toolbox talks and daily pre-starts and reflected in site specific TMPs developed in consultation with the SCO and other nominated stakeholders. This EPO has been incorporated into mitigation measures that address road safety and access management, including SE05 to SE09. The Traffic and Transport Management Sub-plan was endorsed by the ER on the 9 August 2019 and provided to the Secretary for information on the 11 November 2019. Following the annual CEMP review process, the revised CEMP and sub-plans were approved by the Secretary on 13-Jan-21.
EPO-TT-2 v1	Pedestrian and cyclist safety would be maintained. [Construction]	Triggered	Conformant	Addressed in the TTAMP (Section 6.6). Additional controls have been implemented during the reporting period ensure pedestrian and cyclist safety. This includes providing temporary footpaths and crossings as detailed in site specific TMPs. This is also addressed in the SEMP under section 8. This EPO has been incorporated into mitigation measures that address pedestrian and cyclist safety, including SE04, SE05 and SE08.
EPO-TT-3 v1	Effective coordination would be carried out to minimise cumulative network impacts. [Construction]	Triggered	Conformant	Addressed in the TTAMP. Coordination with relevant stakeholders and agencies occurred during the reporting period through the TCG and the Traffic Transport Liaison Group.
EPO-TT-4 v1	Access to property would be maintained. [Construction]	Triggered	Conformant	Addressed in the Traffic, Transport and Access Management Sub-plan (CoA C3a) Section 6.9.1. Local Access Plans have been prepared prior to commencement of works for individual properties and access points that will be impacted by the construction works. These plans have been developed in consultation with affected parties (property owner and/or occupier, local community and stakeholders, as relevant) and reasonable endeavours are undertaken to obtain agreement from the relevant affected parties.
EPO-TT-5 v1	The project would appropriately integrate with existing and planned future transport infrastructure including active transport. [Operation]	Triggered	ER Closed	
EPO-TT-6 v1	Access to properties would be maintained. [Operation]	Triggered	ER Closed	
EPO-TT-7 v1	Light rail customers would be provided with a safe and secure service. [Operation]	Triggered	ER Closed	
EPO-TT-8 v1	The project would reduce congestion and crowding on public transport, improve accessibility particularly in	Triggered	ER Closed	



ID Ref.	Requirement	Staging Report	Compliance Status	Comments (Feb 2021 to July 2021)
	areas with limited access to public transport and improve travel time. [Operation]			
EPO-UT-1 v1	There would be no unplanned or unexpected disturbance of utilities.	Triggered	Conformant	Addressed within the Utilities Service Management Plan. During the reporting period, the requirements of this EPO were reflected in the Risk Register prepared for each Section of the alignment and SWMS. Additional controls to mitigate the risk of asset integrity damage are reflected in the Utility Service Management Plan including the Permit to Excavate process and the identification of unknown utilities/cables processes. There were no known utility impacts during the reporting period as a result of utility strikes.
EPO-VL-1 v1	During operation, the project would make a positive contribution to the quality of the urban environment at each stop.	Triggered	ER Closed	
EPO-VL-2 v1	During operation, the project would minimise change to landscape character along the alignment and at each stop.	Triggered	ER Closed	