

West Stage 3 – Phasing Report

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1 Definitions and Abbreviations

All terminology in this report is taken to mean the generally accepted or dictionary definition, except where defined in any applicable planning approvals. Relevant acronyms, abbreviations and terms used throughout this report are explained in Table 1.

Table 1: Acronym, Abbreviation and Term Explanations

Acronym term/ term	Term
AA	Acoustic Advisor
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CICG	Communications Interface Coordination Group
CoA	Conditions of Approval
Construction	As per the definition provided in the Planning Approval (SSI-22765520)
CSSI	Critical State Significant Infrastructure
CTP	Central Tunnelling Package (Phase B under the SSI-10038 Planning Approval)
DPHI	Department of Planning, Housing and Infrastructure (DPHI)
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
ER	(Independent) Environmental Representative
ETP	Eastern Tunnelling Package (Phases G1 and G2 under SSI-19238057 planning approval)
Low Impact Work	As per the definition provided in the Planning Approval (SSI-22765520)
Phase	A component of the delivery strategy for Sydney Metro West that represents the scope of work undertaken by one delivery partner.
PCEMP	Preliminary Construction Environmental Management Plan
REMM	Revised Environmental Mitigation Measure
SM	Sydney Metro
SMW	Sydney Metro West
Stage	A component of the Sydney Metro West planning approval strategy.
TBM	Tunnel Boring Machine
WTP	Western Tunnelling Package (Phase F under the SSI-10038 Planning Approval)

2 Introduction

2.1 Purpose of this Report

This report has been prepared to address the Phasing Report requirements from the Sydney Metro West Stage 3 (SSI-22765520) Conditions of Approval (CoA). Updates to this report may be made to include other phases of Stage 3 following changes to the Delivery Strategy and/or any modifications to the planning approval. Where this Phasing Report is amended, it will be provided to the Department of Planning, Housing and Infrastructure (DPHI) for information.

Table 2 cross-references sections in this report that address each CoA requirement relating to the Phasing Report.

Table 2: Relevant Phasing Report requirements from SSI-22765520

Planning Approval Condition	Requirement	Phasing Report Section
A15	The CSSI may be constructed and operated in phases. Where phased construction and / or operation is proposed, a Phasing Report must be prepared and submitted to the Planning Secretary for information no later than one (1) month before the lodgement of any CEMP or CEMP Sub-plan for the first of the proposed phases of construction (or if only phased operation is proposed, one (1) month before the commencement of operation of the first of the proposed phases of operation), unless otherwise agreed with the Planning Secretary.	This document
A16	The Phasing Report must: (a) set out how the construction of the whole of the CSSI will be phased, including details of work and other activities to be carried out in each phase and the general timing of when construction of each phase will commence and finish; (b) if phased operation is proposed, set out how the operation of the whole of the CSSI will be phased, including details of activities to be carried out in each phase and the general timing of when operation of each phase will commence and finish (if relevant); (c) specify the relevant conditions that apply to each phase and how compliance with conditions will be achieved across and between each of the phases of the CSSI; (d) set out mechanisms for managing cumulative impacts arising from the proposed phasing; and (e) for the purposes of informing Conditions C3, C7 and C16, include an assessment of the predicted level of environmental risk and potential level of community concern posed by the construction activities required to construct each phase of the CSSI. With respect to (e) above, the risk assessment must use an appropriate process consistent with AS/NZS ISO 31000: 2018; Risk Management - Principles and Guidelines and must be endorsed by the ER.	a) Section 3 b) Appendix B and C c) Section 3.3 d) Section 3.5 e) Section 3 ER Endorsement Appendix D
A17	The CSSI must be phased in accordance with the Phasing Report, as submitted to the Planning Secretary.	Section 3.1
A18	Where phasing is proposed, the conditions of this approval that apply or are relevant to the work or activities to be carried out in a specific phase must be complied with at the relevant time for that phase.	Appendix B and C

Planning Approval Condition	Requirement	Phasing Report Section
A19	Where changes are proposed to the phasing of construction or operation, a revised Phasing Report must be prepared and submitted to the Planning Secretary for information before the commencement of changes to the phasing	Section 3.1
A20	With the agreement of the Planning Secretary, the Proponent may submit any strategies, plans or programs required by this approval on a progressive basis within each phase of the CSSI. <i>Notes:</i> <i>1. While any strategy, plan or program may be submitted on a progressive basis, the Proponent must ensure that the existing activities on site are covered by suitable strategies, plans or programs at all times; and</i> <i>2. If the submission of any strategy, plan or program is to be submitted on a progressive basis, then the relevant strategy, plan or program must clearly describe the activities to which the strategy, plan or program applies, the relationship of these activities to future activities within the phase, and the trigger for updating the strategy, plan or program.</i>	Section 3.1
A22	Before the establishment of an ancillary facility, excluding exempt or complying development, ancillary facilities established under Condition A24, and those considered in an approved CEMP, a Site Establishment Management Plan must be prepared which outlines the environmental management practices and procedures to be implemented for the establishment of the ancillary facility. The Site Establishment Management Plan must be prepared in consultation with the Relevant Council(s), SOPA (in respect of Sydney Olympic Park), Place Management NSW (in respect of The Bays) and government agencies. The Plan must include: - a description of activities to be undertaken during establishment of the ancillary facility (including scheduling and duration of work to be undertaken at the site); - figures illustrating the proposed operational site layout and the location of the closest sensitive land use(s); - 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 prior to the commencement of site establishment work; - details of how the site establishment activities described in subsection (a) of this condition will be carried out to: - meet the performance outcomes stated in the documents listed in Condition A1, and - manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; and - a program for monitoring the performance outcomes, including a program for construction noise monitoring, where appropriate or required. Nothing in this condition prevents the preparation of individual Site Establishment Management Plans for each construction ancillary facility. <i>Note: This condition does not apply to Condition A24 or where the use of an ancillary facility is Low Impact Work or for Low Impact Work.</i>	Section 3.2.1

Planning Approval Condition	Requirement	Phasing Report Section
A23	An ancillary facility established under Condition A22 must not be used for construction until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C5 and relevant Construction Monitoring Programs required by Condition C13 have been approved by the Planning Secretary or endorsed by the ER (whichever is relevant). <i>Note: This condition does not apply to Condition A24 or where the use of an ancillary facility is Low Impact Work or for Low Impact Work.</i>	Section 3.2.1
A24	Ancillary facilities may be established and used where they have been assessed in the documents listed Condition A1 or satisfy the following criteria: (a) are located within the Construction Boundary; or (b) are a continuation of an ancillary facility or minor ancillary facility established in accordance with the conditions of approval for SSI 10038 or SSI 19238057 to the satisfaction of the ER and endorsed under SSI 10038 or SSI 19238057 before the date of approval of SSI 22765520 MOD 2; or (c) are located outside of the Construction Boundary and have: (i) minimal environmental impact beyond those already approved under other conditions of this approval; and (ii) no impacts on biodiversity, soil and water, and Heritage items beyond those already approved under other conditions of this approval. Ancillary facilities or minor ancillary facilities established under SSI 10038 or SSI 19238057 including any changes to these must be endorsed by the ER prior to continuation of its use for the purposes of the CSSI. ER consideration must include a review of the cumulative environmental impacts associated with continuation, including a review informed with community consultation on the continuation. Ancillary facilities that are considered under Condition A24(c) must be approved by the Planning Secretary prior to their establishment. A request for approval by the Planning Secretary must include: (d) justification of the need for the facility; (e) community consultation outcomes including consideration of an response to issues raised in engagement with occupants of surrounding land uses; (f) a specified duration and specified activity; and (g) a cumulative impact assessment <i>Note: A separate approval is not required for an ancillary facility outside the construction boundary under Condition A24(c) where A24(b) applies.</i>	Section 3.2.1 Section 3.3.1
A40	The Planning Secretary must be notified in writing of the dates of commencement of construction and operation before those dates.	Section 3.3.9
A41	If the construction of Stage 3 of the CSSI is to be phased, the Planning Secretary must be notified in writing before the commencement of each phase, of the date of the commencement of that phase.	Section 3.2.1

Planning Approval Condition	Requirement	Phasing Report Section
C3	The CEMPs not requiring the Planning Secretary's approval must be submitted to the ER for endorsement no later than one (1) month before the commencement of construction or where construction is phased no later than one (1) month before the commencement of that phase. That CEMP must obtain the endorsement of the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	Section 3.2.1
C4	CEMPs to be approved by the Planning Secretary must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction or where construction is phased no later than one (1) month before the commencement of that phase.	Section 3.2.1
C7	With the exception of any CEMP Sub-plans expressly nominated by the Planning Secretary to be endorsed by the ER, all CEMP Sub-plans must be submitted to the Planning Secretary for approval.	Section 3.2.1
C8	The CEMP Sub-plans not requiring the Planning Secretary's approval must obtain the endorsement of the ER as being in accordance with the conditions of approval and all relevant undertakings made in the documents listed in Condition A1. Any of these CEMP Sub-plans must be submitted to the ER with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before construction or where construction is phased no later than one (1) month before the commencement of that phase.	Section 3.2.1
C9	Any of the CEMP Sub-plans to be approved by the Planning Secretary must be submitted to the Planning Secretary with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before construction or where construction is phased no later than one (1) month before the commencement of that phase.	Section 3.2.1
C10	Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER (whichever is applicable), unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans, as approved by the Planning Secretary or endorsed by the ER (whichever is applicable), including any minor amendments approved by the ER, must be implemented for the duration of construction. Where construction of the CSSI is phased, construction of a phase must not commence until the CEMP and CEMP Sub-plans for that phase have been approved by the Planning Secretary or endorsed by the ER upon nomination by the Planning Secretary (whichever is applicable).	Section 3.2.1
C16	With the exception of any Construction Monitoring Programs expressly nominated by the Planning Secretary to be endorsed by the ER, all Construction Monitoring Programs must be submitted to the Planning Secretary for approval.	Appendix B
C17	Construction Monitoring Programs not requiring the Planning Secretary's approval must obtain the endorsement of the ER as being in accordance with the conditions of approval and all undertakings made in the documents listed in Condition A1. These Construction Monitoring Programs must be submitted to the ER for endorsement at least one (1) month before the commencement of construction or where construction is phased no later than one (1) month before the commencement of that phase.	Section 3.2.1

Planning Approval Condition	Requirement	Phasing Report Section
C18	Construction Monitoring Programs which require Planning Secretary approval must be endorsed by the ER and then submitted to the Planning Secretary for approval at least one (1) month before the commencement of construction or where construction is phased no later than one (1) month before the commencement of that phase.	Section 3.2.1

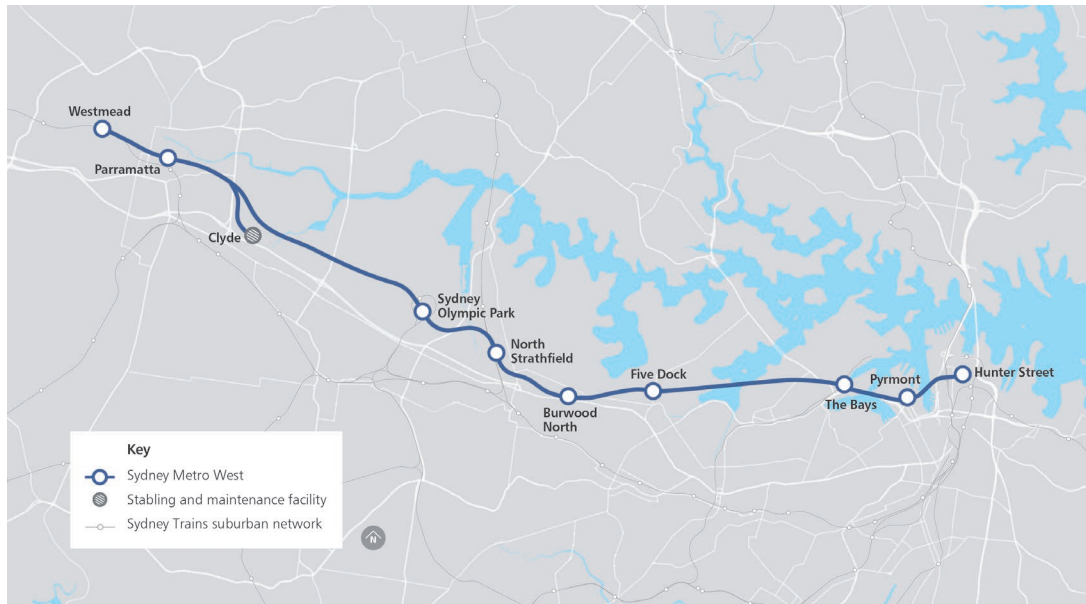
This Phasing Report has been reviewed and endorsed by the independent Environmental Representative (ER) for Sydney Metro West Stage 3 and meets the requirements of Condition A16 from SSI-22765520. The ER's Letter of Endorsement is attached in Appendix D.

2.2 Background

Sydney Metro West (the Concept) involves the construction and operation of a metro rail line, around 24 kilometres long, between Westmead and Sydney CBD. The key components include:

- Approximately 24 kilometres of twin tunnels between Westmead and Hunter Street
- New metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street
- A turn-up-and-go metro service operating early morning to late at night, between Westmead and Hunter Street
- Pedestrian links and connections to other modes of transport (such as the existing suburban rail network and other parts of the metro network) and surrounding land uses
- Services within each of the metro stations, including mechanical and fresh air ventilation equipment and electrical power substations to supply power for operation
- A stabling and maintenance facility at Clyde, including associated above-ground and below-ground tracks to connect to the mainline tunnels
- Services facilities at Rosehill (within the Clyde stabling and maintenance facility construction site) for fresh air ventilation and emergency evacuation
- Alterations to pedestrian and traffic arrangements, and cycling and public transport (for example, bus) infrastructure around the metro stations
- Subdivision of station sites to support integrated station and precinct development and ancillary facilities; and
- Ancillary facilities to support construction.

Figure 1 - Sydney Metro West Alignment



2.3 Planning Approval Strategy

Sydney Metro West has been assessed as a staged infrastructure application under section 5.20 of the *Environment Planning and Assessment Act 1979* (EP&A Act).

The Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process for Sydney Metro West), application number SSI-10038, was approved on 11 March 2021. Stage 2 of the planning approval process (major civil construction work between The Bays and Sydney CBD) for Sydney Metro West, application number SSI-19238057, was approved on 24 August 2022. Stage 3 of the planning approval process (including tunnel fit-out, station building and fit-out, operation and maintenance) for Sydney Metro West, application number SSI-22765520, was approved on 25 January 2023.

The Concept includes:

- Construction and operation of new passenger rail infrastructure between Westmead and the central business district of Sydney, including:
 - Tunnels, stations (including surrounding areas) and associated rail facilities
 - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure (including stations and surrounding areas); and
- Ancillary development.

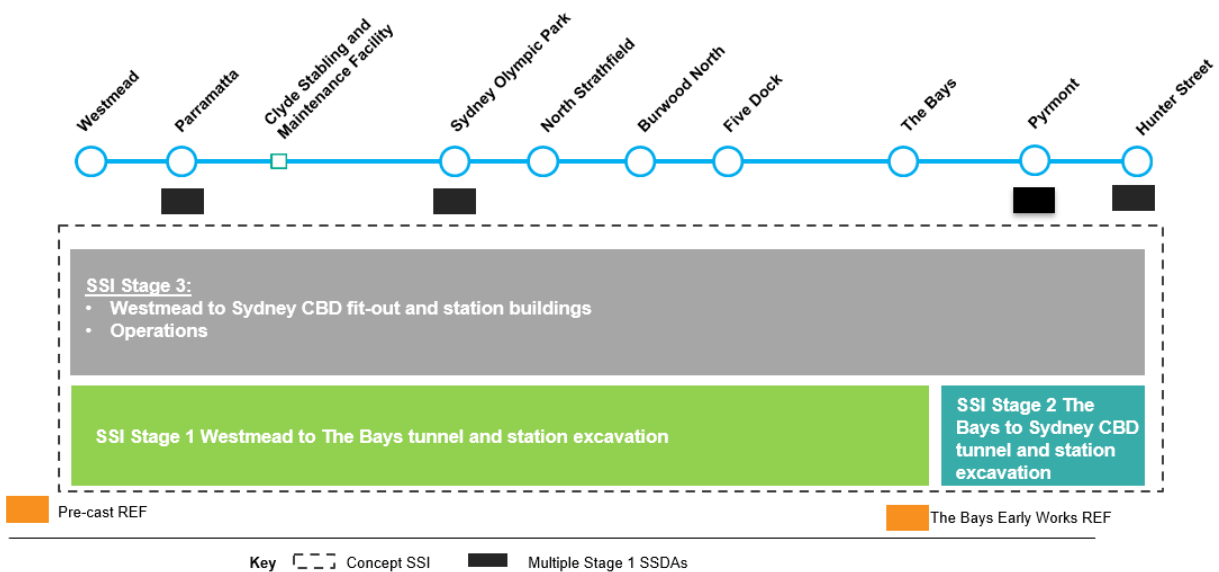
Major civil construction work for Sydney Metro West between Westmead and Sydney CBD (Stage 1 and Stage 2 of the planning approval process) includes:

- Tunnel excavation including tunnel support activities between:
 - Westmead and Sydney Olympic Park [Western Tunnelling Package (WTP)]
 - Sydney Olympic Park and The Bays [Central Tunnelling Package (CTP)],

- The Bays and Hunter Street, Sydney CBD [Eastern Tunnelling Package (ETP)].
- Station excavation for new metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pymont and Hunter Street
- Shaft excavation for services facilities; and
- Civil work for the stabling and maintenance facility at Clyde.

This Phasing Report relates to Stage 3 of the Sydney Metro West planning approval process.

Figure 2 - Sydney Metro West Planning Approval Strategy



2.3.1 Stage 3 of Sydney Metro West Scope

Stage 3 of Sydney Metro West includes:

- fit-out of tunnels including rail systems for metro train operations
- construction, fit-out and operation of:
 - metro station buildings and the surrounding metro precincts
 - a services facility and traction substations
 - a control centre, test track and stabling and maintenance facility at Clyde
- space for non-station uses at metro stations (e.g. retail, commercial and/or community facilities)
- provisions for over and/or adjacent station development within metro precincts
- transport network modifications such as new interchange facilities and changes to public transport networks to serve metro stations
- operation and maintenance of the Sydney Metro West line.

3 Phases

3.1 Overview

Sydney Metro West will be delivered by multiple delivery partners (Principal Contractors) and under multiple planning approvals. This Delivery Strategy outlines how Sydney Metro will engage with the market to deliver the project in consideration of sequencing, timing and duration, geographic presence, funding, risk, construction methodology and market-related constraints.

Each delivery partner and Sydney Metro are responsible for complying with relevant requirements of any planning approvals that apply to the project and an allocation of responsibilities is defined in the contracts between Sydney Metro and its delivery partners.

On this basis, Sydney Metro West's Phases are based upon the individual contracts that comprise the Delivery Strategy. This report is the first Phasing Report prepared for Stage 3 of Sydney Metro West.

This version (version 1.0) of the Phasing Report addresses the requirements of the planning approval for Phase L, M, N, O, P, Q, R and S and provides detailed information on the extent to which requirements apply to these Phases.

Table 3 shows the project wide summary of both the Delivery Strategy and the Planning Approval Strategy.

Table 3 – Overall Planning Approval and Delivery Strategy for Sydney Metro West

Planning Approval	Delivery Phase	Construction Commencement	Completion
Stage 1 (SSI 10038)	Phase A – Power Enabling Works	13 July 2021	Complete
	Phase B1 – Central Tunnelling Early Works	10 January 2022	June 2025*
	Phase B2 – Central Tunnelling Main Works	21 November 2022	March 2026*
	Phase C1 – Parramatta, Westmead and Clyde Demolition Works	8 December 2021	Complete
	Phase C2 – Parramatta and Clyde Archaeological Works	9 March 2022	Complete
	Phase D – Greater Sydney Road Works	This Phase was cancelled	N/A
	Phase E – Existing Rail Corridor Enabling Works	Low Impact Works Commenced 10 November 2021	Complete
	Phase F – Western Tunnelling	19 July 2022	February 2026*
	Phase H1 – Westmead Utilities Installation and Relocation Works	4 December 2023	Complete
	Phase H2 – Five Dock Overhead to Underground Relocation	November 2025*	May 2026*
	Phase I – Transitional Services	March 2025*	March 2026*
	Phase J – North Strathfield Power Enabling Works	July 2025*	December 2025*
Stage 2 (SSI 19238057)	Phase G1 – Preliminary Works	17 March 2023	Complete
	Phase G2 – Eastern Tunneling	24 March 2023	October 2026*

Planning Approval	Delivery Phase	Construction Commencement	Completion
Stage 3 (SSI 22765520)	Works		
	Phase L – Rosehill Power Enabling Works	November 2025	May 2026*
	Phase M - Trains, Systems, Maintenance & Operations (TSMO)	Q1 2026*	Q1 2031*
	Phase N – Linewide	Q1 2026*	Q2 2030*
	Phase O – Stations Package West	Q2 2026*	Q1 2030*
	Phase P – Hunter Street Station Package & Precinct	Q2 2026*	Q2 2030*
	Phase Q – Parramatta Integrated Station Development	Q4 2026*	Q2 2030*
	Phase R – Sydney Olympic Park Integrated Station Development	Q4 2026*	Q2 2030*
	Phase S – Pyrmont Integrated Station Development	Q4 2026*	Q2 2030*

*Indicative

Where the Phasing Report is updated, new versions will be provided to the ER for endorsement and resubmitted to DPHI for information.

3.2 Management System Risk Assessments

Each phase in the Delivery Strategy for Sydney Metro West is considered with respect to which requirements from the Planning Approval and subsequent modifications and the *Sydney Metro West Construction Environmental Management Framework* (CEMF) should apply. The resulting allocations are captured in Table 6, Appendix B and C to this Phasing Report.

With respect to Conditions of Approval that relate to the development of environmental management systems a detailed risk assessment is undertaken in this Phasing Report to demonstrate the appropriateness of management system controls. Section 3.3 of this Phasing Report describes the scope of work to be carried out during each phase and is followed by a risk assessment to consider to what extent a corresponding management document or monitoring program should apply. This risk assessment is based upon the Sydney Metro Risk Management Standard and is consistent with AS/NZS ISO 31000: 2018; Risk Management - Principles and Guidelines.

While the Stage 3 planning approval documentation has considered environmental and community risks broadly and established mitigation measures which will be complied with during the delivery of Sydney Metro West, this risk assessment specifically focuses upon applying appropriate management system controls and approval processes with respect to the level of risk posed in the absence of any of these controls. During delivery, Principal Contractors will manage environmental risk generally and are required to document this under the Sydney Metro CEMF in their

Construction Environmental Management Plan (CEMP). This will further reduce the residual risk.

For example, a Principal Contractor carrying out a phase of Sydney Metro West, whose activities have a high inherent risk in relation to groundwater drawdown, would be required to implement a Groundwater Management Plan to minimise and manage those impacts.

Where there is an unacceptable inherent risk, it is controlled by allocating and implementing the respective Conditions of Approval, a requirement of the Sydney Metro CEMF, and/or additional quality assurance processes via an ER endorsement or DPHI approval of the documentation prior to the commencement of construction. To achieve this, each area of environmental management covered in the Sydney Metro CEMF is examined with respect to the scope of work in each phase and evaluated against a risk statement. These risk statements examine the likelihood and consequence of delivering each phase in the absence of any management systems leading to an undesirable outcome that contravenes the objectives of the CEMF for each area.

Please refer to Appendix A for the risk assessment matrix and consequence table.

3.2.1 Risk Based DPHI Approval Recommendations

Conditions A24, C2, C3, C4, C7, C8, C9, C18, C19 and C20 describe a process by which CEMP, Sub-plans and monitoring programs are endorsed by the ER / Acoustic Advisor (AA) or approved by DPHI. This process relies upon DPHI nominating deliverables for which they would require their approval.

This Phasing Report proposes that DPHI should hold an approval role where the inherent risk in the detailed risk assessments in Section 3.3 results in a risk rating that is High or Very High would have its associated management documentation required under SSI-22765520 approved by DPHI.

This mechanism only applies to any document required under SSI-22765520 that is a:

- Establishment and usage of ancillary facilities
- Construction Environmental Management Plan (CEMP)
- Sub-plan to the CEMP; or
- Construction Monitoring Program.

3.3 Construction Phases

3.3.1 Phase L – Rosehill Power Enabling Works

The station development and electrical power demands will require new assets (conduits/pits) to be installed and existing utility network assets relocated. The works are deemed early works under Stage 3 approval and are required to ensure follow on contractors access to site and risk removal.

ASP1 contractor will be responsible for the construction of network assets, certified for construction by the relevant authority at Rosehill. The scope of works involve excavation and installation of 420m of 22kV conduits (4 x 100mm PVC ducts and 6 x 200mm PVC ducts) in two separate trenches. The route will be along Colquhoun St and Unwin St,

Rosehill between Endeavour Camelia Zone substation and SMW future substation.

A temporary ancillary facility is proposed to facilitate the works and will be located outside of the construction boundary at Durham Street in Rosehill. The ancillary facility at Rosehill will be considered in accordance with the provisions of the condition A24 of SSI 22765520.

Construction activity is anticipated to take approximately six months between November 2025 to May 2026.

The tables below provide consideration and assessment of the level of risk for specific risk areas during Phase L.

Table 4 - Risk Assessment Context for Rosehill Power Enabling Works - Phase L

Risk Areas	Risk Context
General Environmental Management	Work would be carried out over a six-month period. The area surrounding the work site are generally suburban residential to the west (across James Ruse Drive approximately 500m) and commercial and industrial to the east. There would be a limited range of environmental and community responsibilities managed by the Principal Contractor including the implementation, maintenance, surveillance and improvement of environmental controls. Training regimes and workforce competency in managing environmental impacts would be required to reduce the potential for material harm. The limited duration of the phase provides limited opportunities to iterate and continually improve management systems.
Spoil Management	Relatively small volumes of spoil will be generated during minor excavation/trenching works. Some spoil will be reused onsite and managed in accordance with Spoil Reuse Hierarchy. Spoil that cannot be reused would be classified in accordance with NSW Waste Classification Guidelines.
Groundwater Management	Shallow excavations for trenching and associated civil works are not expected to affect groundwater.
Construction Noise and Vibration Management	The power enabling works have a low potential to cause localised noise and vibration impacts on the nearest suburban residential receivers (across James Ruse Drive to the West, which is approximately 500m from the trenching route) and industrial / commercial setting in the east. There are fewer sensitive receivers at Rosehill, however, uncontrolled noise & vibration impacts may affect horses at the Australian Turf Club stabling facilities (approximately 200m to 300m from the trenching route).
Heritage Management	The heritage potential and significance along the power enabling works route is considered to be low. It is unlikely that the works will have any direct impacts on the RTA depot façade. Any unexpected finds would be managed in accordance with the Unexpected Heritage Finds Procedure. This procedure will continue to be implemented for the duration of the utility works. In the event that the utility works uncover new and unexpected features, advice will be sought from a suitably qualified heritage specialist in relation to the need for further archaeological excavation.
Flora and Fauna Management	No threatened species or threatened ecological communities (within the meaning of the BC Act) are affected by the works. No vegetation clearing is anticipated to be carried out from these works.
Visual Amenity Management	It is not expected that the excavation/trenching works would create any permanent visual impacts as majority of the infrastructure is underground. There are only expected to be minor temporary visual impacts from where works occur.
Soil and Water Management	The enabling works will progressively expose and backfill soil along the excavation, trenches and tie-in points, limiting the risk of water quality impacts. While soil is exposed, rainfall has the potential to cause sedimentation to enter into adjacent stormwater systems.
Air Quality Management	The use of plant and light vehicles could mobilise dust in work areas, however, there are no residential receivers in the proximity of these works. It is unlikely these impacts would be significant and can be managed efficiently with simple controls.

Risk Areas	Risk Context
Waste Management	The limited waste generated as part of enabling works would undergo waste classification prior to transportation and disposal. Other materials would be classified into waste streams, recycled or transported off-site for disposal.
Community and Business Management	While construction activities for Phase L will be temporary, the proposed works have a high potential to cause localised noise and vibration impacts, traffic impacts, loss of parking and property access impacts on the surrounding community. It is also likely that excavation activities could generate dust in certain weather conditions if excavated soils are not managed appropriately. These occurrences may lead to complaints being made in relation to Phase L.

Table 5 – Risk Assessment: Phase L – Rosehill Power Enabling Works

Risk Areas	Risk Statements	L	C	Inherent Risk Rating	Control	L	C	Residual Risk Rating
General Environmental Management	A lack of management systems in relation to general environmental management leads to Material Harm and frequent non-compliance with the Planning Approval.	L3	C4	Medium	- Construction Environmental Management Plan (CEMP) - ER endorsement of CEMP	L4	C4	Medium
Spoil Management	A lack of management systems in relation to spoil management leads to inappropriate spoil handling, increased traffic, community impacts, and poor spoil reuse outcome, increased traffic and community impacts, and inappropriate spoil handling and management.	L5	C5	Low	- Spoil related risks assessed in Environmental Risk Assessment (ERA) where necessary and mitigated through implementation of CEMP and supporting documents - Unexpected contaminated finds procedure	L6	C5	Low
Groundwater Management	A lack of management systems in relation to groundwater management leads to groundwater drawdown, groundwater pollution and impacts of groundwater dependent ecosystems.	L5	C5	Low	No specific controls, note groundwater related risks covered in ERA where necessary and mitigated through implementation of CEMP and supporting documents	L6	C5	Low

Risk Areas	Risk Statements	L	C	Inherent Risk Rating	Control	L	C	Residual Risk Rating
Construction Noise and Vibration Management	A lack of management systems in relation to Noise and Vibration management leads to unreasonable impacts on receivers and businesses and structural damage to buildings or heritage items.	L4	C3	Medium	• DNVIS and AA endorsement of DNVIS • Out-of-Hours Work Protocol • DPHI approval of OOHWP • Noise and Vibration related risks covered in ERA where necessary • Noise and Vibration Management Procedure implemented through CEMP • AA review / endorsement of Noise Management Procedure and Monitoring (implemented through CEMP) • Noise and Vibration monitoring implemented through CEMP • ER endorsement of CEMP	L5	C3	Medium
Heritage Management	A lack of management systems in relation to Heritage management leads to unreasonable impacts on heritage items.	L4	C3	Medium	• Unexpected Heritage Finds Procedure • Engagement of an Excavation Director (ED) • Heritage related risks covered in the ERA where necessary and mitigated through implementation of CEMP and supporting documents	L5	C3	Medium
Flora and Fauna Management	A lack of management systems in relation to Flora and Fauna management leads to unreasonable impacts to flora and fauna, spread of weeds and pathogens, and unintended vegetation clearance.	L5	C5	Low	• No specific controls, note flora and fauna related risks covered in ERA risk assessment where necessary and mitigated through implementation of CEMP and supporting documents	L6	C5	Low

Risk Areas	Risk Statements	L	C	Inherent Risk Rating	Control	L	C	Residual Risk Rating
Visual Amenity Management	A lack of management systems in relation to visual amenity management leads to unreasonable visual impacts on the surrounding community, landscape features and poor landscape design outcomes.	L5	C5	Low	- Ongoing community management - Other Visual Amenity related risks covered in ERA where necessary and mitigated through implementation of CEMP and supporting documents	L6	C5	Low
Soil and Water Management	A lack of management systems in relation to soil and water management leads to unexpected pollution events, water quality impacts on adjacent water bodies, and soil erosion.	L3	C4	Medium	- Progressive ERSED plan - Soil and water related risks covered in ERA where necessary and mitigated through implementation of CEMP and supporting documents - Unexpected contaminated finds procedure	L5	C4	Low
Air Quality Management	A lack of management systems in relation to air quality management leads to unreasonable particulate pollutant emissions from construction activities.	L5	C5	Low	Air Quality related risks covered in ERA where necessary and mitigated through implementation of CEMP and supporting documents	L6	C5	Low
Waste Management	A lack of management systems in relation to waste management leads to excessive waste generation, and inappropriate waste classification and disposal.	L3	C4	Medium	Waste classification procedure	L5	C4	Low

Risk Areas	Risk Statements	L	C	Inherent Risk Rating	Control	L	C	Residual Risk Rating
Community and Business Management	A lack of management systems in relation to community management results in community concern	L3	C3	High	• Overarching Community Communications Strategy • Complaints Management System • Small Business Owners Engagement Plan • Community Benefit Plan • CICG (see Section 3.5)	L4	C3	Medium

3.3.2 Phase M – Trains, Systems, Maintenance & Operations (TSMO)

The works associated with this package include:

- rolling stock works
- system works
 - system design of the Integrated Rail Control System
 - signalling and train control system
 - Central Control System
 - integrated condition monitoring system
 - communication systems
 - platform screen doors
- facilities fit out works
 - stabling and maintenance facility at Clyde and Rosehill service facility
 - operations control centre at Clyde
 - backup operations control centre at North Strathfield
- the establishment of an operating organisation
- undertaking pre-operation activities, including design and design input
- establishing and maintaining the required safety protocols
- managing the operations and maintenance service requirements.

Note: Further scope, risk assessment and context tables will be included in a resubmission to the ER for endorsement and DPHI prior to the commencement of construction of Phase M.

3.3.3 Phase N – Linewide Package

The works associated with this package include design, supply, construction, and commissioning of the following elements:

- Linewide systems including electrical systems (high voltage, traction power etc.) tunnel ventilation, communications and control, cross passage fit out, fire systems, drainage systems, acoustic control measures,

- and combined services routes
- permanent rail including concrete slab track, ballasted track, turnouts, crossovers, etc
- civil, structural and building service works at the Clyde stabling and maintenance facility and Rosehill service facility
- provision of other works such as local area works, property works, utility services works

Note: Further scope, risk assessment and context tables will be included in a resubmission to the ER for endorsement and DPHI prior to the commencement of construction of Phase N.

3.3.4 Phase O – Stations Package West

This package includes all associated station works for the following stations:

- The Bays Station
- Five Dock Station
- Burwood North Station
- North Strathfield Station
- Westmead Station

The works at The Bays and Burwood North will also include structural elements to enable future construction of the over station developments.

Note: Further scope, risk assessment and context tables will be included in a resubmission to the ER for endorsement and DPHI prior to the commencement of construction of Phase O.

3.3.5 Phase P – Hunter Street Station Package & Precinct

This package includes all infrastructure associated with the new underground station at Hunter Street, including station precinct works and over station development enabling works required for the integration with the over station east and west development.

Note: Further scope, risk assessment and context tables will be included in a resubmission to the ER for endorsement and DPHI prior to the commencement of construction of Phase P.

3.3.6 Phase Q – Parramatta Integrated Station Development

This package includes all infrastructure associated with the new underground station at Parramatta, including station precinct works and over station development enabling works required for

the integration with the over station and adjacent station development.

Note: Further scope, risk assessment and context tables will be included in a resubmission to the ER for endorsement and DPHI prior to the commencement of construction of Phase Q.

3.3.7 Phase R – Sydney Olympic Park Integrated Station Development

This package includes all infrastructure associated with the new underground station at Sydney Olympic Park, including station precinct works and over station development enabling works required for the integration with the over station and adjacent station development.

Note: Further scope, risk assessment and context tables will be included in a resubmission to the ER for endorsement and DPHI prior to the commencement of construction of Phase R.

3.3.8 Phase S – Pyrmont Integrated Station Development

This package includes all infrastructure associated with the new underground station at Pyrmont, including station precinct works and over station development enabling works required for the integration with the over station development.

Note: Further scope, risk assessment and context tables will be included in a resubmission to the ER for endorsement and DPHI prior to the commencement of construction of Phase S.

3.4 Low Impact Works (Non-Construction Works)

Work that is not defined as a construction activity under SSI 22765520 is considered Low Impact Works (LIW) and are works that may be conducted without a CEMP in place due to the low potential for impacts. In some instances, the ER is required to endorse that a particular activity has a low potential for impact under the definition of LIW. As such, an assessment of impact is undertaken that includes:

- The identification of all relevant requirements from SSI 22765520, and other legislative requirements
- A risk assessment (including controls) covering key environmental issues
- Development of Environmental Control Maps and/or an Erosion and Sediment Control Plan.
- Details of community consultation relevant to the works
- A Detailed Noise and Vibration Impact Statement (DNVIS) for any works exceeding the NMLs, vibrating limits and / or ground-borne noise levels.

Low Impact Works are not considered to be a Phase of construction as they are not construction activities by definition and may be carried out by any party who has not

obtained an approval/endorsement for a CEMP but can demonstrate their intended work is Low Impact Works.

Where it can be demonstrated that works are LIW, scope described for a Phase in this report may be carried out as LIW without triggering the commencement of construction for that Phase.

3.3.9 Notification of Commencement of Construction

Conditions A40 and A41 under SSI 22765520 govern the notification to the Planning Secretary in writing that construction and/or a Phase of construction has commenced.

This report provides notification to the Planning Secretary of the commencement dates for construction in Table 3 satisfying Condition A40 of SSI 22765520. Furthermore, prior to the commencement of construction for any Phase (excluding any Low Impact Works), written notification will be provided to the Planning Secretary prior to the commencement of the first construction activity of that Phase to satisfy Condition A41 of SSI 22765520.

3.5 Cumulative Impacts

Despite numerous major infrastructure projects being undertaken in proximity to each other (SMW Concept Design and Stage 1, SMW Stage 2, WestConnex M4-M5 Link and the Western Harbour Tunnel and Warringah Freeway Upgrade) potential concurrent and cumulative impacts have been assessed within the relevant Environmental Impact Statement aspect chapters to be minor or negligible.

Prior to the commencement of the SMW Stage 3 scope of works, Sydney Metro will establish a Communications Interface Coordination Group (CICG) for each site, when and if required, where there is an interface with another Sydney Metro project. The objective of the CICG is to manage any potential cumulative impacts occurring as a result of the construction activities of these various infrastructure projects. The CICG provides a forum to exchange information and coordinate communication and engagement activities between the numerous Principal Contractors and Sydney Metro and would continue for works under Stage 3 of the planning approval process.

The objective of the CICG is to assist in presenting a single Sydney Metro approach and combine engagement activities, newsletters, and notifications where feasible. The CICG meets at least fortnightly throughout the duration of the interfacing activities and construction look ahead schedules, community engagement plans, complaint management, and the coordination of community notifications will be discussed and managed to reduce the impact of our activities on the surrounding environment.

Furthermore, Sydney Metro either embed staff in contractors' teams or work closely with those teams to manage community impacts and develop strong local knowledge of community needs and concerns. Our objective is to provide detailed information about the project and be available to address any concerns they may have and identify issues before they arise.

4 Requirement Allocation

The applicability of the Conditions of Approval and Revised Environmental Mitigation Measures to each Phase detailed in this Phasing Report are tabled in Appendix B and Appendix C respectively. Where a requirement is shown to be applicable this means that Sydney Metro, in collaboration with the relevant delivery partner for that Phase, will comply with that requirement during the delivery of work under that Phase.

In some cases requirements may be partly complied with during one Phase and partly complied with in one of more other Phases. These requirements are allocated partially to each Phase involved in meeting the overall Condition of Approval or Revised Environmental Mitigation Measure and the extent of each allocation is also specified in Appendix A and B.

Consistency in environmental management across each stage of the project will be achieved through the implementation of the CEMF. The CEMF formed part of the Sydney Metro West Stage 3 planning approval documents and provides a linking document to CEMPs and Sustainability Management Plans (produced by Principal Contractors).

The CEMF details the environmental, stakeholder and community management systems and processes to be implemented throughout construction of the project. More specifically, it details Sydney Metro's minimum requirements for:

- CEMPs, Sub-plans and associated procedures
- Sustainability Management Plan (SMP)
- Roles, responsibilities and training requirements
- Compliance and assurance processes
- Workforce Development and Industry Participation Plans (WFDIPs); and
- Other supporting documentation for each environmental management category (for example noise and vibration, visual amenity etc.).

4.1 Applicability to Phases

In the same manner that Conditions of Approval and Revised Environmental Mitigation Measures are allocated to Principal Contractors, so are the requirements of the CEMF. Sydney Metro West contractors are required to implement the CEMF to a degree that is appropriate for their scope of work and inherent level of environmental risk shown in Section 3 of this Phasing Report. Importantly, this allocation determines the extent of environmental management documentation that each Principal Contractor is required to develop and implement.

As a minimum, any work which is not Low Impact Works will be carried out under a CEMP that incorporates the allocated requirements of the Conditions of Approval for that Phase (Appendix B) and Section 3.4 of the CEMF.

The applicability of the CEMF to each Phase is based on the scope of work, relevant CoA and Revised Environmental Mitigation Measure (REMM) requirements and the relevant environmental risks assessed in the Sydney Metro West Stage 3 Environmental Impact Statement (EIS). Table 6 summarises this allocation showing the environmental management documentation from the CEMF that applies to the Stage 3 Principal Contractor.

Table 6 - Key deliverables under the CEMF applicable to Phases L

Environmental Management Category	Phase L
Construction Environmental Management Plan	Applicable
Spoil Management Sub Plan	Objective Based Allocation*
Groundwater Management Sub Plan	Objective Based Allocation*
Construction Noise & Vibration Management Sub Plan	Substituted by Procedure**
Heritage Management Sub Plan	Substituted by Procedure**
Flora & Fauna Management Sub Plan	Objective Based Allocation*
Visual Amenity Management Sub Plan	Objective Based Allocation*
Soil & Water Management Sub Plan	Objective Based Allocation*
Air Quality Management Sub Plan	Objective Based Allocation*
Waste Management Sub Plan	Substituted by Procedure **
Noise and Vibration Monitoring Program	Substituted by Procedure**
Blasting Monitoring Program	Not applicable
Surface Water Quality Monitoring Program	Not applicable
Groundwater Monitoring Program	Not applicable

* An objective based allocation means that the objectives for that area of environmental management in the CEMF must be considered in the risk assessment.

**Where a procedure is considered sufficient, then the associated sub plan is substituted by relevant procedure(s).

4.2 Training, Surveillance and Auditing

Through the requirements of the CEMF, Sydney Metro place contractual requirements on Principal Contractors for the implementation of training programs to develop competence in the management of environmental issues, to undertake regular onsite environmental inspections and confirm the adequacy of all environmental mitigation measures, and to conduct internal audits where appropriate. The extent and/or frequency of these activities may vary depending on the scale of the works being undertaken by the Principal Contractor but will be appropriate with respect to any relevant environmental risks.

Further to the Principal Contractors activities, onsite environmental inspections and audits led by Sydney Metro, the ER and Auditor, are undertaken regularly across all phases of the project and involve key staff from the Principal Contractor and Sydney Metro.

All environmental issues and general compliance with the planning approval requirements is monitored collaboratively between Sydney Metro, independent parties, and the Principal Contractor through environmental management meetings chaired by Sydney Metro for each Phase in this report. These forums are the cornerstone for developing effective working relationships and sharing knowledge and ideas for improvement.

5 Appendix A – Risk Tables

	One off event How likely?		Repeated How often?	Likelihood		Consequence					
						Insignificant	Minor	Moderate	Major	Severe	Catastrophic/ Transformational
						C6	C5	C4	C3	C2	C1
Probability	Expected to occur frequently during time of activity or project. Greater than a 90% chance of occurring.	Frequency	10 times or more every year	Almost certain	L1	Medium	High	High	Very High	Very High	Very High
	Expected to occur occasionally during time of activity or project. A 75-90% chance of occurring.		1-10 times every year	Very Likely	L2	Medium	Medium	High	High	Very High	Very High
	More likely to occur than not occur during time of activity or project A 50-75% chance of occurring.		Once each year	Likely	L3	Low	Medium	Medium	High	High	Very High
	More likely not to occur than occur during time of activity or project. A 25-50% chance of occurring.		Once every 1 to 10 years	Unlikely	L4	Low	Low	Medium	Medium	High	High
	Not expected to occur during the time of activity or project. A 10-25% chance of occurring.		Once every 10 to 100 years	Very Unlikely	L5	Low	Low	Low	Medium	Medium	High
	Not expected to ever occur during time of activity or project. Less than 10% chance of occurring.		Less than once every 100 years	Almost Unprecedented	L6	Low	Low	Low	Low	Medium	Medium

	CONSEQUENCES					
	Insignificant	Minor	Moderate	Major	Severe	Catastrophic
	C6	C5	C4	C3	C2	C1
Environment	No appreciable changes to environment and/or highly localised event.	Change from normal conditions within environmental regulatory limits and environmental effects are within site boundaries.	Short-term and/or well-contained environmental effects. Minor remedial actions probably required.	Impacts external ecosystem and considerable remediation is required.	Long-term environmental impairment in neighbouring or valued ecosystems. Extensive remediation required.	Irreversible large-scale environmental impact with loss of valued ecosystems.
Regulatory or Legal Breach	Low-level non-compliance with legal and/or regulatory requirement or duty by individuals or TfNSW.	Minor non-compliance with legal and/or regulatory requirement or duty. Investigation and/or report to authority.	Moderate non-compliance. Subject to comment and monitoring from applicable regulator. Small fine and no disruption to services.	Systemic non-compliance/Major breach resulting in enforcement action and/or prohibition notices. Substantial fine and no disruption to services.	Substantial breach resulting in prosecution, fines and/or litigation. Licence or accreditation restricted or conditional affecting ability to operate.	Prosecution leading to imprisonment of TfNSW executive. Loss of operating licence.
Customer Experience and Satisfaction	Infrequent or unrelated written complaints.	A stream of written complaints for more than 3 months.	A stream of written complaints for more than a year.	A substantial and sustained uplift in the rate of complaints.	A deluge of complaints for up to 6 months with normal background rates increasing by a factor of 3 or more.	A prolonged deluge of complaints for more than 6 months, with some normal background rates increasing by a factor of 10 or more.

6 Appendix B – Applicability of SMW CoA to each Phase for Stage 3

Project: SMW CSSI Stage 3

EIS: SSI 22765520

Condition Type	Condition Classification	Condition Reference	Description	Location	Power Enabling Works (RSH)
			Approval is granted to the 'Concept' as described in Schedule 1 and in Chapter 6 and in Chapter 7 of the Sydney Metro West – Westmead to The Bays and Sydney C Environmental Impact Statement dated 15 April 2020, as amended by the following:		
MCoA	General	C-A1	(a) Sydney Metro West – Westmead to The Bays and Sydney CBD Amendment Report dated 20 November 2020; and (b) Sydney Metro West – Westmead to The Bays and Sydney CBD Submissions Report dated 20 November 2020.	All	Full compliance
MCoA	General	C-A2	The Proponent must carry out the CSSI Concept in accordance with the conditions of this approval and the documents listed in Condition C-A1 of this schedule unless otherwise specified in, or required under, the conditions of this approval.	All	Full compliance
			In the event of an inconsistency between:		
MCoA	General	C-A3	(a) the conditions of this approval and any document listed in Condition C-A1 of this schedule inclusive, the conditions of this approval will prevail to the extent of the inconsistency; and (b) any document listed in Condition C-A1 of this schedule, the most recent document will prevail to the extent of the inconsistency. 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.	All	Full compliance
MCoA	General	C-A4	Except to the extent described in any document listed in Condition C-A1 of this schedule, any over station development, including any future uses, does not form part of this CSSI and will be subject to the relevant assessment pathway prescribed by the EP&A Act.	All	Full Compliance
MCoA	Place and Design	C-B1	To ensure that a high-quality urban design response is achieved, the CSSI must have regard to, and be generally consistent with, the place and design principles for each location outlined in the documents listed in Condition C-A1 of this schedule, unless expressly specified in the conditions of this approval.	All	Not applicable
			For the relevant future stage application, the following must be considered at the Clyde Maintenance and Stabling Facility site:		
MCoA	Place and Design	C-B2	(a) publicly-accessible active transport corridors immediately around the site adjoining James Ruse Drive that connects to existing and future links and open spaces; (b) public spaces for recreational use on residual land to offset the loss of the private recreational land, or any alternate and commensurate opportunity that achieves the objective and provides value for money, developed in consultation with City of Parramatta Council; (c) renaturalisation of parts of Duck Creek and A'Becketts Creek and rehabilitation of the riparian corridor; and (d) integration with strategic planning for the precinct.	CMSF	Not applicable
MCoA	Place and Design	C-B3	The delivery of the section of the future Parramatta Civic Link located on the Parramatta metro station construction site must be facilitated to enable completion before operation of the CSSI.	PMS	Not applicable
MCoA	Aboriginal and Non-Aboriginal Heritage	C-B4	The relevant future stage application relating to the design of stations must include a Heritage Interpretation Strategy, prepared in consultation with Heritage NSW, which outlines how key Aboriginal and non-Aboriginal heritage values and stories of Heritage items will be interpreted in the project design, including station and precinct urban design. The Heritage Interpretation Strategy must include procedures for how to include results of archaeological findings (historical and Aboriginal archaeological results) when they become available.	All	Full Compliance
MCoA	Aboriginal and Non-Aboriginal Heritage	C-B5	The Heritage Interpretation Strategy must be prepared 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.	All	Full Compliance

			The Heritage Interpretation Strategy must include, but not be limited to:		
			(a)a discussion of key interpretive themes, stories and messages proposed to interpret the history and significance of archaeological excavation, the affected Heritage items and sections of heritage conservation areas (if applicable);		
			(b)options for the re-purposing of archaeological finds (results and artefacts), heritage features or listed items salvaged or protected during construction stages of the CSSI, and how they will be integrated into the final project design;		
			(c)Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken (or any interim results of any archaeological investigations that have commenced but have yet to be completed) and key socio-cultural values identified in the Aboriginal Cultural Heritage Assessment Report referred to in Condition C-A1 of this schedule, and those of any future stages of the CSSI;		
MCoA	Aboriginal and Non-Aboriginal Heritage	C-B6	(d)details of the audience, potential devices to be employed in interpretation, possible locations for interpretation and how this will be incorporated into design;	All	Full Compliance
			(e)engagement with the Relevant Council(s) and regard for any relevant council heritage interpretation guidelines; and		
			(f)with respect to the Parramatta construction site and (a) above, any discussion must include how the heritage interpretation of the CSSI relates to the heritage interpretations of other projects in Parramatta, including State Significant Development projects and other SSI projects.		
MCoA	Sustainability	C-B7	The CSSI must achieve a minimum Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability rating of 75 (Version 1.2) (or equivalent level of performance using a demonstrated equivalent rating tool) or a 5-Star Green Star rating (or equivalent level of performance using a demonstrated equivalent rating tool).	All	Not applicable
MCoA	Biodiversity and Trees	C-B8	As many mature trees as practicable must be retained. In addition, within ten (10) years of the date of this approval or no later than the commencement of operation of the CSSI (whichever is earlier) there must be a net increase in the number of mature trees provided at a ratio of 2:1.	All	Full Compliance
			A net increase in the number of mature trees does not apply to trees that are subject to a biodiversity offset.		
MCoA	Biodiversity and Trees	C-B9	The CSSI must result in an increase in tree canopy coverage.	All	Full Compliance
MCoA	Biodiversity and Trees	C-B10	Parts of Duck Creek and A'Becketts Creek that remain open channels at the Clyde Stabling and Maintenance Facility site must be rehabilitated and / or renaturalised before operation of the CSSI commences. Only species that are representative of PCT 920 (Mangrove Forests in estuaries of the Sydney Basin Bioregion and South East Corner Bioregion) must be used in the revegetation of the riparian zone along the open channels to Duck Creek and A'Becketts Creek.	CMSF	Not applicable
MCoA	Climate Change	C-B11	The CSSI must be designed to withstand known impacts associated with climate change to year 2100.	All	Not applicable
			The Proponent must carry out the CSSI in accordance with the conditions of this approval and generally in accordance with the:		
			(a)Sydney Metro West – Rail infrastructure, stations, precincts and operations – Environmental Impact Statement dated March 2022; and		
			(b)Sydney Metro West – Rail infrastructure, stations, precincts and operations – Submissions Report dated August 2022; and		
MCoA	General	A1	(c) Correspondence from Sydney Metro dated 20 June 2024 requesting modification of conditions A24, E70, E73 and E134.	All	Full compliance
MCoA	General	A2	The CSSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	All	Full compliance
			In the event of an inconsistency between:		
			(a)the conditions of this approval and any document listed in Condition A1 , the conditions of this approval will prevail to the extent of the inconsistency; and		
			(b)different documents listed in Condition A1 , the most recent document will prevail to the extent of the inconsistency.		
MCoA	General	A3	<i>Note: For the purpose of this condition, there will be an inconsistency between a condition of this approval and any document if it is not possible to comply with both the condition and the document.</i>	All	Full compliance
MCoA	General	A4	In the event that there are differing interpretations of the conditions of this approval, including in relation to a condition of this approval, the Planning Secretary's interpretation is final.	All	Full compliance

			The Proponent must comply with all written requirements or directions of the Planning Secretary, including in relation to:		
MCoA	General	A5	(a)the environmental performance of the CSSI; (b)any document or correspondence in relation to the CSSI; (c)any notification given to the Planning Secretary under the conditions of this approval; (d)any audit of the CSSI; (e)the conditions of this approval and compliance with the conditions of this approval (including anything required to be done under this approval); (f)the carrying out of any additional monitoring or mitigation measures; and (g)in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval. Where the conditions 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 Planning Secretary with the document. The evidence must include: (a)documentation of the engagement with the party(s) identified in the condition of approval that has occurred before submitting the document for approval; (b)a log of the dates of engagement or attempted engagement with the identified party(s) and a summary of the issues raised by it; (c)documentation of the follow-up with the identified party(s) where feedback has not been provided to confirm whether the party(s) has feedback or has failed to provide feedback after repeated requests; (d)outline of the issues raised by the identified party(s) and how they have been addressed; and (e)a description of the outstanding issues raised by the identified party(s) and the reasons why they have not been addressed. <i>Note: Consultation with the community and businesses must be undertaken in accordance with the Overarching Community Communication Strategy required under Condition B1.</i>	All	Full compliance
MCoA	General	A6	This approval lapses five (5) years after the date on which it is granted, unless work has physically commenced on or before that date.	All	Full compliance
MCoA	General	A8	References in the conditions of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Australian Standards, or policies in the form they are in as at the date of this approval, unless otherwise approved by the Planning Secretary including any written requirement or direction of the Planning Secretary as set out in Condition A5. Notwithstanding the requirement of any condition of this approval, the Proponent may adopt any existing Project Process endorsed by BER or approved by the Planning Secretary to satisfy a condition of this approval. Where a Project Process for SSI 10038, SSI 19238057 or SSI 7400 has been adopted to satisfy a condition of this approval, the Proponent must identify which condition under the aforementioned approvals the Project Process is adopted from.	All	Full compliance
MCoA	General	A9	The Planning Secretary shall nominate that any Project Process adopted to satisfy a condition of this approval must either be endorsed by the ER and / or submitted to the Planning Secretary for approval. For the purposes of this condition, the term 'Planning Process' is taken to mean any strategy, plan, procedure, panel, system, protocol, archaeological research design and program required to be completed to satisfy a condition of this approval or for SSI 10038, SSI 19238057 or SSI 7400. Notwithstanding Condition A9, where the following was approved by the Planning Secretary to satisfy the requirements of SSI 10038, SSI 19238057 or SSI 7400, further approval from the Planning Secretary is not required for the CSSI where the same individual, company or document is nominated: (a)Environmental Representative; (b)Acoustics Advisor; (c)Excavation Director; (d)Community Communication Strategy; or (e)Out-of-Hours Work Protocol.	All	Full Compliance
MCoA	General	A10	The Proponent must notify the Planning Secretary of the appointment of an individual, company or application of a document and state which condition in SSI 10038, SSI 19238057 or SSI 7400 the individual, company or application of a document was approved / endorsed to satisfy. The Planning Secretary is entitled at any time to withdraw support for any of the Independent Appointment in accordance with Condition A29.	All	Full Compliance
MCoA	Timing and Approvals	A11	Any document that must be submitted or action taken within a timeframe specified in or under the conditions of this approval may be submitted or undertaken within a later timeframe agreed in writing with the Planning Secretary. This condition does not apply to the written notification required in respect of an incident under Condition A50.	All	Full Compliance

MCoA	Timing and Approvals	A12	Any document or similar that must be prepared under the conditions of this approval, may be prepared, and where applicable submitted, for multiple phases of the CSSI, if agreed by the Planning Secretary.	All	Full Compliance
MCoA	Timing and Approvals	A13	Without limitation, all strategies, plans, programs, reviews, audits, report recommendations, protocols and the like required by the conditions of this approval must be implemented by the Proponent and in accordance with all requirements issued by the Planning Secretary.	All	Full compliance
MCoA	Timing and Approvals	A14	For documents that are required to be submitted to the Planning Secretary / Department for information under Condition A33(d)(ii) the documents must be submitted as soon as practicable to the Planning Secretary / Department after endorsement by the ER , unless otherwise agreed by the Planning Secretary.	All	Full compliance
MCoA	Phasing	A15	The CSSI may be constructed and operated in phases. Where phased construction and / or operation is proposed the Phasing Report must be prepared and submitted to the Planning Secretary for information no later than one (1) month before the lodgement of a an EMP or CEMP Sub-plan for the first of the proposed phases of construction (or if only phased operation is proposed, one (1) month before the commencement of operation of the first of the proposed phases of operation), unless otherwise agreed with the Planning Secretary.	All	Full Compliance
MCoA	Phasing	A16	The Phasing Report must: (a) set out how the construction of the whole of the CSSI will be phased, including details of work and other activities to be carried out in each phase and the general timing of when construction of each phase will commence and finish; (b) if phased operation is proposed, set out how the operation of the whole of the CSSI will be phased, including details of activities to be carried out in each phase and the general timing of when operation of each phase will commence and finish (if relevant); (c) specify the relevant conditions that apply to each phase and how compliance with conditions will be achieved across and between each of the phases of the CSSI; (d) set out mechanisms for managing cumulative impacts arising from the proposed phasing; and (e) for the purposes of informing Conditions C3, C7 and C16, include an assessment of the predicted level of environmental risk and potential level of community concern posed by the construction activities required to construct each phase of the CSSI. With respect to (e) above, the risk assessment must use an appropriate process consistent with AS/NZS ISO 31000: 2018; Risk Management - Principles and Guidelines and must be endorsed by the ER.	All	Full Compliance
MCoA	Phasing	A17	The CSSI must be phased in accordance with the Phasing Report , as submitted to the Planning Secretary. Where phasing is proposed, the conditions of this approval that apply or are relevant to the work or activities to be carried out in a specific phase must be complied with at the relevant time for that phase.	All	Full compliance
MCoA	Phasing	A18		All	Full compliance
MCoA	Phasing	A19	Where changes are proposed to the phasing of construction or operation, a revised Phasing Report must be prepared and submitted to the Planning Secretary for information before the commencement of changes to the phasing.	All	Full compliance
MCoA	Phasing	A20	With the agreement of the Planning Secretary, the Proponent may submit any strategies, plans or programs required by this approval on a progressive basis within each phase of the CSSI. Notes: 1. While any strategy, plan or program may be submitted on a progressive basis, the Proponent must ensure that the existing activities on site are covered by suitable strategies, plans or programs at all times; and 2. If the submission of any strategy, plan or program is to be submitted on a progressive basis, then the relevant strategy, plan or program must clearly describe the activities to which the strategy, plan or program applies, the relationship of these activities to future activities within the phase, and the trigger for updating the strategy, plan or program.	All	Full Compliance
MCoA	Ancillary Facilities	A21	Deleted	Deleted	Deleted

			Before the establishment of an ancillary facility, excluding exempt or complying development, ancillary facilities established under Condition A24, and those considered in an approved CEMP, a Site Establishment Management Plan must be prepared which outlines the environmental management practices and procedures to be implemented for the establishment of the ancillary facility. The Site Establishment Management Plan must be prepared in consultation with the Relevant Council(s), SOPA (in respect of Sydney Olympic Park), Place Management NSW (in respect of The Bays) and government agencies. The Plan must include: (a) a description of activities to be undertaken during establishment of the ancillary facility (including scheduling and duration of work to be undertaken at the site); (b) figures illustrating the proposed operational site layout and the location of the closest sensitive land use(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 prior to the commencement of site establishment work; (d) details of how the site establishment activities described in subsection (a) of this condition will be carried out to: (i) meet the performance outcomes stated in the documents listed in Condition A1, and (ii) manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; and (e) a program for monitoring the performance outcomes, including a program for construction noise monitoring, where appropriate or required			
MCoA	Site Establishment Work - Site Establishment Management Plan	A22	Nothing in this condition prevents the preparation of individual Site Establishment Management Plans for each construction ancillary facility. <i>Note: This condition does not apply to Condition A24 or where the use of an ancillary facility is Low Impact Work or for Low Impact Work.</i>	All	Full Compliance	
MCoA	Use of an Ancillary Facility	A23	An ancillary facility established under Condition A22 must not be used for construction until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C5 and relevant Construction Monitoring Programs required by Condition C13 have been approved by the Planning Secretary or endorsed by the ER (whichever is relevant). <i>Note: This condition does not apply to Condition A24 or where the use of an ancillary facility is Low Impact Work or for Low Impact Work.</i>	All	Full compliance	
MCoA	Minor Ancillary Facility	A24	Ancillary facilities may be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria: (a) are located within the Construction Boundary; or (b) are a continuation of an ancillary facility or minor ancillary facility established in accordance with the conditions of approval for SSI 10038 or SSI 19238057 to the satisfaction of the ER and endorsed under SSI 10038 or SSI 19238057 before the date of approval of SSI 22765520 MOD 2; or (c) are located outside of the Construction Boundary and have: (i) minimal environmental impact beyond those already approved under other conditions of this approval; and (ii) no impacts on biodiversity, soil and water, and Heritage items beyond those already approved under other conditions of this approval. Ancillary facilities or minor ancillary facilities established under SSI 10038 or SSI 19238057 including any changes to these must be endorsed by the ER prior to continuation of its use for the purposes of the CSSI. ER consideration must include a review of the cumulative environmental impacts associated with continuation, including a review informed with community consultation on the continuation. Ancillary facilities that are considered under Condition A24(c) must be approved by the Planning Secretary prior to their establishment. A request for approval by the Planning Secretary must include: (d) justification of the need for the facility; (e) community consultation outcomes including consideration of and response to issues raised in engagement with occupants of surrounding land uses; (f) a specified duration and specified activity; and (g) a cumulative impact assessment <i>Note: A separate approval is not required for an ancillary facility outside the construction boundary under Condition A24(c) where A24(b) applies.</i>	All	Full compliance	
MCoA	Boundary Screening	A25	Boundary screening must be erected around ancillary facilities that are adjacent to sensitive land use(s) for the duration of the time that the ancillary facility is in use, unless otherwise agreed with relevant affected residents, business operators or landowners.	All	Full compliance	

MCoA	Boundary Screening	A26	Boundary screening required under Condition A25 must minimise visual impacts on adjacent sensitive land use(s).	All	Full compliance
MCoA	Independent Appointments	A27	All Independent Appointments required by the conditions of this approval must have regard to seeking approval from the Department for the appointment of Independent experts (DPIE, 2020). All Independent Appointments must hold current membership of a relevant professional body, unless otherwise agreed by the Planning Secretary.	All	Full Compliance
MCoA	Independent Appointments	A28	The Planning Secretary may at any time commission an audit of how an Independent Appointment has exercised their functions. The Proponent must: (a) facilitate and assist the Planning Secretary in any such audit; and (b) make it a term of their engagement of an Independent Appointment that the Independent Appointment facilitate and assist the Planning Secretary in any such audit.	All	Full Compliance
MCoA	Independent Appointments	A29	Upon completion of an audit under Condition A28 above, the Planning Secretary may withdraw its approval of an Independent Appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval. <i>Note: Conditions A28 and A29 apply to all Independent Appointments including the Environmental Representative, Acoustic Advisor and the Independent Auditor.</i>	All	Full Compliance
MCoA	Environmental Representative	A30	Work must not commence until an Environmental Representative (ER) has been nominated by the Proponent and approved by the Planning Secretary.	All	Full Compliance
MCoA	Environmental Representative	A31	The proposed ER must be a suitably qualified and experienced person(s) who was not involved in the preparation of the documents listed in Condition A1 , is independent from the design and construction personnel for the CSSI and those involved in the delivery of it.	All	Full Compliance
MCoA	Environmental Representative	A32	More than one ER may be engaged for the CSSI, in which case the functions to be exercised by ER under the conditions of this approval may be carried out by any ER that is approved by the Planning Secretary for the purposes of the CSSI. For the duration of the work and for no less than six (6) months following completion of construction of the CSSI, or as agreed with the Planning Secretary, the approved	All	Full Compliance

			ER must be enabled to:		
			(a)receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI; (b)consider and inform the Planning Secretary on matters specified in the conditions of this approval; (c)consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community; (d)review the Phasing Report, Site Establishment Management Plan, CEMP, CEMP Sub- plans and Construction Monitoring Programs and any other documents that are identified by the Planning Secretary, to be satisfied that they are consistent with requirements in or under this approval and if so: (i)make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or (ii)make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary); or (iii)provide a written statement to the Planning Secretary advising the documents have been endorsed; (e)regularly monitor the implementation of the Phasing Report, Site Establishment Management Plan, CEMP, CEMP Sub-plans and Construction Monitoring Programs to be satisfied that implementation is being carried out in accordance with the document and the conditions of this approval; (f)as may be requested by the Planning Secretary, help plan or attend audits of the development commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A42 of this approval; (g)as may be requested by the Planning Secretary, assist in the resolution of community complaints received directly by the Department; (h)assess the impacts of activities as required by the Low Impact Work definition; (i)consider the impacts of ancillary facilities as required by Condition A24 of this approval and where satisfied, endorse; (j)consider minor amendments to be made to the Site Establishment Management Plan, CEMP, CEMP Sub-plans and Construction Monitoring Programs without increasing impacts to nearby sensitive land use(s), and are consistent with the conditions of this approval and Site Establishment Management Plan, CEMP, CEMP Sub-plans and Construction Monitoring Programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the conditions of this approval; (k)prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Report the Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI, or as otherwise agreed by the Planning Secretary. With respect to (d) above, the ER is not required to endorse the specialist content in documents requiring specialist review and / or endorsement.	All	Full Compliance
MCoA	Environmental Representative	A33			
			The Proponent must provide the ER with documentation requested by the ER in order for the ER to perform their functions specified in Condition A33 (including preparation of the Environmental Representative Monthly Report), as well as: (a)the Complaints Register (to be provided on a weekly basis or as requested, where complaints have been received); 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).	All	Full Compliance
MCoA	Acoustics Advisor	A35	A suitably qualified and experienced Acoustics Advisor(s) (AA) in noise and vibration management, who is independent of the design and construction personnel, must be nominated by the Proponent and engaged for the duration of work (as required Condition A36) and for no less than six (6) months following completion of construction of the CSSI.	All	Full Compliance
MCoA	Acoustics Advisor	A36	Work must not commence until an AA has been nominated by the Proponent and approved by the Planning Secretary.	All	Full Compliance
MCoA	Acoustics Advisor	A37	The Proponent may nominate additional suitably qualified and experienced persons, for the Planning Secretary's approval, to assist the AA .	All	Full Compliance
			The Proponent must cooperate with the AA by: (a) providing access to noise and vibration monitoring activities as they take place; (b) providing access to the Complaints Register if requested; (c) providing for review of noise and vibration documents required to be prepared under the conditions of this approval; and (d) considering any recommendations to improve practices and demonstrating, to the satisfaction of the AA , why any recommendation is not adopted.	All	Full compliance
MCoA	Acoustics Advisor	A38			

			The approved AA must: (a) receive and respond to communication from the Planning Secretary in relation to the performance of the CSSI in relation to noise and vibration; (b) consider and, where relevant, inform the Planning Secretary on matters specified in the conditions of this approval relating to noise and vibration; (c) consider and recommend to the Proponent, improvements that may be made to avoid or minimise adverse noise and vibration impacts; (d) review proposed night-time works (with the exception of low risk activities) to determine if sleep disturbance would occur and recommend measures to avoid sleep disturbance or appropriate additional alternative mitigation measures; (e) review noise and vibration documents required to be prepared under the conditions of this approval, and should they be consistent with the conditions of this approval, endorse them before submission to the Planning Secretary (if required to be submitted to the Planning Secretary) or before implementation (if not required to be submitted to the Planning Secretary); (f) regularly monitor the implementation of noise and vibration documents required to be prepared under the conditions of this approval to ensure implementation is in accordance with what is stated in the document(s) and the conditions of this approval; (g) review the Proponent's written notification of noise incidents in accordance with Conditions A47 to A49 of this approval; (h) in conjunction with the ER (where required), the AA must: (i) as may be requested by the Planning Secretary or Community Complaints Mediator (required by Condition B8), help plan, attend or undertake audits of noise and vibration management of the CSSI including briefings, and site visits, (ii) in the event that conflict arises between the Proponent and the community in relation to the noise and vibration performance of the CSSI, follow the procedure in the Overarching Community Communication Strategy referenced under Condition B1 to attempt to resolve the conflict, and if it cannot be resolved, notify the Planning Secretary, (iii) if requested by the ER, consider relevant minor amendments made to the Site Establishment Management Plan, CEMP, relevant sub-plans and noise and vibration monitoring programs that require updating or are of an administrative nature, and are consistent with the conditions of this approval and the management plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, endorse the amendment, (this does not include any modifications to the conditions of this approval), (iv) if requested by the ER, review the noise impacts of minor ancillary facilities, and (v) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, a Monthly Noise and Vibration Report detailing the AA's actions and decisions on matters for which the AA was responsible in the preceding month. The Monthly Noise and Vibration Report must be submitted within seven (7) days following the end of each month for the duration of the AA's engagement for the CSSI, or as otherwise agreed by the Planning Secretary.	All	Full Compliance
MCoA	Acoustics Advisor	A39			
MCoA	Notice of Commencement	A40	The Planning Secretary must be notified in writing of the dates of commencement of construction and operation before those dates.	All	Full Compliance
MCoA	Notice of Commencement	A41	If the construction of Stage 3 of the CSSI is to be phased, the Planning Secretary must be notified in writing before the commencement of each phase, of the date of the commencement of that phase.	All	Full Compliance
MCoA	Independent Environmental Audit	A42	Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020).	All	Full Compliance
MCoA	Independent Environmental Audit	A43	Notwithstanding Condition A42, the Proponent may prepare an audit program to outline the scope and timing of each Independent Audit that will be undertaken during construction. If prepared, the audit program must be developed in consultation with, and approved by, the Planning Secretary before commencement of the first audit and implemented throughout construction. <i>Note: Until such time an audit program is approved by the Planning Secretary under this condition, Independent Audits must be prepared in accordance with Condition A42.</i>	All	Full Compliance
MCoA	Independent Environmental Audit	A44	Proposed independent auditors must be approved by the Planning Secretary before the commencement of Independent Audit	All	Full Compliance

MCoA	Independent Environmental Audit	A45	The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified in the Independent Audit Post Approval Requirements (DPIE, 2020) , upon giving at least four (4) weeks' notice (or timing as stipulated by the Planning Secretary) to the Proponent of the date upon which the audit must be commenced.	All	Full Compliance
MCoA	Independent Environmental Audit	A46	Independent Audit Reports and the Proponent's response to audit findings must be submitted to the Planning Secretary within two (2) months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approval Requirements (DPIE, 2020) , unless otherwise agreed by the Planning Secretary.	All	Full Compliance
MCoA	Incident Notification, Reporting and Response	A47	The Planning Secretary must be notified via phone or in writing via the Major Projects website, immediately after the Proponent becomes aware of an incident. Any notification via phone must be followed up by a notification in writing via the Major Projects website within 24 hours of the initial phone call.	All	Full Compliance
MCoA	Incident Notification, Reporting and Response	A48	The written notification must identify the CSSI (including the application number and the name of the CSSI) and set out the location and general nature of the incident.	All	Full Compliance
MCoA	Incident Notification, Reporting and Response	A49	Subsequent notification must be given and reports submitted in accordance with the requirements set out in APPENDIX B .	All	Full Compliance
MCoA	Non-Compliance Notification	A50	The Planning Secretary must be notified via the Major Projects website within seven (7) days after the Proponent becomes aware of any non-compliance with the conditions of this approval.	All	Full Compliance
MCoA	Non-Compliance Notification	A51	A non-compliance notification must identify the CSSI (including the application number and the name of the CSSI if it has one), set out the condition(s) of approval that the development is non-compliant with, the way in which it does not comply and the reason(s) for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance. <i>Note: A non-compliance which has been notified as an incident does not need to be notified as a non-compliance.</i>	All	Full Compliance
MCoA	Identification of Project	A52	The CSSI name, application number, telephone number, postal address and email address required under Condition B3 must be available on site boundary fencing / hoarding at each ancillary facility before the commencement of construction. This information must also be provided on the website required under Condition B11 .	All	Full compliance
MCoA	Community Communication	B1	The Overarching Community Communication Strategy as provided in the documents listed in Condition A1 must be implemented for the duration of the work. Should the Overarching Community Communication Strategy be updated, a copy of the updated strategy must be provided to the Planning Secretary for information within seven (7) days of its version.	All	Full compliance

MCoA	Complaints Management System	B2	A Complaints Management System must be prepared and implemented before the commencement of any work and maintained for the duration of construction and for a minimum for 12 months following completion of construction of the CSSI.	All	Full compliance
MCoA	Complaints Management System	B3	The following information must be available to facilitate community enquiries and manage complaints before the commencement of work and for 12 months following the completion of construction: (a)a 24-hour telephone number for the registration of complaints and enquiries about the CSSI; (b)a postal address to which written complaints and enquiries may be sent; (c)an email address to which electronic complaints and enquiries may be transmitted; and (d)a mediation system for complaints unable to be resolved. This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level. A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any work and for a minimum o months following the completion of construction. The Complaints Register must record the: (a)number of complaints received; (b)date and time of the complaint; (c)number of people in the household affected in relation to a complaint, if relevant; (d)method by which the complaint was made; (e)personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; (f)nature of the complaint; (g)means by which the complaint was addressed and whether resolution was reached, with or without mediation; and (h)if no action was taken, the reason(s) why no action was taken.	All	Full compliance
MCoA	Complaints Management System	B4	Complainants must be advised of the following information before, or as soon as practicable after, providing personal information: (a)the Complaints Register may be forwarded to government agencies, including the Department (Department of Planning and Environment, 4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150), to allow them to undertake their regulatory duties; (b)by providing personal information, the complainant authorises the Proponent to provide that information to government agencies; (c)the supply of personal information by the complainant is voluntary; and (d)the complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information (Collection Statement). The Collection Statement must be included on the Proponent or development website to make prospective complainants aware of their rights under <i>Privacy and Personal Information Protection Act 1998</i> (NSW). For any complaints made in person, the complainant must be made aware of the Collection Statement.	All	Full compliance
MCoA	Complaints Management System	B6	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request. <i>Note: Complainants must be advised that the Complaints Register may be forwarded to government agencies to allow them to undertake their regulatory duties</i>	All	Full compliance
MCoA	Community Complaints Mediator	B7	A Community Complaints Mediator that is independent of the design and construction personnel must be nominated by the Proponent, upon the referral of the complainant by the ER in accordance with the Overarching Community Communication Strategy . Where a Community Complaints Mediator is required, a mediator accredited under the National Mediator Accreditation System (NMAS), administered by the Mediator Standards Board must be appointed.	All	Full compliance
MCoA	Community Complaints Mediator	B8	The role of the Community Complaints Mediator is to provide independent mediation services for any reasonable and unresolved complaint referred by ER where a member of the public is not satisfied by the Proponent's response.	All	Full compliance

MCoA	Community Complaints Mediator	B9	The Community Complaints Mediator will: (a) review unresolved disputes, referred by the ER in accordance with the Overarching Community Communication Strategy; (b) make recommendations to the Proponent to satisfactorily address complaints, resolve disputes or mitigate against the occurrence of future complaints or disputes.	All	Full compliance
MCoA	Community Complaints Mediator	B10	Community Complaints Mediation must not be enacted before the Complaints Management System required by Condition B2 has been executed for a complaint and must not consider issues where other dispute processes are provided for in this approval or clear government policy and resolution processes are available, or ms which are not within the scope of this CSSI.	All	Full compliance
MCoA	Provision of Electronic Information	B11	A website or webpage providing information in relation to the CSSI must be established before commencement of work and be maintained for the duration of construction, and for a minimum of 24 months following the completion of construction. The following up-to-date information (excluding confidential, private, commercial information or any other information that the Planning Secretary has agreed to be excluded) must be published before the relevant work commences and maintained on the website or dedicated pages including: (a) information on the current implementation status of the CSSI; (b) a copy of the documents listed in Condition A1, 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 or links to the referenced documents where available; (d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI or where the issuing agency maintains a website of approvals, licences or permits, a link to that website; (e) a copy of the current version of each document required under the terms of this approval; and (f) a copy of the audit reports required under this approval. Where the information / document relates to a particular work or is required to be implemented, it must be published before the commencement of the relevant work to which it relates or before its implementation. All information required in this condition must be provided on a website, ordered in a logical sequence and which is easy to navigate. <i>Note: The intention of this condition is to increase transparency and for information/documents required as part of the approval to be provided proactively and publicly in an easily accessible manner. Where information is excepted by this condition, it is intended that these documents are provided in their redacted form.</i>	All	Full compliance
MCoA	Construction Environmental Management Plan	C1	Construction Environmental Management Plans (CEMPs) and CEMP Sub-plans must be prepared in accordance with the Construction Environmental Management Framework (CEMF) included in the documents listed in Condition A1 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).	All	Full compliance
MCoA	Construction Environmental Management Plan	C2	With the exception of CEMPs expressly nominated by the Planning Secretary to be endorsed by the ER, all CEMPs must be submitted to the Planning Secretary for approval.	All	Full compliance
MCoA	Construction Environmental Management Plan	C3	The CEMPs not requiring the Planning Secretary's approval must be submitted to the ER for endorsement no later than one (1) month before the commencement of construction or where construction is phased no later than one (1) month before the commencement of that phase. The CEMP must obtain the endorsement of the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	All	Full compliance
MCoA	Construction Environmental Management Plan	C4	CEMPs to be approved by the Planning Secretary must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction or where construction is phased no later than one (1) month before the commencement of that phase.	All	Full compliance

Of the CEMP Sub-plans required under Condition C1, the following CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of issues raised by a government agency during consultation must be included in the relevant CEMP Sub-plan, including copies of all correspondence from those government agencies as required by Condition A6. Where a government agency(ies) request(s) is not included, the Proponent must provide the Planning Secretary ER (whichever is applicable) justification as to why:					
MCoA	Construction Environmental Management Plan	C5	Required CEMP Sub-plan Relevant government agencies to be consulted for each CEMP Sub-plan (a) Noise and vibration - Place Management NSW and Port Authority of NSW (in respect of The Bays), SOPA (in respect of Sydney Olympic Park) and Relevant Council(s) (b) Heritage (Non-Aboriginal and Aboriginal) - Heritage NSW, Place Management NSW and Port Authority of NSW (in respect of The Bays), SOPA (in respect of Sydney Olympic Park) and Relevant Council(s) (c) Contamination - SOPA (in respect of Sydney Olympic Park)	All	Not Applicable
The CEMP Sub-plans must state how:					
MCoA	Construction Environmental Management Plan	C6	(a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved; (b) the mitigation measures identified in the documents listed in Condition A1 will be implemented; (c) the relevant terms of this approval will be complied with; and (d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.	All	Not Applicable
MCoA	Construction Environmental Management Plan	C7	With the exception of any CEMP Sub-plans expressly nominated by the Planning Secretary to be endorsed by the ER , all CEMP Sub-plans must be submitted to the Planning Secretary for approval.	All	Not Applicable
MCoA	Construction Environmental Management Plan	C8	The CEMP Sub-plans not requiring the Planning Secretary's approval must obtain the endorsement of the ER as being in accordance with the conditions of approval and all relevant undertakings made in the documents listed in Condition A1 . Any of these CEMP Sub-plans must be submitted to the ER with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before construction or where construction is phased no later than one (1) month before the commencement of that phase.	All	Not Applicable
MCoA	Construction Environmental Management Plan	C9	Any of the CEMP Sub-plans to be approved by the Planning Secretary must be submitted to the Planning Secretary with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before construction or where construction is phased no later than one (1) month before the commencement of that phase.	All	Not Applicable
MCoA	Construction Environmental Management Plan	C10	Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER (whichever is applicable), unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans , as approved by the Planning Secretary or endorsed by the ER (whichever is applicable), including any minor amendments approved by the ER , must be implemented for the duration of construction. Where construction of the CSSI is phased, construction of a phase must not commence until the CEMP and CEMP Sub-plans for that phase have been approved by the Planning Secretary or endorsed by the ER upon nomination by the Planning Secretary (whichever is applicable).	All	Full compliance
MCoA	Construction Environmental Management Plan	C11	In addition to the relevant requirements of the CEMP , the Contamination CEMP Sub-plan for Sydney Olympic Park must provide information on how landfill gas leakage into the station box, and ingress of leachate and contaminated groundwater into the station box will be managed to protect the environment and human health.	SOP	Not applicable

			In addition to the relevant requirements of the CEMP, the Heritage CEMP Sub-plan must be prepared in consultation with a suitably qualified and experienced heritage expert and include, but not be limited to: (a) exclusion zones, archival recording requirements, baseline and periodic monitoring protocols (including before and during construction); (b) set out the final site inspections to be conducted for the post-construction condition report within three (3) months of completion of construction for the following heritage sites unless otherwise agreed by the Planning Secretary: (i) the Romy Theatre (State Heritage Register (SHR) 100711); (ii) White Bay Power Station (SHR 101015); (iii) the former State Abattoirs (State Environmental Planning Policy (State Significant Precincts) 2005 Item 141); (iv) the RTA Depot facade fronting Unwin Street (Parramatta Local Environmental Plan 2011 I576); (v) Former Skinners Family Hotel (SHR 00584); (vi) NSW Club House Building (SHR 00145); (vii) Former Bank – Delfin House (Sydney Local Environmental Plan 2012 (SLEP) I1903); and (viii) Richard Johnson Square (SLEP I1673); (c) set out means of rectification of damage by the CSSI to Heritage Items in (b) above within six (6) months of the completion of construction at the construction site identified in the relevant Heritage CEMP Sub-plan. This rectification work must be in consultation with a suitably qualified and experienced heritage consultant to ensure the use of appropriate materials, appropriate conservation practices and in accordance with existing heritage management documents (for example, conservation management plans or strategies) to protect and conserve the heritage significance of the items. The Heritage CEMP Sub-plan must include Aboriginal cultural heritage management and mitigation measures (that may include conservation, archaeological salvage excavation and community collection) based on the Aboriginal Cultural Heritage Excavation Report and continuing Aboriginal community consultation.		
MCoA	Construction Environmental Management Plan	C12	The following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed Condition A1 or in the CEMP: Required Construction Monitoring Programs Relevant government agencies to be consulted for each Construction Monitoring Program (a) Noise and vibration - EPA, Place Management NSW (in respect of The Bays), SOPA (in respect of Sydney Olympic Park) and Relevant Council(s)	All	Not applicable
MCoA	Construction Monitoring Programs	C13	Each Construction Monitoring Program must provide: (a) details of baseline data available including the period of baseline monitoring; (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 and analysis results against relevant criteria; (h) details of the methods that will be used to analyse the monitoring data; (i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts; (j) a consideration of SMART principles; (k) any consultation to be undertaken in relation to the monitoring programs; and (l) any specific requirements as required by Condition C15. The Noise and Vibration Construction Monitoring Program must include: (a) noise and vibration monitoring determined in consultation with the AA to confirm the best-achievable construction noise and vibration levels with consideration of all reasonable and feasible mitigation and management measures that will be implemented; (b) for the purposes of (a), noise monitoring must be undertaken during the day, evening and night-time periods (as appropriate) and within the first month of work as well as throughout the construction period and cover the range of activities being undertaken at the sites; and (c) a process to undertake real time noise and vibration monitoring. The results of the monitoring must be readily available to the construction team, the Proponent, ER and the AA. The Planning Secretary and EPA must be provided with access to the results on request (d) noise monitoring methods must be developed and carried out to meet the requirements of the EPA's <i>Approved Methods for the Measurement and Analysis of Environmental Noise</i> (EPA, 2022).	All	Not Applicable
MCoA	Construction Monitoring Programs	C14	(f) the location of monitoring; (g) the reporting of monitoring results and analysis results against relevant criteria; (h) details of the methods that will be used to analyse the monitoring data; (i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts; (j) a consideration of SMART principles; (k) any consultation to be undertaken in relation to the monitoring programs; and (l) any specific requirements as required by Condition C15.	All	Not Applicable
MCoA	Construction Monitoring Programs	C15	(a) noise and vibration monitoring determined in consultation with the AA to confirm the best-achievable construction noise and vibration levels with consideration of all reasonable and feasible mitigation and management measures that will be implemented; (b) for the purposes of (a), noise monitoring must be undertaken during the day, evening and night-time periods (as appropriate) and within the first month of work as well as throughout the construction period and cover the range of activities being undertaken at the sites; and (c) a process to undertake real time noise and vibration monitoring. The results of the monitoring must be readily available to the construction team, the Proponent, ER and the AA. The Planning Secretary and EPA must be provided with access to the results on request (d) noise monitoring methods must be developed and carried out to meet the requirements of the EPA's <i>Approved Methods for the Measurement and Analysis of Environmental Noise</i> (EPA, 2022).	All	Not Applicable
MCoA	Construction Monitoring Programs	C16	With the exception of any Construction Monitoring Programs expressly nominated by the Planning Secretary to be endorsed by ER, all Construction Monitoring Programs must be submitted to the Planning Secretary for approval.	All	Not Applicable

MCoA	Construction Monitoring Programs	C17	Construction Monitoring Programs not requiring the Planning Secretary's approval must obtain the endorsement of the ER as being in accordance with the conditions of approval and all undertakings made in the documents listed in Condition A1 . These Construction Monitoring Programs must be submitted to the ER for endorsement at least one (1) month before the commencement of construction or where construction is phased no later than one (1) month before the commencement of that phase.	All	Not Applicable												
MCoA	Construction Monitoring Programs	C18	Construction Monitoring Programs which require Planning Secretary approval must be endorsed by the ER and then submitted to the Planning Secretary for approval at least one (1) month before the commencement of construction or where construction is phased no later than one (1) month before the commencement of that phase.	All	Not Applicable												
MCoA	Construction Monitoring Programs	C19	Unless otherwise agreed with the Planning Secretary, construction must not commence until the Planning Secretary has approved, or the ER has endorsed (whichever is applicable), the required Construction Monitoring Programs and all relevant baseline data for the specific construction activity has been collected.	All	Not Applicable												
MCoA	Construction Monitoring Programs	C20	Construction Monitoring Programs , as approved by the Planning Secretary or the ER has endorsed (whichever is applicable), including any minor amendments approved by the ER , must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary or the ER (whichever is applicable), whichever is the greater.	All	Not Applicable												
MCoA	Construction Monitoring Programs	C21	The results of the Construction Monitoring Program must be submitted to the Planning Secretary (upon request), the ER, the AA (where relevant) and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program. Notes: 1. Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan. 2. Data must be provided in an acceptable format for relevant regulatory agencies. 3. With regards to monitoring data to be provided to DPE Water, the format of the dataset must be both in a tabulated and electronic quality-controlled data (.csv, Excel) ready to use format.	All	Not Applicable												
MCoA	Operational Environmental Management	D1	An Operational Environmental Management Plan (OEMP) must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department of Planning, Industry and Environment, 2020). The OEMP must detail how the performance outcomes, commitments and mitigation measures made and identified in the documents listed in Condition A1 will be implemented and achieved during operation. Condition D1 does not apply if Condition D2 of this approval applies.	All	Not applicable												
MCoA	Operational Environmental Management	D2	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Planning Secretary, and demonstrates, to the satisfaction of the Planning Secretary, that through the EMS or equivalent: (a) the performance outcomes, commitments and mitigation measures, made and identified in the documents listed in Condition A1, and specified relevant terms of this approval can be achieved; (b) issues identified through ongoing risk analysis can be managed; and (c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation. Where an OEMP is required, the following OEMP Sub-plans must be included in the OEMP: <table><tr><th>Required OEMP Sub-plan</th><th>Relevant government agencies to be consulted for each OEMP Sub-plan</th></tr><tr><td>(a) Noise and vibration</td><td>EPA, Relevant Council(s), SOPA (in respect of Sydney Olympic Park) and Place Management NSW and Port Authority of NSW (in respect of The Bays)</td></tr><tr><td>(b) Surface water quality</td><td>DPE Water and Relevant Council(s)</td></tr><tr><td>(c) Groundwater</td><td>Port Authority of NSW (in respect of The Bays), DPE Water and Sydney Water (if any Sydney Water assets are impacted)</td></tr><tr><td>(d) Traffic and transport (including event management)</td><td>Customer Journey Planning, SOPA (in respect of Sydney Olympic Park), Place Management NSW and Port Authority of NSW (in respect of The Bays) and Relevant Roads Authority</td></tr><tr><td>(e) Flooding (including emergency response planning)</td><td>SES, Sydney Water, SOPA (in respect of Sydney Olympic Park), Place Management NSW (in respect of The Bays) and Relevant Council(s)</td></tr></table>	Required OEMP Sub-plan	Relevant government agencies to be consulted for each OEMP Sub-plan	(a) Noise and vibration	EPA, Relevant Council(s), SOPA (in respect of Sydney Olympic Park) and Place Management NSW and Port Authority of NSW (in respect of The Bays)	(b) Surface water quality	DPE Water and Relevant Council(s)	(c) Groundwater	Port Authority of NSW (in respect of The Bays), DPE Water and Sydney Water (if any Sydney Water assets are impacted)	(d) Traffic and transport (including event management)	Customer Journey Planning, SOPA (in respect of Sydney Olympic Park), Place Management NSW and Port Authority of NSW (in respect of The Bays) and Relevant Roads Authority	(e) Flooding (including emergency response planning)	SES, Sydney Water, SOPA (in respect of Sydney Olympic Park), Place Management NSW (in respect of The Bays) and Relevant Council(s)	All	Not applicable
Required OEMP Sub-plan	Relevant government agencies to be consulted for each OEMP Sub-plan																
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(e) Flooding (including emergency response planning)	SES, Sydney Water, SOPA (in respect of Sydney Olympic Park), Place Management NSW (in respect of The Bays) and Relevant Council(s)																
MCoA	Operational Environmental Management	D3		All	Not applicable												

MCoA	Operational Environmental Management	D4	Each of the OEMP Sub-plans must include the information set out in Condition D2 of this approval.	All	Not applicable
MCoA	Operational Environmental Management	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 to be included in an OEMP Sub-plan during such consultation. Details of all information requested by an agency 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 .	All	Not applicable
MCoA	Operational Environmental Management	D6	The OEMP Sub-plans must be submitted to the Planning Secretary as part of the OEMP .	All	Not applicable
MCoA	Operational Environmental Management	D7	The OEMP or EMS or equivalent as agreed with the Planning Secretary, must be submitted to the Planning Secretary for information no later than one (1) month before the commencement of operation.	All	Not applicable
MCoA	Operational Environmental Management	D8	The OEMP or EMS or equivalent, as submitted to the Planning Secretary and amended from time to time, must be implemented for the duration of operation or as agreed with the Planning Secretary and the OEMP or EMS or equivalent must be made publicly available before the commencement of operation.	All	Not applicable
MCoA	Air Quality	E1	All reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	All	Full compliance, except in relation to operation phase
MCoA	Flooding - Flooding Impacts	E2	Unless otherwise agreed by the Planning Secretary, the CSSI must be designed and constructed to not worsen flooding characteristics within and in the vicinity of the CSSI. Not worsen existing flooding characteristics means the following: (a) a maximum increase in inundation time of one hour during any flood event up to and including a one (1) per cent Annual Exceedance Probability (AEP) flood event; (b) a maximum increase of 10 mm in inundation at properties where floor levels are currently exceeded during any flood event up to and including a one (1) per cent AEP flood event; (c) a maximum increase of 50 mm in inundation at properties where floor levels would not be exceeded during any flood event up to and including a one (1) per cent AEP flood event; and (d) no inundation of floor levels which are currently not inundated during any flood event up to and including a one (1) per cent AEP flood event. Measures identified in the documents listed in Condition A1 to not worsen flood characteristics or other measures that achieve the same outcomes, must be incorporated into the detailed design of the CSSI. The incorporation of these measures into the detailed design must be reviewed and endorsed by a suitably qualified and experienced person, who is independent of the project's design and construction, in consultation with directly affected landowners, DPE Water, DPI Fisheries, SES, Place Management NSW (in respect of The Bays), SOPA (in respect of Sydney Olympic Park), and Relevant Councils. Where flooding characteristics exceed the levels identified in (a) to (d) above, the Proponent must undertake the following: (e) consult with property owners for properties adversely flood affected as a result of the CSSI and mitigate where necessary; and (f) consult with SES, Place Management NSW (in respect of The Bays), SOPA (in respect of Sydney Olympic Park), and Relevant Council(s) regarding the management of any residual flood risk beyond the 1 per cent AEP flood event and up to the probable maximum flood.	All	Not applicable
MCoA	Flooding - Active Flood Mitigation and Management	E3	The CSSI must be designed with the objective of providing station entrances that are flood immune for flood events up to and including the 1 per cent AEP flood level plus freeboard or a PMF event (whichever is higher) through passive design for the operational design life of the CSSI unless otherwise agreed by the Planning Secretary. design must also consider the ability of metro stations to adapt to flood changes as a result of climate change beyond the operational design life of the CSSI. In seeking the Planning Secretary's agreement to an alternative outcome, the use of active flood mitigation measures must be justified considering depths of flow, velocities, volumes of floodwater and place design / public domain outcomes that could affect the CSSI. <i>Note: For the purposes of this condition, freeboard is 500mm in height at Parramatta, The Bays, Pyrmont and Hunter Street metro stations, and 300mm in height at Westmead, Sydney Olympic Park, North Strathfield, Burwood North and Five Dock metro stations.</i>	All	Not applicable

			Where active flood mitigation and management measures (including flood barriers) are used, they must be designed and operated so as not to not pose an unacceptable risk to life during a flood event at metro stations and along the CSSI. Metro station design must include provisions for safe access and egress for rail operator employees and emergency services.		
			In addition, appropriate procedures must be developed:		
			(a)to provide advanced warning to the public of when barriers are likely to be activated;		
			(b)for routine testing, management and maintenance of flood barriers; and		
			(c)for employee training for a flood event.		
			A detailed risk assessment must be undertaken for each active flood mitigation measure, including consideration of:		
			(d)available/effective warning time and rain/flood forecast accuracy;		
			(e>false alarms;		
			(f)activation of barriers, including user safety;		
			(g)failure to activate barriers;		
			(h)barrier height;		
			(i)power outages;		
			(j)isolation;		
			(k)human behaviour (staff and public);		
			(l)each mechanism of failure of operational barriers, e.g. hydrostatic pressure, failure of seals and incorrect installation; and		
			(m)measures to mitigate risks to acceptable levels.		
			The detailed risk assessment, design and operation procedures of active flood mitigation and management measures must be undertaken in consultation with and informed by DPE EHG, State Emergency Services (SES) and Relevant Council(s).		
			In all flood scenarios, including and up to the PMF, metro station design must ensure access to, from and within the metro stations by emergency services is maintained. An Operational Emergency Management Plan(s) must be prepared in consultation with the SES to address, but not be limited to, the following matters:		
			(a)the risks associated with occupants remaining within the flood impacted area, including any proposal for sheltering in place;		
			(b)impacts on emergency service personnel and the emergency management arrangement of existing community; and		
			(c)how the secondary risks of fire and medical emergencies will be managed during flooding.		
			The Operational Emergency Management Plan(s) must be made available to DPE EHG upon request.		
			<i>Note: The above requirements may be included in a Flooding OEMP Sub-plan developed in accordance with Condition D3 where one is prepared.</i>		
			The following information must be considered (as applicable) in complying with Conditions E2 to E4 inclusive:		
			(a)the tabulation for each entry (including any vents or openings): floor / entry levels, flood levels (1 per cent AEP, 1 per cent AEP plus impacts associated with mid-range projections of climate change to 2100, and PMF), and available freeboard to the 1 per cent AEP flood;		
			(b)flood modelling of 20 per cent AEP flood for stations experiencing frequent flooding and inclusion in the above table where applicable;		
			(c)flood modelling of 0.2, 0.5, and 0.1 per cent AEP Parramatta River flood events for Parramatta metro station and inclusion in the above table where applicable; and		
			(d)a risk assessment for Parramatta and The Bays metro stations for flooding under mid-range projections of climate change conditions in 2100 considering 95th percentile sea level rises.		
			All procedures, mitigation, and management measures must be implemented for the duration of operation. All outcomes require Conditions E2 to E6 must be prepared in consultation with DPE EHG and reviewed and endorsed as meeting the requirements of these conditions by a suitably qualified and experienced person, who is independent of the project's design and construction.		
			Flood information including flood reports, project flood models, data and geographic information system outputs, must be provided to Place Management NSW (in respect of The Bays), SOPA (in respect of Sydney Olympic Park), the Relevant Council(s) and the SES. The Relevant Council(s), and the SES must be notified in writing that information is available no later than one (1) month following the completion of construction of flood mitigation measures. The project flood models and data must be uploaded to the NSW Flood Data Portal.		

MCoA	Heritage - Non-Aboriginal Heritage	E9	The Proponent must not destroy, modify or otherwise affect any Heritage item not identified in documents referred to in Condition A1. Unexpected heritage finds identified by the CSSI must be managed in accordance with the Sydney Metro Unexpected Heritage Finds Procedure (Sydney Metro 2022) and the Exhumation Management Procedure (Sydney Metro 2022) outlined in the documents list under Condition A1. Consideration of avoidance and redesign to protect state significant unexpected finds must be addressed where this condition applies. <i>Note: Affect in this condition means any impact above "little to no impact" as defined in the Material Threshold Policy (Heritage NSW, 2020).</i>	All	Full compliance
MCoA	Heritage - Non-Aboriginal Heritage	E10	Before installing acoustic treatment at any Heritage item identified in the documents listed under Condition A1, the advice of a suitably qualified and experienced built heritage expert must be obtained to guide installation to minimise impact to the heritage significance of the item or fabric.	All	Not applicable
MCoA	Heritage - Non-Aboriginal Heritage	E11	During construction, the Proponent must implement protective measures to prevent adverse impacts to the heritage significance of the following: (a) former Skinners Family Hotel, Sydney; (b) Victorian Regency terraced shops at 41-45 George Street, Parramatta; and (c) Kia Ora Georgian House at 64 Macquarie Street, Parramatta. Before installing such measures, the advice of a suitably qualified and experienced built heritage expert must be obtained and implemented to ensure any such work does not have an adverse impact on the heritage significance of the item. Protection measures must also consider and avoid potential impacts to significant historical archaeology and seek the advice from the Excavation Director approved under Condition E19 below.	HSS, PMS (western site)	Not applicable
MCoA	Heritage - Non-Aboriginal Heritage	E12	The Heritage items identified in Condition C12(b) must not be destroyed, modified or otherwise adversely affected, except as identified in the documents listed under Condition A1. <i>Note: Affect in this condition means any impact above "little to no impact" as defined in the Material Threshold Policy (Heritage NSW, 2020).</i>	All	Full compliance
MCoA	Heritage - Non-Aboriginal Heritage	E13	Where Heritage items, or items assessed to be of local heritage significance in the documents listed under Condition A1, are proposed to be fully or partially destroyed, heritage salvage must occur in consultation with a suitably qualified heritage specialist. The Proponent must develop a significant fabric and moveable heritage salvage register. The register must identify significant items to be salvaged. Salvage must occur for items that are assessed as having heritage significance and the potential for re-use or reinstatement has been identified. Salvage from State-listed items must be undertaken in consultation with Heritage NSW.	All	Not applicable
MCoA	Heritage - Aboriginal Heritage	E14	All reasonable steps must be taken to not harm, modify or otherwise impact Aboriginal objects except as authorised by this approval.	All	Full compliance
MCoA	Heritage - Aboriginal Heritage	E15	Registered Aboriginal Parties (RAPs) must be kept informed about the CSSI. The RAPs must continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of the CSSI throughout construction.	All	Full compliance
MCoA	Heritage - Aboriginal Heritage	E16	At the completion of Aboriginal cultural heritage test and salvage excavations, an Aboriginal Cultural Heritage Excavation Report(s), prepared by a suitably qualified expert, must be prepared in accordance with the <i>Guide to Investigation, assessing and reporting on Aboriginal cultural heritage in NSW, OEH 2011</i> and the <i>Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales</i>, DECCW 2010. The Aboriginal Cultural Heritage Excavation Report(s) must document the results of the archaeological test excavations and any subsequent salvage excavations. The reports must include completed Aboriginal site impact recording forms for inclusion on the Aboriginal Heritage Information Management System (AHIMS) and provide evidence of submission to the AHIMS Registrar. The RAPs must be given a minimum of 28 days to consider the report and provide comments before the report is finalised. The final report must be provided to Heritage NSW and the RAPs within 24 months of the completion of the Aboriginal archaeological excavations (both test and salvage).	All	Not applicable
MCoA	Heritage - Aboriginal Heritage	E17	Where previously unidentified Aboriginal objects are discovered, all work must immediately stop in the vicinity of the affected area and a suitably qualified and experienced Aboriginal heritage expert must be contacted to provide specialist heritage advice before construction recommences. The measures to consider and manage this process must be specified in the Heritage CEMP Sub-plan required by Condition C5 and, where relevant, include registration in the AHIMS.	All	Full compliance, except measures to consider and manage the process will be specified in the CEMP
MCoA	Heritage - Excavation and Archaeology	E18	Archaeological mitigation measures recommended in the Archaeological Research Design(s) approved under SSI 10038 or SSI 19238057 (or prepared or amended for Stage 3 of the CSSI) must be carried out in accordance with Heritage NSW guidelines, and where appropriate, supervised by a suitably qualified Excavation Director approved under Condition E19. The Archaeological Research Design(s) must be implemented throughout the entire archaeological excavation programs.	PMS, TBS, HS, PYM	Not applicable

MCoA	Heritage - Excavation and Archaeology	E19	Before ground disturbance in areas subject to archaeological excavation, the Proponent must nominate a suitably qualified Excavation Director, who complies with Heritage Council of NSW's Criteria for Assessment of Excavation Director (September 2019) for the approval of the Planning Secretary, in consultation with Heritage NSW, to oversee and advise on matters associated with historical archaeology. The Excavation Director must be present to oversee excavation, advise on archaeological issues, advise on the duration and extent of oversight required during archaeological excavations consistent with Archaeological Research Designs approved under SSI 10038 or SSI 19238057 (or prepared or amended for Stage 3 of the CSSI). Aboriginal archaeological excavations must be conducted by a suitably qualified person in accordance with the requirements of the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010). More than one Excavation Director may be engaged for the CSSI to exercise the functions required under the conditions of this approval.	All	Full Compliance with respect to the nomination of a suitably qualified Excavation Director
MCoA	Heritage - Excavation and Archaeology	E20	Following completion of all work described in the documents listed in Condition A1 in relation to Heritage items, an annotated index and reference of all archival recordings, historical research, archaeological excavations (with artefact analysis and identification of a final repository for finds) and other heritage documents of the CSSI must be prepared. This reference must be submitted to the Planning Secretary, the Heritage Council of NSW and Heritage NSW for information no later than 24 months after the completion of all relevant work.	All	Not applicable
MCoA	Heritage - Heritage Interpretation Plan	E21	The Proponent must prepare a Heritage Interpretation Plan(s) which identifies and interprets the key Aboriginal and Non-Aboriginal heritage values and stories of Heritage items, items of heritage significance, and heritage conservation areas impacted by the CSSI. The Heritage Interpretation Plan(s) must inform the Station Design and Precinct Plan(s) (SDPP). The Heritage Interpretation Plan(s) must be prepared in accordance with the Heritage Interpretation Strategy included in the documents listed in Condition A1 , the <i>NSW Heritage Manual</i> , the <i>NSW Heritage Office's Interpreting Heritage Places and Items: Guidelines</i> (August 2005), and the NSW Heritage Council's <i>Heritage Interpretation Policy</i> and include, but not be limited to: (a) a discussion of key interpretive themes, stories and messages proposed to interpret the Aboriginal and other cultural values, history and significance of the affected Heritage items, items of heritage significance and sections of heritage conservation areas; (b) identification and confirmation of interpretive initiatives to be implemented to mitigate impacts to archaeological relics, Heritage items, items of heritage significance and heritage conservation areas affected by the CSSI including, but not limited to: (i) use of interpretative hoardings during construction; (ii) community open days; (iii) community updates; (iv) station and precinct design; (v) permanent public interpretative displays, utilising salvaged archaeological materials where appropriate; and (c) Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken.	All	Not applicable
MCoA	Heritage - Unexpected Finds	E22	The Sydney Metro <i>Unexpected Heritage Finds Procedure</i> (Sydney Metro 2022) and the <i>Exhumation Management Procedure</i> (Sydney Metro 2022), as submitted to the Planning Secretary, must be implemented for the duration of construction. <i>Note: Human remains that are found unexpectedly during the carrying out of work may be under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately. Management of human remains in NSW is subject to requirements set out in the Public Health Act 2010 (NSW) and Public Health Regulation 2012 (NSW).</i>	All	Full compliance
MCoA	Noise and Vibration - Land Use Survey	E23	A detailed land use survey must be undertaken to confirm the occupants of the sensitive land use(s) potentially exposed to construction noise and vibration and construction ground-borne noise. The survey may be undertaken on a progressive basis but must be undertaken in any one area before the commencement of work which generates construction noise, vibration or ground-borne noise in that area. The results of the survey must be included in Noise and vibration CEMP Sub-plan required by Condition C5 . <i>Notes:</i> 1. Sensitive land use(s) include critical working areas such as operating theatres and precision laboratories. 2. Detailed land use surveys from previous stages of the CSSI are permitted to be used, provided the land use has not changed.	All	Full compliance

MCoA	Noise and Vibration - Best Practice Noise and Vibration Management	E24	Industry best practice construction methods must be implemented where reasonably practicable to ensure that noise and vibration impacts are minimised. Practices must include, but are not limited to:	All	Full compliance
			(a) use of regularly serviced low sound power equipment;		
			(b) early occupation and later release of road carriageways and work sites;		
MCoA	Noise and Vibration - Work Hours	E25	(c) scheduling of noisiest work during construction hours specified in Condition E26 ;	All	Full compliance
			(d) at-source controls, temporary noise barriers (including the arrangement of plant and equipment) around noisy equipment and activities;		
			(e) use of non-tonal reversing alarms; and		
MCoA	Noise and Vibration - Highly Noise Intensive Work	E26	(f) use of alternative construction and demolition techniques.	All	Full compliance
			Work must be undertaken during the following hours:		
			(a) 7:00 am to 6:00 pm Mondays to Fridays, inclusive;		
MCoA	Noise and Vibration - Variation to Work Hours	E27	(b) 8:00 am to 6:00 pm Saturdays; and	All	Full compliance
			(c) at no time on Sundays or public holidays.		
			Except as permitted by an EPL, highly noise intensive work that results in an exceedance of the applicable Noise Management Level (NML) at the same receiver must only be undertaken:		
MCoA	Noise and Vibration - Variation to Work Hours	E27	(a) between the hours of 8:00 am to 6:00 pm Monday to Friday;	All	Full compliance
			(b) between the hours of 8:00 am to 1:00 pm Saturday; and		
			(c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one (1) hour.		
MCoA	Noise and Vibration - Variation to Work Hours	E27	For the purposes of this condition, 'continuously' includes any period during which there is less than one (1) hour between ceasing and recommencing any of the work.	All	Full compliance
			Notwithstanding Conditions E25 and E26 work may be undertaken outside the hours specified in the following circumstances:		
			(a) Safety and Emergencies , including:		
MCoA	Noise and Vibration - Variation to Work Hours	E27	(i) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or	All	Full compliance
			(ii) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm.		
			On becoming aware of the need for emergency work in accordance with (a)(i) above, the AA , the ER , the Planning Secretary and the EPA where an EPL is in force must be notified of the reasons for such work. The Proponent must use best endeavours to notify all noise and / or vibration affected occupants of sensitive land use(s) of the likely impact and duration of those work.		
MCoA	Noise and Vibration - Variation to Work Hours	E27	(b) Low noise or vibration impact construction , including:	All	Full compliance
			(i) construction that causes LAeq(15 minute) noise levels:		
			• no more than 5 dB(A) above the rating background level (RBL) at any residence in accordance with the ICNG, and		
MCoA	Noise and Vibration - Variation to Work Hours	E27	• no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); or	All	Full compliance
			(ii) construction that causes LAFmax noise levels during the night time period of no more than 15 dB(A) above the RBL at any residence; or		
			(iii) construction that causes:		
MCoA	Noise and Vibration - Variation to Work Hours	E27	• continuous or impulsive vibration values, measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.2 of <i>Assessing Vibration: a technical guideline</i> (DEC, 2006), or	All	Full compliance
			• intermittent vibration values measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of <i>Assessing Vibration: a technical guideline</i> (DEC, 2006).		
			(c) By Approval , including:		
MCoA	Noise and Vibration - Variation to Work Hours	E27	(i) where different construction hours are permitted or required under an EPL in force in respect of the CSSI; or	All	Full compliance

(d) **By Prescribed Activity**, including:

- (i) tunnel fit out works, underground fit out works and/or internal station fit out works, and internal facility fit out works within the Clyde Stabling and Maintenance Facility and the Rosehill Services Facility (which are permitted 24 hours a day, seven (7) days a week); or
- (ii) work that must be undertaken during rail possessions, including the delivery and removal of material to support those works; or
- (iii) delivery of material that is required to occur outside the construction hours identified in **Condition E25** to directly support:
 - tunnel fit out works;
 - underground and/or internal station fit out activities (excluding surface works); and
 - work for the Clyde Stabling and Maintenance Facility and the Rosehill Services Facility;

except where doing so would result in noise levels above LAeq(15 minute) 40 dB(A) or the prevailing RBL plus 5 dB, whichever is the greater, and/or is LA_Fmax 52 dB(A) or the prevailing RBL plus 15 dB, whichever is greater for residential receptors above the existing noise environment (as of the date of this approval), unless otherwise approved by the Council under (b)(i) and (c) above;

(e) haulage of spoil except between the hours of 10:00pm and 7:00am to / from Westmead construction site using any roads / streets, except as permitted by (d)(iii) above; or

(f) works within an acoustic shield where there is no exceedance of the noise levels under "Low noise or vibration impact construction" circumstances identified in (b) above, unless otherwise agreed by the Planning Secretary.

(a) Justification for why out-of-hours works are required;

(b) Identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where:

- (i) the **ER** and the **AA** review all proposed out-of-hours activities and confirm their risk levels;
- (ii) low risk activities can be approved by the **ER** in consultation with the **AA**; and
- (iii) high risk activities that are approved by the Planning Secretary;

(c) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria including reasons for why it is required under each situation; a process for setting and implementing mitigation measures for residual impacts on the community at each affected location, including respite periods consistent with the requirements of **Condition E44**. The measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land use(s) would be exposed to, including the number of noise awakening events;

(d) procedures to facilitate the coordination of out-of-hours work including those approved by an EPL or undertaken by a third party, to ensure appropriate respite is provided;

(e) notification arrangements for affected receivers for approved out-of-hours work and notification to the Planning Secretary of approved low risk out-of-hours works.

Notes:

1.Out-of-hours work is any work that occurs outside the construction hours identified in **Conditions E25 and E26**.

2.The Out-of-Hours Work Protocol is intended to be used for activities where these activities cannot be undertaken during the construction hours identified in **Conditions E25 and E26**.

(a) construction 'Noise affected' NMLs established using the ICNG;
(b) vibration criteria established using the *Assessing vibration: a technical guideline* (DEC, 2006) (for human exposure);
(c) BS 7385 Part 2:1993 *"Evaluation and measurement for vibration in buildings Part 2"* as they are "applicable to Australian conditions"; and
(d) the vibration limits set out in the *German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures* (for structural damage for structurally unsound heritage items).

Note: The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML

MCoA	Noise and Vibration - Construction Noise Management Levels and Vibration Criteria	E30	All reasonable and feasible mitigation measures must be applied when the following residential ground-borne noise levels are exceeded: (a) evening (6:00 pm to 10:00 pm) — internal LAeq(15 minute): 40 dB(A); and (b) night (10:00 pm to 7:00 am) — internal LAeq(15 minute): 35 dB(A). The mitigation measures must be outlined in the Noise and vibration CEMP Sub-plan, including those set out in an Out-of-Hours Work Protocol, as required by Condition E28.	All	Full compliance
MCoA	Noise and Vibration - Construction Noise Management Levels and Vibration Criteria	E31	Noise generating work in the vicinity of potentially-affected community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas resulting in noise levels above the NMLs must not be timetabled during sensitive periods, unless other reasonable arrangements with the affected institutions are made at no cost to the affected institution. <i>Note: Critical working areas include theatres, laboratories and operating theatres.</i>	All	Full compliance
MCoA	Noise and Vibration - Construction Noise Management Levels and Vibration Criteria	E32	At no time can noise generated by construction exceed the National Standard for exposure to noise in the occupational environment of an eight-hour (8hr) equivalent continuous A-weighted sound pressure level of LAeq,8h of 85 dB(A) for any employee working at a location near the CSSI. <i>Note: The reference to employee does not refer to employees involved in the delivery of the CSSI.</i>	All	Full compliance
MCoA	Noise and Vibration - Construction Noise Management Levels and Vibration Criteria	E33	Detailed Noise and Vibration Impact Statements (DNVIS) must be prepared for all work (excluding emergency work) that may exceed the NMLs, vibration limits and / or ground-borne noise levels specified in Condition E29(c), Condition E29(d) and Condition E30 at any residence outside construction hours identified in Condition E25 or where receivers will be highly noise affected. The DNVIS must include specific mitigation measures identified through consultation with affected sensitive land use(s) and the mitigation measures must be implemented for the duration of the works. A copy of the DNVIS must be provided to the AA and ER before the commencement of the associated works. The Planning Secretary may request a copy(ies) of the DNVIS.	All	Full Compliance
MCoA	Noise and Vibration - Construction Noise Management Levels and Vibration Criteria	E34	A DNVIS must be prepared for each construction site before construction noise and vibration impacts commence and include specific mitigation measures identified through consultation with the occupants of affected sensitive land use(s) and updated as required if site conditions or activities change.	All	Full compliance
MCoA	Noise and Vibration - Construction Noise Management Levels and Vibration Criteria	E35	Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before work that generate vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owners and occupiers are to be provided a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Noise and vibration CEMP Sub-plan and the process for notifying those owners and occupiers within the Community Communication Strategy(s) required by Condition E85.	All	Full compliance
MCoA	Noise and Vibration - Mitigation - Non-Residential Zones	E36	The Proponent must ensure that residential receivers, located in non-residential zones, likely to experience an internal noise level exceeding Leq(15 minute) 60 dB(A) between 8:00 pm and 9:00 pm or Leq(15 minute) 45 dB(A) between 9:00 pm and 7:00 am (inclusive of a 5 dB penalty if rock breaking or any other annoying activity likely to result in ground-borne noise, or a perceptible level of vibration is planned (including works associated with utility adjustments)) must be offered additional noise and vibration mitigation measures as per the CNVIS.	All	Full compliance
MCoA	Noise and Vibration - Mitigation - Residential Receivers in Residential Zones	E37	The Proponent must ensure that residential receivers in residential zones likely to experience an internal noise level of Leq(15 minute) 45 dB(A) or greater between 8:00 pm and 7:00 am (inclusive of a 5 dB penalty if rock breaking or any other annoying activity likely to result in ground-borne noise, or a perceptible level of vibration is planned (including works associated with utility adjustments)) must be offered additional noise and vibration mitigation measures as per the CNVIS.	All	Full compliance
MCoA	Noise and Vibration - Construction Noise Mitigation - Acoustic Sheds	E38	For all work sites where acoustic sheds are installed, the sheds must be designed, constructed and operated to minimise noise emissions. This would include the following considerations: (a) all significant noise producing equipment used during the night-time be inside the sheds; (b) noise generating ventilation systems be located inside the sheds and external air intake / discharge ports be appropriately acoustically treated; and (c) the doors of acoustic sheds be kept closed during the night-time period. Where night-time vehicle access is required at sites with nearby residences, the shed entrances must be designed and constructed to minimise noise breakout. <i>Note: Noise generating ventilation systems include compressors and scrubbers.</i>	All	Not applicable

MCoA	Noise and Vibration - Construction Vibration Mitigation - Heritage	E39	Vibration testing must be conducted 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 attended monitoring shows that the preferred values for vibration are exceeded, the Proponent must review the construction methodology and, if necessary, implement additional mitigation measures. Such measures must include, but not be limited to, review or modification of excavation techniques.	All	Full compliance
MCoA	Noise and Vibration - Construction Vibration Mitigation - Heritage	E40	If a Heritage item is found to be structurally unsound (following inspection) a cosmetic damage criterion of 2.5 mm/s peak component particle velocity (from DIN 4150) must be applied.	All	Full compliance
MCoA	Noise and Vibration - Additional Construction Noise Mitigation	E41	Where occupants of sensitive land uses would be impacted by prolonged construction noise impacts, the IA may identify that such properties must be considered for additional noise mitigation treatments over and above those measures specified in the DNVS . This could include at-property or other treatment measures in consultation with the property owner and / or occupier.	All	Full compliance
MCoA	Noise and Vibration - Additional Construction Noise Mitigation	E42	The implementation of at-property treatment does not preclude the application of other noise and vibration mitigation and management measures including temporary and long term accommodation.	All	Full compliance
MCoA	Noise and Vibration - Utility Coordination and Respite	E43	All utility work undertaken for the delivery of the CSSI, including those undertaken by third parties, must be coordinated to ensure respite periods are provided. The Proponent must: (a)reschedule any work to provide respite to impacted noise sensitive land use(s) so that the respite is achieved in accordance with Condition E44; or (b)consider the provision of alternative respite or mitigation to impacted noise sensitive land use(s); and (c)provide documentary evidence to the AA in support of any decision made by the Proponent in relation to respite or mitigation. The consideration of respite must also include all other approved critical State significant infrastructure, State significant infrastructure and State significant development projects which may cause cumulative and / or consecutive impacts at receivers affected by the delivery of the CSSI. <i>Note: Utility work undertaken includes any utility relocations by the Proponent or third parties.</i>	All	Full compliance
MCoA	Noise and Vibration - Out-of-Hours Works - Community Consultation on Respite	E44	In order to undertake out-of-hours work outside the hours specified under Condition E25, (except emergency work) appropriate respite periods must be identified for the out-of-hours work in consultation with the community at each affected location on a regular basis. This consultation must include (but not be limited to) providing the community with: (a)a progressive schedule for periods no less than three (3) months, of likely out-of-hours work; (b)a description of the potential work, location and duration of the out-of-hours work; (c)the noise characteristics and likely noise levels of the work; and (d)likely mitigation and management measures which aim to achieve the relevant NMLs and vibration criteria under Conditions E29(c), E29(d) and E30 (including the circumstances of when respite or relocation offers will be available and details about how the affected community can access these offers). The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hours work must be provided to the AA, ER, EPA and the Planning Secretary before the out-of-hours works commence. <i>Note: Respite periods can be any combination of days or hours where out-of-hours work would not be more than 5 dB(A) above the rating background noise level at any residence.</i>	All	Full compliance
MCoA	Noise and Vibration - Blasting	E45	No blasting is permitted as part of this CSSI.	All	Full compliance
MCoA	Noise and Vibration - Operational Noise and Vibration Mitigation Measures	E46	Noise generated from the operation of draught relief shafts must be mitigated (where required) to achieve an external noise objective of LAFmax 65 dB(A) at 15 metres or at the nearest sensitive land use(s) (whichever is closer).	All	Not applicable
MCoA	Noise and Vibration - Operational Noise and Vibration Mitigation Measures	E47	Operational noise exceedances at the Rosehill Gardens Racecourse must be mitigated in consultation with the Australian Turf Club and racecourse and equine experts.CMSF, RSF		Not applicable
MCoA	Noise and Vibration - Operational Noise and Vibration Mitigation Measures	E48	Operation of services (including noise associated with services buildings and associated industrial plant and equipment) must not result in exceedance of the project specific trigger levels outlined in Technical Paper No. 3 of the EIS consistent with the the Noise Policy for Industry (EPA, 2017) and vibration criteria in the the Assessing Vibration: a Technical Guideline (DECC, 2006) at the closest sensitive land use(s). Where this is expected, mitigation measures must be implemented to achieve compliance with the applicable noise and vibration criteria at the receiver before operation. <i>Note: This condition relates to all plant and equipment associated with the CSSI including those that form part of normal project operations as well as for scheduled maintenance and testing.</i>	All	Not applicable

			The Proponent must prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration mitigation measures to be implemented for the operation of the ultimate service. The ONVR must be prepared as part of the iterative design development and in consultation with the EPA, Relevant Council(s) and SOPA (in respect of Sydney Olympic Park) and other relevant stakeholders and must: (a) identify appropriate operational noise and vibration objectives and levels representative of surrounding development, including existing and approved (as known at the date of this approval) sensitive land use(s); (b) confirm the operational noise and vibration predictions based on the expected final design including all plant and equipment associated with the premises. Confirmation must be based on an appropriately calibrated noise model; (c) confirm the appropriate track attenuation required to meet the design noise objectives for ground-borne noise land uses; (d) assess low frequency noise impacts and outline proposed mitigation measures, where relevant, in accordance with <i>Noise Policy for Industry</i> (EPA, 2017) and specifically the additional guidance in Fact Sheet C; (e) consider sleep disturbance impacts from the operation of draught relief shafts taking into account the number of events and the frequency of occurrence during the night time period; (f) identify sensitive land uses that are predicted to exceed: (i) noise criteria set out in the <i>Rail Infrastructure Noise Guideline</i> (EPA, 2013), <i>Noise Policy for Industry</i> (EPA, 2017); and (ii) vibration goals for human exposure for existing sensitive land use(s), as presented in <i>Assessing Vibration: a Technical Guideline</i> (DECC, 2006); (g) identify all noise and vibration mitigation measures including location, type and timing of mitigation measures, with a focus on: (i) source control and design; (ii) at the receiver (if relevant); and (iii) 'best practice' achievable noise and vibration outcome for each activity (h) describe how the final suite of mitigation measures will achieve: (i) the noise criteria outlined in the <i>Rail Infrastructure Noise Guideline</i> (EPA, 2013) and <i>Noise Policy for Industry</i> (EPA, 2017); (ii) vibration goals for human exposure for existing sensitive land use(s), as presented in <i>Assessing Vibration: a Technical Guideline</i> (DECC, 2006); and (iii) ground-borne noise objectives for track form; (f) include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures being offered; and (j) include procedures for operational noise and vibration complaints management, including investigation and monitoring (subject to complainant agreement). The ONVR must be verified by an independent acoustic expert before the implementation of any operational noise mitigation measures. The Proponent must implement the identified noise and vibration control measures as verified by the acoustic expert and make ONVR publicly available.	All	Not applicable
MCoA	Noise and Vibration - Operational Noise and Vibration Review	E49			
			Within 12 months of the commencement of operation, monitoring of operational noise and vibration (including ground-borne noise) to compare actual noise and vibration performance of the CSSI against the noise and vibration performance predicted and the review of mitigation measures required Condition E49 must be undertaken. An Operational Noise and Vibration Compliance Report (ONVCR) must be prepared to document this monitoring and include, but not necessarily be limited to: (a) noise and vibration monitoring (including ground-borne noise) to assess compliance with the operational noise and vibration levels predicted in the review required under Condition E49; (b) methodology, location and frequency of noise and vibration monitoring undertaken, including monitoring sites at which CSSI noise and vibration levels are ascertained, with specific reference to locations indicative of impacts on receivers; (c) a review of the performance of the CSSI against: (i) operational noise levels in terms of criteria and noise goals established in the <i>NSW Rail Infrastructure Noise Guideline</i> (EPA, 2013) and <i>Noise Policy for Industry</i> (EPA, 2017); (ii) vibration goals for human exposure for existing sensitive land use(s), as presented in <i>Assessing Vibration: a Technical Guideline</i> (DECC, 2006); (d) details of any complaints and enquiries received in relation to operational noise and vibration generated by the CSSI (between the date of commencement of operation and the date the report was prepared); (e) an assessment of the performance and effectiveness of applied noise and vibration mitigation measures together with a review and if necessary, reassessment of mitigation measures; (f) identification of: (i) additional measures to meet the criteria outlined in the <i>NSW Rail Infrastructure Noise Guideline</i> (EPA 2013) and <i>Noise Policy for Industry</i> (EPA, 2017), (ii) additional measures to meet the vibration goals for human exposure for existing sensitive land, as presented in <i>Assessing Vibration: a Technical Guideline</i> (DECC, 2006); (iii) when these measures are to be implemented (with implementation to be undertaken within six (6) months of completion of this report unless otherwise agreed by the Planning Secretary); and (iv) how their effectiveness is to be measured and reported to the Planning Secretary and the EPA. The ONVCR must be submitted to the Planning Secretary and the EPA within 60 days of completing the operational noise and vibration monitoring and made publicly available. <i>Note: Refer to Condition B5 about how personal information will be handled.</i>	All	Not applicable
MCoA	Noise and Vibration - Operational Noise and Vibration Compliance	E50			

			The CSSI must be designed with consideration of: (a)the design objectives, principles and guidelines identified in documents listed in Condition A1 ; (b)the principles and objectives of the <i>Connecting with Country Draft Framework</i> (GANSW, 2020); (c)relevant land use changes, masterplans and initiatives, where this information is known and / or available; (d)existing and proposed future local context and character; and (e)transport and land use integration and system functionality in the context of precincts, to the extent it is known and / or defined.	All	Not applicable
MCoA	Place, Design and Visual Amenity - Design Guidance	E51	The Proponent must document how the CSSI design responds to item (a) to (e) above and submit that information to the Design Review Panel (DRP) to assist its review function. The outcome of the DRP review must be provided to the Planning Secretary before the submission of the BDPP upon the Planning Secretary's request. <i>Note: This condition can be phased in accordance with Condition A15 or provided progressively in accordance with Condition A20.</i>		
MCoA	Place, Design and Visual Amenity - Design Standards	E52	Lighting associated with construction and operation must be consistent with the requirements of <i>Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting</i> and relevant Australian Standards in the series <i>AS/NZ 1158 – Lighting for Roads and Public Spaces</i> . Additionally, mitigation measures must be provided to manage residual night lighting impacts including from headlights of construction vehicles to protect properties adjoining or adjacent to the CSSI, in consultation with affected landowners.	All	Full compliance, except in relation to operation
MCoA	Place, Design and Visual Amenity - Design Standards	E53	Permanent active transport facilities must be designed in consultation with the Relevant Council(s), SOPA (in respect of Sydney Olympic Park) and relevant user groups. Permanent active transport facilities must have regard to the NSW Movement and Place Framework and relevant guidance documents including <i>Walking Space Guide: Towards Pedestrian Comfort and Safety</i> (TNSW, 2020), <i>Fruin Level of Service</i> (Fruin, 1971) for transport interchanges, and the <i>Cycleway Design Toolbox: Designing for Cycling and Micromobility</i> (TNSW, 2020). Such facilities must be designed, constructed and / or rectified in accordance with: (a) <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i> (Austroads, 2017) and <i>Cycling Aspects of Austroads Guides 2017</i> (Austroads, 2017), in relation to criteria for bicycle parking requirements; (b)relevant Australian Standards; and (c)relevant Crime Prevention Through Environmental Design principles. <i>Note: In the event of an inconsistency, the latest guidance document prevails to the extent of the inconsistency.</i>	All	Not applicable
MCoA	Place, Design and Visual Amenity - Tree Replacement	E54	A Tree Replacement Plan must be prepared confirming the number of trees removed during SSI 10038, SSI 19238057 and Stage 3 of the CSSI and the number to be replanted at a ratio of 2:1. Replacement trees must be planted within metro station precincts and the Clyde maintenance and stabling facility or on public land up to 500 metres from the project boundary. Trees may be planted beyond 500 metres of metro station precincts and the Clyde maintenance and stabling facility on public land in consultation with Relevant Council(s) and SOPA (in respect of Sydney Olympic Park) where no more practicable land for planting can be found within and up to 500 metres from the metro station precincts and the Clyde maintenance and stabling facility boundary. The Tree Replacement Plan must clearly demonstrate that urban tree canopy will increase over a 10 year period from the commencement of operation as part of the CSSI.	All	Not applicable
MCoA	Place, Design and Visual Amenity - Tree Replacement	E55	As many mature trees and as much urban canopy as practicable must be retained during construction. Canopy trimming should be considered where practicable prior to any mature tree removal.	All	Full compliance
MCoA	Place, Design and Visual Amenity - General Station Precinct Requirements	E56	Each metro station precinct must be designed in consultation with the Relevant Council(s), SOPA (in relation to Sydney Olympic Park), and Port Authority of NSW and Place Management NSW (in relation to The Bays).	All	Not applicable
MCoA	Place, Design and Visual Amenity - General Station Precinct Requirements	E57	The designs of each metro station precinct must ensure appropriate transitioning is provided between the public domain under the CSSI and immediately adjoining public domain owned by the Relevant Council(s), SOPA, Place Management NSW or TNSW.	All	Not applicable
MCoA	Place, Design and Visual Amenity - Specific Station Precinct Requirements	E58	The design of The Bays metro station precinct must ensure: (a)the traction substation building limits encroachment on the heritage curtilage of the White Bay Power Station (WBPS) and views of the Turbine Hall, Boiler House and Chimneys are not obstructed from either the south or from ANZAC Bridge, in accordance with the White Bay Power Station Conservation Management Plan (Design 5 – Architects, 2004); (b)the box culvert excavation for new drainage and piling work associated with the traction substation must not physically impact on the inlet canal or outlet canal; (c)Additional Station Development aligns with the <i>Bays West Place Strategy</i> , <i>draft Bays West Urban Design Framework</i> , associated sub-precinct master plans and the <i>Bays West Stage 1 Draft Master Plan</i> , as may be amended and updated by any subsequent rezoning proposal; (d)vehicle access, service / utility(ies) access and parking for Additional Station Development is wholly contained within building footprints.	TBS	Not applicable

			The design of the Burwood North metro station precinct must have regard to:		
MCoA	Place, Design and Visual Amenity - Specific Station Precinct Requirements	E59	(a)the desired future character and maximum heights outlined in the <i>Parramatta Road Corridor Urban Transformation Strategy</i> (PRCUTS) (NSW Government, 2016) and related PRCUTS documents as may be amended and updated by any subsequent rezoning proposal; (b)the variable setbacks along the northern side of Parramatta Road as identified in PRCUTS-related documents; (c)where relevant, the containment of vehicle access, service / utility(ies) access and parking for Additional Station Development wholly within building footprints; (d)the provision of adequate building separation to 8 Burwood Road, Burwood, consistent with Section 2F and Objective 3F-1 of the <i>Apartment Design Guide</i> (DPE, 2015) for the Additional Station Development over the southern metro station entrance. The design of Civic Link in Parramatta metro station precinct must consider: (a)the provision of areas of adequate deep soil depth and volume to allow for planting of large trees; (b) the depth of services to enable access from above for future asset service or maintenance activities where they are located above the underground station structures; and (c)the design of tree pits to be constructed flush with the surrounding pavement where appropriate. An independent Design Review Panel (DRP) must be established to provide advice and recommendations to the Proponent during the CSSI's design development and construction to facilitate quality design and place outcomes. The Proponent must provide appropriate resources to enable the effective operation of DRP . The DRP must be formed and hold its first meeting within six (6) months of the date of this approval, or as otherwise agreed with the Planning Secretary. <i>Note: Nothing in this approval prevents the use of an existing design panel as the DRP convened for this CSSI where the function and composition of that panel complies with the terms of this approval.</i>	BNS	Not applicable
MCoA	Place, Design and Visual Amenity - Specific Station Precinct Requirements	E60	(a)the provision of areas of adequate deep soil depth and volume to allow for planting of large trees; (b) the depth of services to enable access from above for future asset service or maintenance activities where they are located above the underground station structures; and (c)the design of tree pits to be constructed flush with the surrounding pavement where appropriate. An independent Design Review Panel (DRP) must be established to provide advice and recommendations to the Proponent during the CSSI's design development and construction to facilitate quality design and place outcomes. The Proponent must provide appropriate resources to enable the effective operation of DRP . The DRP must be formed and hold its first meeting within six (6) months of the date of this approval, or as otherwise agreed with the Planning Secretary. <i>Note: Nothing in this approval prevents the use of an existing design panel as the DRP convened for this CSSI where the function and composition of that panel complies with the terms of this approval.</i>	PMS	Not applicable
MCoA	Place, Design and Visual Amenity - Design Review	E61	The responsibilities of the DRP are to: (a)provide advice and recommendations to the Proponent for consideration in the design development of the CSSI; (b)provide advice on the application of the Design Guidelines to key design elements; and (c)review and endorse any updates and / or revisions to the Design Guidelines attached to the Submissions Report. The DRPs advice must be consistent with Stage 3 of the CSSI as approved.	All	Not applicable
MCoA	Place, Design and Visual Amenity - Design Review	E62	The DRP must be chaired by the Government Architect NSW (or their nominee), and must comprise, where relevant, suitably qualified, experienced and independent professional(s) in each of the fields of: (a)urban design and place making; (b)landscape architecture; and (c)architecture. The DRP may seek advice from suitably qualified, experienced independent professionals in other fields, as required, including but not limited to sustainability, active transport and non-Aboriginal heritage. The DRP must also seek appropriate expertise to ensure Aboriginal cultural heritage and cultural values inform its advice.	All	Not applicable
MCoA	Place, Design and Visual Amenity - Design Review	E63	DRP panel members must be sourced from the NSW State Design Review Panel Pool or otherwise be approved by the Government Architect NSW.	All	Not applicable
MCoA	Place, Design and Visual Amenity - Operation of the Design Review Process	E64	Before forming the DRP , the DRP Terms of Reference must be developed and endorsed by the Government Architect NSW. The DRP Terms of Reference must: (a)be generally consistent with the published version of <i>NSW State Design Review Panel Terms of Reference</i> ; (b)outline the frequency of DRP meetings, coordinated with the Proponent's program requirements, as outlined in <i>Condition E69</i> , to ensure timely advice and design adjustment; and (c)identify cessation arrangements. The DRP must be operated and managed in accordance with the DRP Terms of Reference . The endorsed DRP Terms of Reference must be submitted to the Planning Secretary for information.	All	Not applicable
MCoA	Place, Design and Visual Amenity - Operation of the Design Review Process	E65	An appropriately qualified and experienced panel advisor must be appointed by the Government Architect NSW after consultation with the Proponent to record DRP's advice and recommendations. <i>Note: An alternative panel advisor to the DRP can be nominated by the Government Architect NSW when the nominated panel advisor is unavailable.</i>	All	Not applicable

MCoA	Place, Design and Visual Amenity - Operation of the Design Review Process	E67	The Relevant Council(s), SOPA (in respect of Sydney Olympic Park), Place Management NSW and Port Authority of NSW (in respect of The Bays) and other key stakeholders may be invited to participate in meetings of the DRP as observers or to advise on local issues and applicability of design review outcomes as they relate to the local context of each station.	All	Not applicable
MCoA	Place, Design and Visual Amenity - Operation of the Design Review Process	E68	DRP advice and recommendations (and itemised list of actions), as issued by the DRP , and the Proponent's response to each recommendation, must be included when submitting the final SDPP(s) and Clyde Landscape Masterplan to the Planning Secretary for information. In relation to significant design elements that are not consistent with the DRP's advice (and excluding those significant design elements which for technical requirements do not allow for consistency with the DRP's advice), the Proponent must provide an explanation for the inconsistency, including a rationale for the alternate design and how it achieves the design objectives, principles and guidelines identified in documents listed in Condition A1 .	All	Not applicable
MCoA	Place, Design and Visual Amenity - Operation of the Design Review Process	E69	The Proponent must provide the design development schedule to the DRP before its first meeting (including details of when relevant elements of the detailed design will be available for review by the DRP). The schedule must be updated every three (3) months for the life of the DRP .	All	Not applicable
MCoA	Place, Design and Visual Amenity - Station Design and Precinct Plan	E70	SDPP(s) must be prepared to document and illustrate the permanent built work and landscape design of each metro station precinct of the CSSI and how these work to be maintained. The SDPP(s) must be: (a) prepared by a suitably qualified and experienced person(s); (b) reviewed by an independent and suitably qualified and experienced person nominated by the DRP ; (c) submitted to the Planning Secretary for information no later than one (1) month before the commencement of construction of permanent built surface works and / or landscaping in the area to which the SDPP(s) applies, excluding those elements which for technical requirements, or requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes; and (d) implemented before the commencement of operation, except where: (i) timing and responsibilities for implementation of elements after the commencement of operation are described and justified in the SDPP and agreed by the Planning Secretary; or (ii) agreed by the Planning Secretary where sufficient justification is provided no later than two (2) months before the expected commencement of operation to delay the implementation of identified elements; or (iii) if it can be demonstrated that elements could be impacted by the construction of the Over or Adjacent Station Development, implemented within one (1) year of the first occupation of the developments. <i>Note: The SDPP(s) may be developed and considered in phases to facilitate design progression and construction. Any such phasing would need to facilitate a cohesive final design and not limit final design outcomes.</i>	All	Not applicable
MCoA	Place, Design and Visual Amenity - Station Design and Precinct Plan	E71	The SDPP(s) must document how the following matters have been considered in the design, place making and landscaping of the CSSI: (a) the requirements of Conditions E58 to E60 (inclusive); (b) outcomes of consultation with the community (including affected landowners and businesses or a representative of the businesses), Relevant Council(s), SOPA (in respect of Sydney Olympic Park), and Place Management NSW and Port Authority of NSW (in respect of The Bays); and (c) advice and recommendations from the DRP .	All	Not applicable

MCoA	Place, Design and Visual Amenity - Station Design and Precinct Plan	E72	The SDPP(s) must include descriptions and visualisations (as appropriate) of: (a)the design (including form, materials and detail) of the permanent built elements of the CSSI, including metro stations and surrounding precincts including roads; (b)plans for station precincts including but not limited to: (i)justification of the spatial scope of each station precinct plan; (ii)provision for public art and heritage interpretation installations; (iii)the Additional Station Development; (iv)placemaking opportunities, having regard to placemaking initiatives in various strategies including but not limited to the <i>Parramatta Road Corridor Urban Transformation Strategy</i> and the <i>Bays West Stage 1 Draft Master Plan</i>; and (v)active transport connections, design of pedestrian and cyclist access, facilities and fixtures – indicative dimensions of pedestrian and cyclist pathways and setbacks as well as measures to ensure pedestrian and cyclist safety and movement which must consider Relevant Council's strategic plans; (c)relevant principles and guidelines set out in the Design Guidelines; (d)landscaping and building design opportunities to mitigate visual and noise impacts and minimise light spill on nearby residences; (e)landscaping, including: (i)hard and soft elements; (ii)use of native species from the relevant native vegetation community (or communities), where identified as appropriate; (iii)water sensitive urban design initiatives; (f)indicative timing and responsibilities for implementation of elements included within the SDPP; and (g)operational management and routine maintenance standards (including adequate watering of plants following planting and ongoing weed management).			All	Not applicable
			A Clyde Landscape Masterplan must document and illustrate the permanent built work including landscape design of the Clyde Stabling and Maintenance Facility and the Rosehill Services Facility and how this work will be maintained. The Clyde Landscape Masterplan must be: (a)prepared by a suitably qualified and experienced person(s); (b)reviewed by an independent and suitably qualified and experienced person nominated by the DRP; (c)submitted to the Planning Secretary for information no later than one (1) month before the construction of permanent built surface works and / or landscaping in the Clyde Stabling and Maintenance Facility and Rosehill Services Facility, excluding those elements which for technical requirements, or requirements as agreed by the Planning Secretary do not allow for alternate design outcomes; and (d)implemented before the commencement of operation of the CSSI, or as otherwise agreed by the Planning Secretary. <i>Note: The Clyde Landscape Masterplan may be developed and considered in phases to facilitate design progression and construction. Any such phasing would need to facilitate a cohesive final design and not limit final design outcomes.</i>			CMSF, RSF	Not applicable
MCoA	Place, Design and Visual Amenity - Clyde Stabling and Maintenance Facility and Rosehill Services Facility	E74	In preparation of the Clyde Landscape Masterplan, the Proponent must document how the following matters have been considered in the design, place making and landscaping of the CSSI: (a)outcomes of consultation with the community (including the affected landowners and businesses or a representative of the businesses) and City of Parramatta Council; and (b)advice and recommendations from the DRP.			CMSF, RSF	Not applicable
MCoA	Place, Design and Visual Amenity - Clyde Stabling and Maintenance Facility and Rosehill Services Facility	E75	The Clyde Landscape Masterplan must include descriptions and visualisations (as appropriate) of: (a)the design (including form, materials and detail) of the Clyde Stabling and Maintenance Facility and the Rosehill Services Facility and tunnel portals; (b)consideration of relevant local strategic plans; (c)active transport integration with the wider Camella-Rosehill precinct; (d)residual land and potential use of such land; (e)relevant principles and guidelines set out in the Design Guidelines; (f)landscaping and building design opportunities to mitigate visual and noise impacts and minimise light spill; (g)landscaping, including: (i)hard and soft elements around Duck Creek and A Becketts Creek; (ii)use of native species from the relevant native vegetation community (or communities), where identified as appropriate; (iii)water sensitive urban design initiatives; (h)the indicative timing and responsibilities for implementation of included elements; and (i)operational management and routine maintenance standards (including adequate watering of plants following planting and ongoing weed management).			CMSF, RSF	Not applicable

MCoA	Place, Design and Visual Amenity - Operational Maintenance	E76	The ongoing maintenance and operation costs of urban design, open space, landscaping and work implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Before the transfer of assets, the Proponent must maintain items and work to at least the design standards established in the SDPP and Clyde Landscape Masterplan, required by Conditions E72 and E75 respectively. The Planning Secretary must be advised of the date of transfer of the asset(s) to the relevant authority.	All	Not applicable
MCoA	Place, Design and Visual Amenity - Operational Maintenance	E77	Should any plant loss occur during the maintenance period identified in the SDPP or Clyde Landscape Masterplan in accordance with Conditions E72 and E75 respectively, the plants must be replaced by the same plant species and growth form (i.e. a tree with a tree) unless it is determined by a suitably qualified person that a different species is more suitable for that location. Any replacement plantings must be implemented within six (6) months of identifying plant loss, unless otherwise agreed by the Planning Secretary.	All	Not applicable
MCoA	Place, Design and Visual Amenity - Visual Amenity	E78	Wayfinding information must be incorporated on temporary hoardings to guide pedestrians around ancillary facilities and enhance their understanding and experience of the locality and space.	All	Full compliance
MCoA	Place, Design and Visual Amenity - Visual Amenity	E79	The CSSI must be constructed in a manner that minimises visual impacts of work sites including, providing temporary decorative hoarding, landscaping and vegetative screening of ancillary facilities, minimising impacts to identified significant view lines and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the work sites are located, including recognition of Country wherever practical.	All	Full compliance
MCoA	Place, Design and Visual Amenity - Visual Amenity	E80	Nothing in this approval permits commercial advertising on any element of the CSSI.	All	Full compliance
MCoA	Place, Design and Visual Amenity - Temporary Placemaking	E81	Temporary placemaking initiatives for the benefit of the community must be implemented around the perimeter or in the vicinity of work sites at Parramatta and Five Dock with the objective of temporarily enhancing visual amenity, providing gathering places in the local area and creating temporary active frontages to work sites. These initiatives must be developed in consultation with key stakeholders, not limited to Relevant Council(s) and local landowners and businesses. <i>Note: Temporary placemaking initiatives may include commercial "pop up" spaces, information booths, art installations and rest areas.</i>	PMS, FDS	Not applicable
MCoA	Land Use and Property	E82	The CSSI must be designed and constructed 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.	All	Full compliance
MCoA	Land Use and Property	E83	The utilities and services (hereafter "services") potentially affected by construction must be identified to determine requirements for diversion, protection and / or support. Alterations to services must be determined by negotiation between the Proponent and the service providers. Disruption to services resulting from construction must be avoided, wherever possible, and advised to customers where it is not possible.	All	Full compliance
MCoA	Social Impacts	E84	Adverse social impacts as a result of the CSSI must be minimised and managed, and social benefits enhanced in accordance with Social Impact Assessment Guideline (Department of Planning, Industry and Environment, November 2021) (SIAG).	All	Full compliance

MCoA	Social Impacts - Community Communications Strategy(s)	E85	Community Communications Strategy(s) must be prepared in accordance with the Overarching Community Communication Strategy as provided in the documents listed in Condition A1 and must: (a) identify affected communities, including vulnerable or marginalised groups; (b) include specific and proportionate measures and mitigations to manage impacts identified in section 4.3 (as relevant) of the SIAG and enhance positive social outcomes; (c) support the implementation of the Community Benefits Plan(s) as required under Condition E86; (d) be informed by engagement with directly affected communities and stakeholders; and (e) consider cumulative impacts at each site, as relevant. The Community Communication Strategy(s) must be submitted to the Planning Secretary for information before construction. The Community Communication Strategy(s) must be implemented for the duration of construction. The Community Communication Strategy(s) must be monitored and reviewed in accordance with the Overarching Community Communication Strategy, including consideration of the appropriateness of mitigation measures and lessons learnt.	All	Full compliance
MCoA	Social Impacts - Community Benefit Plans(s)	E86	A Community Benefit Plan(s) must be prepared by suitably qualified and experienced person(s), to guide the delivery of measures identified in the documents listed in Condition A1 relating to social impacts and the development of community benefit initiatives to deliver tangible benefits. The Community Benefit Plan(s) outcomes must aim to: (a) make a positive contribution to the potentially affected community, including vulnerable and marginalised groups; (b) respond to community priorities and needs; (c) create positive community or environmental outcomes; and (d) prioritise consideration of achieving outcomes for enhancing community character, community culture, community wellbeing and the local surroundings. The Community Benefit Plan(s) must include a community benefit initiative impact register to monitor, review, and report on the effectiveness of the plan(s). The Community Benefit Plan(s) must review and refine the social impacts, risks and mitigations in the documents listed in Condition A1, including impacts identified in section 4.3 (as relevant) of the SIAG. Nothing in this condition prevents the preparation of individual Community Benefit Plan(s) for each metro station precinct. The Community Benefit Plan(s) must be submitted to the Planning Secretary for information, before construction. The Community Benefit Plan(s) must be implemented for the duration of construction. The community benefit initiative impact register must be provided to the Planning Secretary upon request.	All	Not applicable
MCoA	Business Impacts	E87	During construction of the CSSI, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be avoided, alternative pedestrian, cyclist and vehicular access, and parking arrangements must be developed in consultation with affected businesses.	All	Full compliance
MCoA	Business Impacts - Business Impacts from Parking Loss	E88	An analysis of existing and likely future on-street vehicular servicing, access and parking needs must be undertaken to understand the impacts of proposed road works to businesses on Robert Street, Rozelle. This analysis must be undertaken in consultation with Inner West Council and affected businesses and should identify their access and parking requirements. The final report is to be made publicly available.	TBS	Not applicable
MCoA	Business Impacts - Business Impacts from Parking Loss	E89	If the number and configuration of on-street operational parking requirements identified in Condition E88 cannot be provided in the final configuration of Robert Street, measures to address the kerbside needs must be undertaken in consultation with the affected businesses, DPE Eastern Harbour City, Place Management NSW and Inner West Council. Measures to mitigate such parking loss must be committed to, and implemented as part of the Robert Street road works at no cost to Inner West Council.	TBS	Not applicable

MCoA	Business Impacts - Small Business Owners Engagement Plans(s)	E90	Small Business Owners Engagement Plan(s) must be prepared and implemented in accordance with the Overarching Community Communication Strategy to minimise adverse impacts and secure benefits to businesses and traders on streets and underground pedestrian access affected by construction of the CSSI. Small Business Owners Engagement Plan(s) must include but not necessarily be limited to: (a) measures to address amenity, vehicular and pedestrian access (including wayfinding) and visibility of the business or service appropriate to its reliance on such, and other reasonable matters raised in consultation with affected businesses and traders; (b) measures to assist small businesses (including those within the Hunter Connection) adversely impacted by construction of the CSSI. The Small Business Owners Engagement Plan(s) must be submitted to the Planning Secretary for information before construction at the relevant construction site. The Small Business Owners Engagement Plan(s) must be monitored and reviewed in accordance with the Overarching Community Communication Strategy. <i>Note: Small business assistance measures include small business education and mentoring, activation events, business engagement events, marketing and promotion.</i>	All	Full compliance
MCoA	Soils and Contamination - Soils	E91	Prior to the commencement of any ground disturbance, erosion and sediment controls must be installed and maintained, in accordance with the publication Managing Urban Stormwater: Soils & Construction (4th edition, Landcom 2004) commonly referred to as the 'Blue Book'.	All	Full compliance
MCoA	Soils and Contamination - Contamination	E92	A NSW EPA-accredited Site Auditor must be engaged throughout the duration of works to ensure that any work required in relation to contamination is appropriately managed.	All	Not applicable
MCoA	Soils and Contamination - Contamination	E93	A Sampling and Analysis Quality Plan (SAQP) must be prepared for moderate and high risk sites as identified in the documents referred to under Condition A1 to ensure that field investigations and analyses will be undertaken in a way that enables the collection and reporting of reliable data to meet project objectives, including (where applicable) the relevant site characterisation requirements of the detailed site investigations. SAQP must: (a) be prepared (or reviewed and approved) by a Contaminated Land Consultant certified under either the Environment Institute of Australia and New Zealand's "Certified Environmental Practitioner (Site Contamination)" (EIANZ) scheme or the Soil Science Australia "Certified Professional Soil Scientist Contaminated Site Assessment and Management" (CPSS CSAM) scheme; (b) be prepared in accordance with relevant guidelines made or approved by the EPA under section 105 of the <i>Contaminated Land Management Act 1997</i> (NSW); and (c) be reviewed by a NSW EPA accredited Site Auditor. The Site Auditor must issue interim audit advice stating whether they consider the SAQP to be appropriate.	All	Not applicable
MCoA	Soils and Contamination - Contamination	E94	Detailed Site Investigations to confirm moderate and high risk contaminated sites identified in Preliminary Site Investigation Condition A1 must be prepared (or reviewed and approved) by a Contaminated Land Consultant certified under either the EIANZ scheme or the CPSS CSAM scheme. Unless otherwise agreed by the Planning Secretary, the Detailed Site Investigations must be undertaken before ground disturbance in areas identified in the documents under Condition A1 as moderate to high risk.	All	Not applicable
MCoA	Soils and Contamination - Contamination	E95	A Detailed Site Investigation Report(s) must be prepared and submitted to the Planning Secretary for information following the completion of Detailed Site Investigations required by Condition E94 and: (a) be prepared (or reviewed and approved) by a Contaminated Land Consultant certified under either the EIANZ scheme or the CPSS CSAM scheme; (b) be prepared in accordance with relevant guidelines made or approved by the EPA under section 105 of the <i>Contaminated Land Management Act 1997</i> (NSW); and (c) be reviewed by a NSW EPA-accredited Site Auditor. The Site Auditor must issue interim audit advice stating whether the Detailed Site Investigation Report(s) appropriately categorises risk and remediation requirements. <i>Note: Nothing in this condition prevents the Proponent from preparing individual Detailed Site Investigation Report(s) for separate sites.</i>	All	Not applicable

			If Detailed Site Investigation Report(s) (required under Condition E95) indicate that remediation is required to make land suitable for the intended land use, a Remedial Action Plan must: (a) be prepared (or reviewed and approved) by a Contaminated Land Consultant certified under either the EIANZ scheme or the CPSS CSAM scheme; (b) be prepared in accordance with relevant guidelines made or approved by the EPA under section 105 of the <i>Contaminated Land Management Act 1997</i> (NSW); (c) include measures to remediate the contamination at the site to ensure the site will be suitable for the proposed use and detail how the environmental and human health risks will be managed during the disturbance, remediation and / or removal of contaminated soil / sediment or groundwater; and (d) be reviewed by a NSW EPA-accredited Site Auditor. The Site Auditor must issue a Section B Site Audit Statement or interim audit advice which certifies that the site can be made suitable for the intended land use – if the site is remediated in accordance with the Remedial Action Plan. <i>Note: Nothing in this condition prevents the preparation of individual Remedial Action Plan(s) for separate sites.</i>	All	Not applicable
MCoA	Soils and Contamination - Contamination	E96			
MCoA	Soils and Contamination - Contamination	E97	Before commencing remediation, a copy of the Remedial Action Plan and the Section B Site Audit Statement or interim audit advice which certifies that the Remedial Action Plan is appropriate, must be made available.	All	Not applicable
MCoA	Soils and Contamination - Contamination	E98	The Remedial Action Plan must be implemented, and any changes to the Remedial Action Plan must be approved in writing by the NSW EPA-accredited Site Auditor. A copy of the revised Remedial Action Plan must be made available to the Planning Secretary upon request. <i>Note: Nothing in this condition prevents the Proponent from engaging the Site Auditor to prepare Site Audit Statements for separate sites.</i>	All	Not applicable
MCoA	Soils and Contamination - Contamination	E99	A Section A1 or A2 Site Audit Statement (accompanied by an Environmental Management Plan) and its accompanying Site Audit Report, which state the contaminated land subject to the Remedial Action Plan has been made suitable for the intended land use, must be submitted to the Planning Secretary and the Relevant Council(s), SOPA (in respect of Sydney Olympic Park) and / or Place Management NSW (in respect of The Bays) after remediation and before the commencement of operation. <i>Note: Nothing in this condition prevents the Proponent from obtaining Section A Site Audit Statement(s) for individual parcels of remediated land.</i>	All	Not applicable
MCoA	Soils and Contamination - Contamination	E100	Contaminated land which requires remediation to make it suitable for its intended land use must not be used for the purpose approved under the conditions of this approval until a Section A1 or A2 Site Audit Statement is obtained which states that the land is suitable for that.	All	Not applicable
MCoA	Soils and Contamination - Contamination	E101	An Unexpected Finds Procedure for Contamination must be prepared before the commencement of construction and implemented throughout construction. The procedure must: (a) be followed should unexpected contamination or asbestos (or suspected contamination) be excavated or otherwise discovered; (b) include details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved; and (c) be prepared (or reviewed and approved), by a contaminated land consultant certified under either the EIANZ scheme or the CPSS CSAM scheme.	All	Full compliance

A Water Reuse Strategy must be prepared, which sets out options for the reuse of collected stormwater. The Water Reuse Strategy must include, but not be limited to: (a) evaluation of reuse options; (b) details of the preferred reuse option(s), including volumes of water to be reused, proposed reuse locations and/or activities, proposed treatment (if required), and any additional licences or approvals that may be required; (c) measures to avoid misuse of recycled water as potable water; (d) consideration of the public health risks from water recycling; and (e) time frame for the implementation of the preferred reuse option(s).					
MCoA	Sustainability	E102	The Water Reuse Strategy must be prepared based on best practice and advice sought from relevant agencies, as required. The Water Reuse Strategy must be applied during construction. Justification must be provided to the Planning Secretary if it is concluded that no reuse options prevail. A copy of the Water Reuse Strategy must be made publicly available. Nothing in this condition prevents the Proponent from preparing separate Water Reuse Strategies for the construction of the CSSI.	All	Not applicable
MCoA	Traffic and Transport - Construction Traffic Management	E103	Construction Traffic Management Plans (CTMPs) must be prepared in accordance with the Construction Traffic Management Framework (CTMF). A copy of the CTMPs must be submitted to the Planning Secretary for information before the commencement of construction in the area identified and managed within the relevant CTMP.	All	Full compliance
MCoA	Traffic and Transport - Construction Traffic Management	E104	Local roads that are not identified in the documents listed in Condition A1 which are proposed to be used by Heavy Vehicles to directly access construction sites and ancillary facilities must be approved by the Planning Secretary before the use of the proposed local roads and be included in CTMPs.	All	Full compliance
Requests to the Planning Secretary for approval to use local roads under Condition E104 must include the following: (a) a swept path analysis and demonstration that the swept paths will not compromise the safety of pedestrians, cyclists or traffic at construction access points and at intersections to, from and along local roads proposed to be used, or will be suitably controlled so as not to compromise the safety of pedestrians, cyclists or traffic; (b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways; (c) consultation with School Infrastructure NSW and any school, aged care or childcare facilities on heavy vehicle routes and associated management measures to be implemented and where practicable, avoid the use of roads passing these facilities, particularly at their peak traffic generating times; (d) provide details on the date of completion of the road dilapidation surveys for the subject local roads; and (e) written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items (a) to (d) of this condition.					
MCoA	Traffic and Transport - Construction Traffic Management	E105		All	Full compliance
MCoA	Traffic and Transport - Construction Traffic Management	E106	The locations of all Heavy Vehicles used for spoil haulage must be monitored in real time and the records of monitoring must be kept for a period of no less than one (1) year following the completion of construction. The results of the real time monitoring must be made available electronically to the Planning Secretary and the EPA upon request.	All	Full Compliance
If damage to roads occurs as a result of construction, the Proponent must either (at the Relevant Roads Authority's discretion): (a) compensate the Relevant Roads Authority for the damage so caused; or (b) rectify the damage to restore the road to at least the pre-work condition as identified in Road Dilapidation Report(s) (including as required by SSI 10038 and SSI 19238057).					
MCoA	Traffic and Transport - Road Dilapidation	E107		All	Full compliance

MCoA	Traffic and Transport - Construction Parking and Access Management	E108	Vehicles (including light vehicles and Heavy Vehicles) associated with the CSSI must be managed to: (a) minimise parking on public roads; (b) minimise idling and queueing on all roads; (c) prevent marshalling of construction vehicles near sensitive land use(s); (d) ensure parked vehicles do not block or disrupt access across pedestrian or shared user paths at any time; and (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	All	Full compliance
		E109	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on-street parking changes during construction. The Construction Parking and Access Strategy must include, but not necessarily be limited to: (a) achieving the requirements of Condition E108 above; (b) confirmation of timing and duration of the removal of on-street parking associated with construction; (c) parking surveys of publicly accessible parking spaces to be removed, or on-street parking spaces potentially occupied by the project workforce and within the vicinity of the relevant construction site to determine demand during peak, off-peak, school drop off and pickup, weekend periods and during special events; (d) consultation with affected stakeholders that use the existing on-street parking which may be directly impacted; (e) identification of practicable mitigation measures to manage impacts to stakeholders as a result of on-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative temporary or permanent parking arrangements, managed staff parking arrangements and working with Relevant Council(s), SOPA (in respect of Sydney Olympic Park) to introduce parking restrictions adjacent to work sites or appropriate residential parking permit schemes; (f) where residential parking permit schemes do not exist, off-street parking facilities must be provided for the CSSI workforce where alternate means of transport are not a preferred or feasible option; (g) mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures; (h) details of shuttle bus service(s) that could be used to transport the CSSI workforce to work sites from public transport hubs and off-site car parking facilities (where these are provided) and between work sites; (i) identification and implementation of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and (j) provision of reporting of monitoring results to the Planning Secretary and Relevant Council(s), at six (6) monthly intervals. The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before impacting on on-street parking and incorporated into the relevant CTMP(s).	All	Full compliance
MCoA	Traffic and Transport - Construction Parking and Access Management	E110	Emergency vehicle access must be maintained at all times to Westmead Hospital throughout construction in consultation with TNSW, emergency services and NSW Health. Measures must be outlined in the relevant Construction Parking and Access Strategy .	WMS	Not applicable
MCoA	Traffic and Transport - Property Access	E111	Access to all properties must be maintained during the entirety of works unless agreed in writing with the relevant landowner or occupier	All	Full compliance
MCoA	Traffic and Transport - Property Access	E112	Any property access physically affected by the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier.	All	Full compliance
MCoA	Traffic and Transport - Road Traffic and Safety	E113	A Traffic and Transport Liaison Group(s) must be established in accordance with the CTMF to inform the development of the CTMP(s) and in relation to transport management measures to be implemented for operation. The Traffic and Transport Liaison Group(s) must include representation from Place Management NSW and Port Authority of NSW (in respect of The Bays), SOPA (in respect of Sydney Olympic Park) and Relevant Council(s).	All	Full Compliance
MCoA	Traffic and Transport - Road Traffic and Safety	E114	Supplementary analysis and modelling as required by TNSW and / or the Traffic and Transport Liaison Group(s) must be undertaken to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations, including changes to the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the CTMP(s) .	All	Full compliance

			Permanent road works included in the CSSI (including new or modified roads, parking, pedestrian and cyclists infrastructure) must be designed, constructed and operated with the objective of integrating with existing and proposed road and related transport networks and minimising adverse changes to the safety, efficiency and, accessibility of the network. Design and assessment of related traffic, parking, pedestrian and cycle accessibility impacts and changes must be undertaken:		
MCoA	Traffic and Transport - Road Traffic and Safety	E115	(a)in consultation with, and to the reasonable requirements of the relevant Traffic and Transport Liaison Group(s); (b)in consideration of existing demand and demand expected to be generated from the operation of the CSSI, connectivity (in relation to permanent changes), performance and safety requirements; (c)to minimise and manage local area traffic impacts; (d)to ensure access is maintained to property and infrastructure; and (e)to address relevant design, engineering and safety guidelines, including Austroads, Australian Standards and TNSW requirements. Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road Authority for consultation during design development and before the construction of permanent road / intersection works.	All	Full compliance
MCoA	Traffic and Transport - Road Traffic and Safety	E116	As part of Condition E113, opportunities to optimise intersection performance must be investigated in consultation with the Traffic and Transport Liaison Group(s) taking into consideration the modal access hierarchy defined in the documents set out Condition A1, at: (a)Hawkesbury Road / Railway Parade and Hawkesbury Road / Alexandra Avenue in Westmead; (b)Pomeroy Street / Queen Street / Beronga Street in North Strathfield; (c)Robert Street / Mullens Street in Rozelle; and (d)Pymont Bridge Road / Union Street in Pymont. Recommended optimisations must be implemented before operation where practicable.	WMS, NSMS, TBS, PS	Not applicable
MCoA	Traffic and Transport - Road Traffic and Safety	E117	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the relevant Traffic and Transport Liaison Group(s) before the completion and use of the subject infrastructure and must be made available to the Planning Secretary upon request.	All	Full Compliance
MCoA	Traffic and Transport - Road Traffic and Safety	E118	The CSSI must not preclude potential future improvement outcomes outlined in the Westmead Place-based Transport Strategy (TNSW, 2022).	WMS	Not applicable
MCoA	Traffic and Transport - Road Traffic and Safety	E119	The new precinct road within The Bays metro station precinct must be designed to: (a)provide a speed reduced environment; (b)promote walkability and provide efficient pedestrian friendly crossings; (c)promote efficient cyclist friendly crossings; and (d)prioritise the crossing of large numbers of pedestrians, particularly in the vicinity of the metro station.	TBS	Not applicable
MCoA	Traffic and Transport - Public Transport	E120	Where bus stops are required to be temporarily closed for construction, such closure must not occur until relocated bus stops that comply with relevant standards are functioning, have similar capacity and amenity and are relocated within a 400 metre walking distance of the existing bus stop. Closures and relocation of bus stops during construction must be undertaken in consultation with Relevant Council(s). Wayfinding signage must be provided directing commuters to adjacent or relocated bus stops. Footpaths and (where required) road crossing facilities must be provided to any relocated bus stops such that accessibility and safety standards are met.	All	Full compliance
MCoA	Traffic and Transport - Active Transport	E121	Safe pedestrian and cyclist access must be maintained around work sites during construction, including appropriate wayfinding signage. In circumstances where pedestrian and cyclist access or routes are restricted or removed due to construction activities, a nearby alternate access or route (which complies with the relevant standards) must be provided and signposted before the restriction or removal of the impacted access or route.	All	Full compliance

MCoA	Traffic and Transport - Active Transport	E122	The design of the permanent pedestrian access proposed for the Rosehill Gardens Racecourse from James Ruse Drive must be developed in consultation with the Australian Turf Club and City of Parramatta Council and implemented before operation.	CMSF, RSF	Not applicable
MCoA	Traffic and Transport - Active Transport	E123	An audit of bicycle patronage and the adequacy of bicycle parking at stations must be undertaken 12 months following commencement of operation with the objective of determining the adequacy, in terms of both quantity and quality, of bicycle parking available at each metro station. The audit must be undertaken in consultation with Relevant Council(s), SOPA (in respect of Sydney Olympic Park), Place Management NSW (in respect of The Bays), TfNSW, Bicycle NSW and relevant local bike user groups. Recommendations of the audit must be implemented within 12 months of the completion of the audit where practicable.	All	Not applicable
MCoA	Traffic and Transport - Active Transport	E124	Interchange Access Plan(s) must be developed for each metro station precinct to inform the final design of transport, access and service facilities, including footpaths, cycleways, passenger facilities, parking, traffic and road changes, and the integration of public domain and transport initiatives around each metro station precinct. Interchange Access Plan(s) must consider a catchment 200 metres from each metro station entry(s) and include: (a) the identification of: (i) existing networks, initiatives and plans, including consideration of relevant State and Council cycling strategies (including relevant draft strategies); (ii) expected demand from land use change and approved future development (as known at the date of this approval); (b) the identification of transport infrastructure capacity deficiencies, constraints and gaps, including consideration of: (i) missing active transport links; (ii) footpath crowding and pedestrian levels of service on new public domain constructed as part of the CSSI and at each metro station entry(s) and adjacent footpath(s); (c) the identification of initiatives to address matters raised in (b) above, including (but not limited to): (i) opportunities for additional connections; (ii) integration with existing and proposed transport infrastructure and services; (iii) vehicle access and parking infrastructure and service changes (including for bicycles); (iv) review of transport infrastructure to ensure compliance with Austroads design criteria; (v) safe and convenient access to stations and transfer between transport modes (including subterranean connections and the safeguarding of additional entrances in response to land use change and patronage demand); (d) delivery and implementation program for the identified initiatives in (c) above; and (e) management provisions for operational requirements, not limited to maintenance, security and management responsibilities. Each Interchange Access Plan must be prepared in consultation with the relevant Traffic and Transport Liaison Group and must be supported by existing and forecast traffic and transport analysis. Where necessary, consultation must also be undertaken with major landowners adjoining metro station precincts. The delivery and implementation program must be approved by the Planning Secretary before commencement of construction of permanent aboveground facilities. Each Interchange Access Plan must be reviewed by a qualified traffic and transport professional(s), independent of the detailed design process for the CSSI, having regard to the requirements of this approval.	All	Not applicable
MCoA	Traffic and Transport - Active Transport	E125	In preparing the final design of the pedestrian and cycling links around the Clyde Stabling and Maintenance Facility and Rosehill Services Facility, the Proponent must consult with major landowners adjoining the precinct and City of Parramatta Council and take into account: (a) existing networks, initiatives and plans, including consideration of relevant State and City of Parramatta Council cycling strategies (including relevant draft strategies); and (b) existing transport infrastructure capacity deficiencies, constraints and gaps, including missing active transport links.	CMSF, RSF	Not applicable
MCoA	Traffic and Transport - Operational Traffic Review	E126	Traffic on local roads around each station must be monitored 12 months before the CSSI commences operation and for a period of no less than 12 months after commencement of operation. If monitoring indicates unacceptable traffic intrusion on local roads / streets as a result of operation of the CSSI beyond those that could reasonably be predicted in the documents listed in Condition A1 / or Interchange Access Plan(s) in Condition E124 , appropriate traffic management measures to mitigate the monitored impacts must be implemented following consultation with the Customer Journey Planning and Relevant Road Authorities.	All	Not applicable
MCoA	Utilities Management	E127	Utilities, services and other infrastructure potentially affected by construction must be identified before works affecting the item, to determine requirements for access to, diversion protection, and / or support. The relevant owner(s) and / or provider(s) of services must be consulted to make suitable arrangements for access to diversion, protection, and / or support of the affected infrastructure as required. The Proponent must ensure that disruption to any service is minimised and be responsible for advising local residents and businesses affected before any planned disruption of service.	All	Full compliance

A Utility Coordination Manager must be appointed for the duration of work associated with the CSSI. The role of the Utility Coordination Manager must include, but not be limited to:					
MCoA	Utilities Management - Utility Coordination Manager	E128	(a)the management and coordination of all utility Work associated with the delivery of the CSSI, to ensure respite is provided to the community; (b)providing advice to the Sydney Metro Place Manager regarding upcoming utility work, including the scope of the work and the responsibility for the work; and (c)investigating complaints received from the Community Complaints Mediator or the Project communication team relating to utility work and providing a response as required.	All	Full Compliance
Waste generated during construction and operation must be dealt with in accordance with the following priorities:					
MCoA	Waste	E129	(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.	All	Full compliance, except in relation to operations
MCoA	Waste	E130	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the conditions of any relevant EPL in force for the CSSI, or be done in accordance with a Resource Recovery Exemption or Order issued under the <i>Protection of the Environment Operations (Waste) Regulation 2014</i> , as the case may be.	All	Full compliance
MCoA	Waste	E131	Waste must only be exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the <i>Protection of the Environment Operations (Waste) Regulation 2014</i> , or to any other place that can lawfully accept such waste.	All	Full compliance
MCoA	Waste	E132	All waste must be classified in accordance with the EPA <i>Waste Classification Guidelines</i> , with appropriate records and disposal dockets retained for audit purposes.	All	Full compliance
MCoA	Water	E133	Work on waterfront land must be carried out in accordance with controlled activity guidelines.	TBS	Not applicable
MCoA	Water - Water Quality	E134	The CSSI must be designed, constructed and operated so as to maintain the <i>NSW Water Quality Objectives</i> (NSW WQO) where they are being achieved as at the date of this approval, and contribute towards achievement of the NSW WQO 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 NSW WQO.	All	Full compliance
Unless an EPL is in force in respect to the CSSI and that licence specifies alternative criteria, discharges from wastewater treatment plants to surface waters must not exceed:					
MCoA	Water - Water Quality	E135	(a)the <i>Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2018</i> (ANZG (2018)) default guideline values for toxicants at the 95 per cent species protection level; (b)for physical and chemical stressors, the guideline values set out in Tables 3.3.2 and 3.3.3 of the <i>Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000</i> (ANZECC/ARMCANZ); (c)for bioaccumulative and persistent toxicants, the ANZG (2018) guidelines values at a minimum of 99 per cent species protection level; and (d)the draft <i>Australian and New Zealand Guidelines</i> default guideline values for iron (marine). Where the ANZG (2018) does not provide a default guideline value for a particular pollutant, the approaches set out in the ANZG (2018) for deriving guideline values, using interim guideline values and / or using other lines of evidence must be used. <i>Note: Other lines of evidence includes international scientific literature or water quality guidelines from other countries.</i>	All	Not applicable
MCoA	Water - Water Quality	E136	If alternative discharge criteria from the water treatment plant is proposed via an EPL, Water Pollution Impact Assessment will be required for the relevant pollutants to inform licensing consistent with section 45 of the POEO Act. Any such assessment must be prepared in consultation with the EPA and be consistent with <i>National Water Quality Guidelines</i> , with a level of detail commensurate with the potential water pollution risk.	All	Not applicable
MCoA	Water - Water Quality	E137	If construction stage stormwater discharges are proposed, Water Pollution Impact Assessment will be required to inform licensing consistent with section 45 of the POEO Act. Any such assessment must be prepared in consultation with the EPA and be consistent with <i>National Water Quality Guidelines</i> , with a level of detail commensurate with the potential water pollution risk.	All	Not applicable

MCoA	Water - Water Quality	E138	Drainage feature crossings (permanent and temporary watercourse crossings and stream diversions) and drainage swales and depressions must be carried out in accordance with relevant guidelines and designed by a suitably qualified and experienced person.	All	Not applicable
MCoA	Water - Groundwater	E139	Make good provisions for groundwater users must be provided in the event of a material decline in water supply levels, quality or quantity from registered existing bores associated with groundwater changes from construction dewatering by the CSSI in accordance with <i>tNSW Aquifer Interference Policy</i> (NSW DPIE, 2012).	All	Not applicable
MCoA	Water - Groundwater	E140	Sufficient water entitlement must be held in a Water Access Licence(s) (WAL) to account for the maximum predicted take for each water source before take occurring, unless an exemption under the Water Management (General) Regulation 2018 applies.	All	Not applicable
MCoA	Water - Groundwater	E141	The Proponent must submit a revised Groundwater Modelling Report to the Planning Secretary for information before bulk excavation for the underground concourse at Westmead metro station and for the basements at Parramatta metro station. The Groundwater Modelling Report be prepared in consultation with DPE Water and must include: (a)for each construction site where excavation will be undertaken, cumulative (additive) impacts from nearby developments, parallel transport projects and nearby excavation; (b)predicted incidental groundwater take (dewatering) including cumulative project effects; (c)potential impacts of the CSSI or detail and demonstrate why the CSSI will not have lasting impacts to the groundwater system, groundwater incidental take and groundwater level drawdown effects; (d)actions required to minimise the risk of inflows; (e)saltwater intrusion modelling analysis, from estuarine and saline groundwater in shale, into the basements at Parramatta metro station; and (f)a schematic of the conceptual hydrogeological model.	WMS, PMS	Not applicable

7 Appendix C – Applicability of SMW REMM to each Phase for Stage 3

Project: SMW CSSI Stage 3
EIS: SSI 22765520

Condition Type	Condition Classification	Condition Reference	Description	Location	Power Enabling Works
REMM	Transport - operation	EIS-TT1	Access would be maintained to neighbouring properties.	All	Not applicable
REMM	Transport - operation	EIS-TT2	Potential opportunities to connect active transport measures with the wider active transport network would be further investigated in consultation with key stakeholders.	All	Not applicable
REMM	Transport - operation	EIS-TT3	Measures to address potential parking impacts arising from a loss of on-street parking in the vicinity of station precincts, as well as due to potential park and ride in residential streets would be developed, where required, in consultation with relevant local councils. This could include: - identifying opportunities to minimise potential parking loss during detailed design where possible, having regard to the Sydney Metro modal access hierarchy (e.g. kiss and ride spaces being available for general parking outside of the AM and PM peak periods) - detailed interchange access planning including consideration of any local council initiated residential parking schemes. Measures to manage congestion issues in the area and improve bus service reliability along the T-way would be investigated including the potential for Alexandra Avenue, between Hawkesbury Road and Hassall Street, to be restricted to buses, taxis and emergency vehicles only.	WMS, PMS, SOPMS, NSMS, BNS, FDS, TBS, PS	Not applicable
REMM	Transport - operation	EIS-TT4	Measures to manage congestion issues in the area and improve bus service reliability along the T-way would be investigated including the potential for Alexandra Avenue, between Hawkesbury Road and Hassall Street, to be restricted to buses, taxis and emergency vehicles only.	WMS	Not applicable
REMM	Transport - operation	EIS-TT5	Appropriate intersection updates to enable bus access to the station precinct would be investigated in consultation with Sydney Olympic Park Authority and Transport for NSW.	SOPMS	Not applicable
REMM	Transport - operation	EIS-TT6	The upgrade of the Pomeroy Street / Queen Street / Beronga Street intersection would be determined in consultation with City of Canada Bay Council and Transport for NSW.	NSMS	Not applicable
REMM	Transport - operation	EIS-TT7	Provision of kiss and ride facilities on Robert Street to reduce the number of vehicle movements into and out of the precinct would be investigated in consultation with Inner West Council.	TBS	Not applicable
REMM	Transport - operation	EIS-TT8	The need for pedestrian crossing facilities at the Robert Street / new precinct street and new precinct street / Port Access Road intersections would be investigated in consultation with Transport for NSW, Inner West Council, NSW Department of Planning and Environment and Port Authority of NSW.	TBS	Not applicable
REMM	Transport - operation	EIS-TT9	The potential signalisation of the Robert Street / Mullens Street intersection to improve future year level of service would be investigated in consultation with Transport for NSW, Inner West Council, NSW Department of Planning and Environment and Port Authority of NSW.	TBS	Not applicable
REMM	Transport - operation	EIS-TT10	Further investigation, including a safety assessment, would be carried out so that safe access is maintained to 48-50 Robert Street.	TBS	Not applicable
REMM	Transport - operation	EIS-TT11	Measures to improve overall performance for both pedestrians and vehicles at the Pyrmont Bridge Road/ Union Street intersection would be investigated in consultation with City of Sydney Council and Transport for NSW.	PS	Not applicable
REMM	Transport - operation	EIS-TT12	Widening of selected pedestrian crossings and/or changes to signal phasing at the Bligh Street / Hunter Street intersection to accommodate future pedestrian demands would be investigated in consultation with City of Sydney Council and Transport for NSW.	HSS	Not applicable
REMM	Transport - operation	EIS-TT13	The potential for minor footpath upgrades on O'Connell Street, Hunter Street and at Richard Johnson Square (corner of Bligh Street and Hunter Street) would be investigated in consultation with key stakeholders, in response to increased pedestrian demand associated with the metro station.	HSS	Not applicable
REMM	Transport - construction	EIS-TT14	Where works are required within the rail corridor, Sydney Trains and Australian Rail Track Corporation would be consulted to minimise potential disruptions to rail services. Works would be carried out during scheduled Sydney Trains rail possessions where possible, and customers would receive advanced notification of proposed works and information on alternative travel options.	WMS, NSMS	Not applicable
REMM	Transport - construction	EIS-TT15	Opportunities to improve bus priority along the temporary detour at Westmead metro station construction site would be investigated during detailed design.	WMS	Not applicable
REMM	Transport - construction	EIS-TT16	Pedestrian and cyclist access would be maintained during the temporary closure of Alexandra Avenue at Westmead. Wayfinding and customer information would be provided to guide pedestrians and cyclists to alternative routes.	WMS	Not applicable
REMM	Transport - construction	EIS-TT17	The design of the temporary traffic arrangements at Westmead metro station construction site would consider construction traffic, alternate bus routes and bus stops, local vehicular traffic and pedestrian safety. The design of the temporary traffic arrangements would be undertaken in consultation with Transport for NSW, Schools Infrastructure, Heath Infrastructure, relevant local councils and bus operators.	WMS	Not applicable
REMM	Transport - construction	EIS-TT18	A temporary north-south pedestrian route would be provided between Macquarie Street and George Street at the Parramatta metro station construction site, although some short-term closures may be required.	PMS	Not applicable

REMM	Transport - construction	EIS-TT19	Access would be maintained to the pedestrian footbridge at the existing North Strathfield Station. Any adjustments to the footbridge would be carried out in consultation with Transport for NSW.	NSMS	Not applicable
REMM	Transport - construction	EIS-TT20	Construction site traffic generated at the Five Dock Station construction site would be managed to minimise movements during church service times at St Albans Anglican Church. Stations and ancillary facilities would be designed to meet the applicable noise criteria derived from the <i>Noise Policy for Industry</i> (EPA, 2017).	FDS	Not applicable
REMM	Noise and Vibration - operation	EIS-NV1	Train breakout noise from the draft relief shaft would be designed to meet a noise criterion of LAFmax 65 dB(A) at 15 metres. The noise generated by stations and ancillary facilities would be reviewed during further design development to confirm that the noise levels predicted are achievable based on the final design of this proposal.	All	Not applicable
REMM	Noise and Vibration - operation	EIS-NV2	Aboveground track section connecting to the Clyde stabling and maintenance facility would be designed to meet the relevant airborne noise criteria from the Rail Infrastructure Noise Guidelines (EPA, 2013).	CSMF	Not applicable
REMM	Noise and Vibration - operation	EIS-NV3	Track form would be confirmed as part of design development in order to meet the relevant ground-borne noise and vibration criteria from the Rail Infrastructure Noise Guidelines (EPA, 2013). An Operational Noise and Vibration Review would be prepared during design development to confirm the mitigation measures required to manage:	Tunnels	Not applicable
REMM	Noise and Vibration - construction	EIS-NV4	- airborne and ground-borne noise and vibration impacts from rail operations - airborne noise impacts from the stabling and maintenance facility - airborne noise impacts from fixed industrial sources, including stations and services facilities. The NSW Environment Protection Authority would be consulted during preparation of the Operational Noise and Vibration Review. Consultation with the owners and operators of the horse stables near the Clyde stabling and maintenance facility construction site would be carried out so that potential impacts to horses are appropriately managed.	All	Not applicable
REMM	Noise and Vibration - construction	EIS-NV5		CSMF	Full Compliance
REMM	Non-Aboriginal heritage – operation	EIS-NAH1	Where heritage items, including significant archaeology are impacted by this proposal, they would be considered for inclusion in the Heritage Interpretation Strategy (refer to Appendix K) or place specific interpretation plans prepared as part of this proposal.	All	Not Applicable
REMM	Non-Aboriginal heritage – operation	EIS-NAH2	Detailed design for aboveground station elements, ancillary facilities and public domain and landscaping work located in or near to heritage significant items, would respond to the following heritage guidelines during design development in order to minimise indirect (visual) impacts to heritage items identified under this proposal: - The Burra Charter – The Australia ICOMOS Charter for Places of Cultural Significance (2013), Australia ICOMOS - Better Placed – Design Guide for Heritage (2019), prepared by the NSW Government Architect - Design in Context (2005), prepared by the NSW Heritage Office and the Royal Australian Institute of Architects NSW Chapter - New Uses for Heritage Places (2008), prepared by the Heritage Council of NSW and the Royal Australian Institute of Architects NSW - Draft Connecting with Country Framework (2020b), Government Architect NSW. Detailed design would also respond to guidelines and policies outlined in existing Conservation Management Plans or other relevant heritage assessment documents for relevant heritage items (State Abattoir, White Bay Power Station), with particular focus on preserving significant views towards the item	PMS, SOPMS, TBS, PS (eastern and western sites), HSS (eastern and western sites)	Not applicable

			In order to mitigate permanent indirect (visual) impacts to heritage items located adjacent to or within the Parramatta metro station site: - the new Civic Link would incorporate a landscape design that enhances the heritage significant elements and features of the adjacent 'Roxy Theatre' (SHR # 00711) - the design of any aboveground station elements would consider setbacks from adjacent heritage items ('Kia Ora (potential archaeological site) (Parramatta LEP item # I716), and 'Horse Parapet Façade (and potential archaeological site)' (Parramatta LEP item # I656)) in order to respect the heritage setting of these items and their visual connection to other heritage items in the vicinity - the design of aboveground station elements would respond to the existing alignment and orientation of adjacent heritage items, particularly 'Horse Parapet Façade (and potential archaeological site)' (Parramatta LEP Item # I656) which is aligned with the surrounding street development An Adaptive Reuse Strategy and Conservation Management Plan would be prepared for heritage items which would be integrated into the proposed metro station precincts. Relevant heritage items include: 'Shops (potential archaeological site)' Parramatta LEP item #I703 'Kia Ora' (Parramatta LEP item #I716) 'Skinners Family Hotel' (SHR #00584). The new public domain to the west of Richard Johnson Square (SLEP 2012 Item # I1673) would incorporate a landscape design that enhances the heritage significant elements and features of the adjacent item.			
REMM	Non-Aboriginal heritage – operation	EIS-NAH3		PMS	Not applicable	
REMM	Non-Aboriginal heritage – operation	EIS-NAH4		PMS, HSS (western site)	Not applicable	
REMM	Non-Aboriginal heritage – operation	EIS-NAH5		HSS (eastern site)	Not applicable	
REMM	Non-Aboriginal heritage – construction	EIS-NAH6	Non-Aboriginal archaeology at the Parramatta metro station construction site would be managed in accordance with the approved <i>Sydney Metro West Parramatta Station Construction Site Archaeological Research Design and Excavation Methodology</i> (GML Heritage, 2021) developed as required by condition of approval D25 of SSI-10038. Prior to the removal of the Convict Drain (Parramatta LEP Item # I647) associated with the excavation for basement structures, it would be archivally recorded as part of archaeological management in accordance with relevant recording provisions outlined in the approved <i>Sydney Metro West Parramatta Station Construction Site Archaeological Research Design and Excavation Methodology</i> (GML Heritage, 2021). The convict drain must have its location precisely surveyed and integrity investigated, in accordance with condition of approval D15 of SSI-10038. An addendum to the existing Archaeological Research Design/s or a new Archaeological Research Design/s would be prepared to identify the excavation methodology for predicted non-Aboriginal archaeological remains for the additional footprint area at The Bays Station construction site. This would include provision for the early investigation of areas where the 'White Bay Power Station (Inlet) Canal' may potentially be impacted within the additional footprint area. Archaeological mitigation measures recommended in the Archaeological Research Design would be carried out in accordance with Heritage NSW guidelines, and where appropriate, supervised by a suitably qualified Excavation Director. Preliminary archaeological reports would be prepared within six months of completion of works stage site specific archaeological investigations. An Archaeological Excavation Report/s would be prepared by the Excavation Director/s. An executive summary would be prepared for the purposes of publication and communication with community where significant archaeological remains are identified. The final reports would be provided to the NSW Heritage Division within twenty-four months of the completion of archaeological excavations specified in the archaeological research design(s).	PMS	Not applicable	
REMM	Non-Aboriginal heritage – construction	EIS-NAH7		PMS	Not applicable	
REMM	Non-Aboriginal heritage – construction	EIS-NAH8		TBS	Not applicable	
REMM	Non-Aboriginal heritage – construction	EIS-NAH9		TBS	Not applicable	
REMM	Non-Aboriginal heritage – construction	EIS-NAH10		TBS	Not applicable	
REMM	Aboriginal heritage – construction	EIS-AH1	Consistent with Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020a), archaeological test excavation (and salvage if required) must be carried out where intact natural profiles with the potential to contain significant archaeological deposits are encountered or if archaeological deposits are identified within AHIMS ID#45-6-3826 (The Bays PAD 01). Excavations must be undertaken in accordance with the methodology outlined in the Aboriginal cultural heritage assessment report (Artefact Heritage Pty Ltd, 2020).	TBS	Not applicable	
REMM	Landscape and visual amenity – operation	EIS-LV1	The landscape design for this proposal would incorporate appropriate species to achieve year round flowering and support urban biodiversity.	All	Not applicable	
REMM	Landscape and visual amenity – operation	EIS-LV2	The landscape design for this proposal would consider the effects of climate change on the long-term viability of urban tree health and longevity.	All	Not applicable	
REMM	Landscape and visual amenity – operation	EIS-LV3	The landscape design for this proposal would consider opportunities to incorporate local native plant species identified in consultation with the traditional owners of the site where possible.	All	Not applicable	

REMM	Landscape and visual amenity – operation	EIS-LV4	Lighting at stations and ancillary facilities would be operated in accordance with AS4282-2019 Control of the obtrusive effects of outdoor lighting.	All	Full compliance
REMM	Landscape and visual amenity – operation	EIS-LV5	Revegetate the embankments of the rail corridor where possible to screen views from residences on Alexandra Avenue.	WMS	Not applicable
REMM	Landscape and visual amenity – operation	EIS-LV6	Opportunities to provide temporary activation would be explored in areas of future adjacent station development (that would be delivered by others).	WMS, PMS, SOPMS, BNS, TBS	Not applicable
REMM	Landscape and visual amenity – operation	EIS-LV7	Engineered batters and water management measures would be designed to have a natural shape and low profile as far as is reasonable and feasible and would be designed to support vegetation that would allow for their visual integration and screening over time.	WMS, CSMF	Not applicable
REMM	Landscape and visual amenity – operation	EIS-LV8	Opportunities to provide gardens within the areas adjoining the heritage listed areas of the station, or in the vicinity, would be investigated as part of design development to reflect the local values of the community and reinforce the sense of place for the North Strathfield local centre.	NSMS	Not applicable
REMM	Landscape and visual amenity – operation	EIS-LV9	Design of the traction substation building would have an industrial character with a high quality architectural finish and not detract from the visual prominence of the existing power station façade and silhouette of the twin stacks.	TBS	Not applicable
REMM	Landscape and visual amenity – operation	EIS-LV10	Investigate opportunities with City of Sydney Council to provide public domain improvements to Richard Johnson Square.	HSS	Not applicable
REMM	Landscape and visual amenity – operation	EIS-LV11	Revegetate the embankments and provide screening vegetation between the proposed surface rail (in the former T6 Carlingford rail corridor) and the Rosehill Gardens racecourse to minimise views where feasible.	CSMF	Not applicable
REMM	Landscape and visual amenity – operation	EIS-LV12	Opportunities to provide further vegetation screening of the stabling and maintenance facility, and realigned Urwin and Kay Street bridge from sensitive receivers, such as the M4 Western Motorway, James Ruse Drive, and residential properties to the west of James Ruse Drive, would be investigated during design development.	CSMF	Not applicable
REMM	Landscape and visual amenity – operation	EIS-LV13	Corridor services, including the combined services route, would be designed to reduce visual clutter and minimise visual impact ensuring these structures have a low profile and do not obstruct views across the corridor.	CSMF	Not applicable
REMM	Landscape and visual amenity – operation	EIS-LV14	The aboveground services infrastructure building located adjacent to James Ruse Drive would be designed to minimise its mass and scale and have a high-quality architectural form and finish.	CSMF	Not applicable
REMM	Landscape and visual amenity – construction	EIS-LV15	Opportunities to provide temporary activation during construction in the vicinity of the Parramatta metro station construction site and the Five Dock Station western construction site would be explored in consultation with the City of Parramatta Council and City of Canada Bay Council respectively.	PMS, FDS	Not applicable
REMM	Landscape and visual amenity – construction	EIS-LV16	Any new temporary structures facing Fred Kelly Place and Richard Johnson Square would be designed with a suitable urban design and/or landscape treatment to minimise visual amenity and landscape character impact where feasible and reasonable.	FDS, HSS	Not applicable
REMM	Soils, contamination and groundwater – construction	EIS-GW1	A review of additional geotechnical and hydrogeological data from ongoing investigations would be carried out to inform the hydraulic connectivity between groundwater and surface water and whether predicted groundwater drawdown from this proposal is likely to occur in the vicinity of these creeks.	WMS	Not applicable
REMM	Soils, contamination and groundwater – construction	EIS-GW2	Additional site investigations would be carried out at creeks or surface water bodies where the additional data review in EIS-GW1 shows there is a likely surface water/groundwater interaction. This would involve baseline monitoring of creek flows (streamflow gauging) prior to construction, and baseflow streamflow analysis to confirm the existing groundwater baseflow contribution to streamflow for each creek. Where a significant reduction in baseflow is predicted due to this proposal, design responses would be implemented at station and shaft excavations to reduce potential baseflow loss.	WMS	Not applicable
REMM	Soils, contamination and groundwater – construction	EIS-GW3	Additional investigations and assessment completed as part of the previous Sydney Metro West planning application (mitigation measure B3) would be reviewed and updated for this proposal, to confirm the potential for impacts to groundwater dependent ecosystems due to groundwater drawdown, and to identify any required mitigation through design. As part of design development, including for drainage infrastructure, consideration would be given to the flood risk at all sites. Design development would include consideration of relevant best practice guidelines and include: • identification of measures to not worsen flood impacts on the community and on other property and infrastructure, up to and including the one per cent Annual Exceedance Probability (AEP) flood event • metro tunnels and other critical infrastructure would be protected from the Probable Maximum Flood (PMF), or the one per cent AEP flood level with an allowance for freeboard of 0.5 metres (whichever is greater)	WMS, PMS, CSMF, NSMS, BNS, FDS	Not applicable
REMM	Flooding – operation	EIS-HF1	• provide flood protection for the nominated station or facility entry threshold level. Flood protection would be integrated into the architectural/urban design strategy for this proposal. Not worsen is defined as: • a maximum increase in flood levels of 50mm in a one per cent AEP flood event • a maximum increase in time of inundation of one hour in a one per cent AEP flood event • no increase in potential soil erosion and scouring from any increase in flow velocity in a one per cent AEP flood event	All	Not applicable

REMM	Flooding – operation	EIS-HF2	Emergency management arrangements would be developed to manage flood risks to people and vehicles accessing stations and ancillary facilities. Egress arrangements would consider flood hazard in nearby streets particularly where active flood measures are employed. They would be designed so that the inclusion of flood barriers at relevant access points does not interfere with the egress strategy. Emergency management arrangements would also be integrated across this proposal and consider such matters as the relative degree of isolation of stations or ancillary facilities due to inundation by floodwaters.	All	Not applicable
REMM	Flooding – operation	EIS-HF3	Ongoing consultation would occur with State Emergency Services and relevant councils in relation to potential impacts to existing community emergency management arrangements for flooding.	WMS, PMS, SOPMS, PS, HSS	Not applicable
REMM	Flooding – construction	EIS-HF4	Detailed construction planning for The Bays Station construction site would aim to minimise potential impacts on flood behaviour, along the north-western side of the site adjacent to low-lying property, to minimise reduction in floodplain storage and blockage to local overland flow paths. Sydney Metro would develop a strategy to promote Sydney Metro West and educate customers on accessing and using the new public transport infrastructure. The objectives of the strategy would include to enhance understanding of Sydney Metro West and its benefits, maximise customer use, alleviate travel related stress, and support the realisation of wider economic benefits through its use. Ongoing engagement would be undertaken with NSW Department of Education and other affected schools to continue to investigate feasible and reasonable mitigation measures related to construction traffic, pedestrian safety, construction noise and vibration, and air quality.	TBS	Not applicable
REMM	Social impacts - operation	EIS-S1	In addition to temporary activation measures outlined in the Construction Environmental Management Framework, temporary activation considered in the vicinity of the Five Dock Station western construction site and Parramatta metro station construction site would include opportunities to provide spaces and places for the community to gather and meet each other.	All	Not applicable
REMM	Social impacts – construction	EIS-S2	Community Communications Strategies would be prepared in accordance with the Sydney Metro West Overarching Community Communications Strategy (Appendix N). The Community Communications Strategies would identify affected communities, including vulnerable or marginalised groups and outline site-specific and proportionate mitigation measures to manage construction impacts (including cumulative impacts). This would be informed by engagement with directly affected communities and stakeholders and would be monitored and reviewed in accordance with the Sydney Metro West Overarching Community Communications Strategy to consider the appropriateness of mitigation measures and lessons learnt (Appendix N).	WMS, PMS, NSMS, BNS, FDS	Not applicable
REMM	Social impacts – construction	EIS-S3	Water quality measures such as gross pollutant traps, bio-retention swales and Water Sensitive Urban Design features would be investigated during design development and implemented where feasible and reasonable. The water treatment plant would be designed so that wastewater is treated during operation to a level that is compliant with the ANZG (2018) default guidelines for 95 per cent species protection and 99 per cent species protection for toxicants that bioaccumulate unless other discharge criteria are agreed with relevant authorities. A surface water monitoring program would be implemented to observe any changes in surface water quality associated with operation of this proposal and inform appropriate management responses. The program would be developed in consultation with the EPA and relevant councils. Monitoring would occur at all waterbodies with the potential to be impacted. Water quality monitoring of all discharges from the operational water quality treatment plant would be undertaken to confirm the ANZG guideline water quality trigger values are met.	PMS, FDS	Not applicable
REMM	Social impacts – construction	EIS-S4	The future use of residual land around the Clyde stabling maintenance facility and Rosehill services facility would be determined in consultation with the City of Parramatta Council, the NSW Department of Planning and Environment and other relevant stakeholders, taking into account the existing zoning of the land, the nature of the surrounding uses, the recreational needs of the local population, and the necessary work and remediation to make the land suitable for potential public use.	All	Full compliance
REMM	Hydrology and water quality – operation	EIS-SSWQ1	A landscape masterplan for the Clyde-Rosehill precinct would be prepared by Sydney Metro, in consultation with the City of Parramatta Council, the NSW Department of Planning and Environment and other relevant stakeholders. The landscape masterplan would apply the relevant principles and guidelines set out in the Sydney Metro West Design Guidelines and identify how the facility would integrate with the master planning work for the Camellia-Rosehill precinct. Monitoring of groundwater levels and quality at the site area would occur before, during and after substantial construction. This would also include monitoring of potential contaminants of concern. Groundwater level data would be regularly reviewed during and after construction by a qualified hydrogeologist.	All	Not applicable
REMM	Hydrology and water quality – operation	EIS-SSWQ2	Groundwater monitoring data would be provided to the NSW Environment Protection Authority and NSW Department of Planning and Environment and the Natural Resources Access Regulator for information.	CSMF	Not applicable
REMM	Hydrology and water quality – operation	EIS-SSWQ3		CSMF	Not applicable
REMM	Property – operation	EIS-P1		CSMF, RSF	Not applicable
REMM	Property – operation	EIS-P2		CSMF, RSF	Not applicable
REMM	Groundwater	CEMF-GW1		All	Not applicable

			A detailed geotechnical model would be developed and progressively updated during design and construction. The detailed geotechnical model would include: • Assessment of the potential for damage to structures, services, basements and other subsurface elements through settlement or strain • Predicted changes to groundwater levels, including at nearby water supply works. Where building damage risk is rated as moderate or higher, a structural assessment of the affected buildings/structures would be carried out and specific measures implemented to address the risk of damage. Where a significant exceedance of target changes to groundwater levels are predicted at surrounding land uses and nearby water supply works, an appropriate groundwater monitoring program would be developed and implemented. The program would aim to confirm no adverse impacts on groundwater levels or to appropriately manage any impacts. Monitoring at any specific location would be subject to the status of the water supply work and agreement with the landowner			
REMM	Groundwater	CEMF-GW2	Where building damage risk is rated as moderate or higher, a structural assessment of the affected buildings/structures would be carried out and specific measures implemented to address the risk of damage. Where a significant exceedance of target changes to groundwater levels are predicted at surrounding land uses and nearby water supply works, an appropriate groundwater monitoring program would be developed and implemented. The program would aim to confirm no adverse impacts on groundwater levels or to appropriately manage any impacts. Monitoring at any specific location would be subject to the status of the water supply work and agreement with the landowner	All	Not applicable	
REMM	Noise and vibration	CEMF-NV1	Construction hours would be in accordance with the ICNG, planning approvals and the EPL (if required), except where otherwise specified in an approved noise management plan.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV2	Work generating high noise and/or vibration levels would be scheduled during standard construction hours or other less sensitive time periods, where feasible and reasonable. Where this is not feasible and reasonable, the works would be carried out as early as possible in each work shift.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV3	When working adjacent to schools, churches and other noise sensitive facilities, particularly noisy activities would be scheduled outside normal operating hours, where feasible and reasonable.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV4	Noisy plant and equipment would be located and operated to minimise the level and duration of impacts on sensitive receivers.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV5	Where feasible and reasonable heavy vehicle movements would be limited to daytime hours.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV6	All employees, contractors and subcontractors would receive an environmental induction. The site induction would include the following as a minimum: • All relevant project specific and standard noise and vibration mitigation measures • Relevant licence and approval conditions • Permissible hours of work • Any limitations on high noise generating activities • Location of nearest sensitive receivers • Construction employee parking areas • Designated loading/unloading areas and procedures • Site opening/closing times (including deliveries) • Identification of activities likely to cause complaint • Appropriate behavioural practices such as avoiding unnecessary shouting or loud stereos/radios, no dropping of materials from height; throwing of metal items; and slamming of doors, no excessive revving of plant and vehicle engines, turning off idling equipment when not in use, avoiding impulsive noise such as metal and metal contact. • Environmental incident reporting and management procedures	All	Full compliance	
REMM	Noise and vibration	CEMF-NV7	Appropriate mufflers and noise attenuation would be fitted on all plant and equipment utilised.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV8	Damped hammers and shears/ pulverisers would be used where feasible and reasonable.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV9	All plant and machinery would be regularly maintained to assist in minimising noise emissions.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV10	Where significant noise impacts are predicted and/or long periods of construction works are planned, acoustic sheds can be used as an effective mitigation method. For all sites where acoustic sheds are proposed, the sheds would be designed and constructed to minimise noise emissions. This would likely include the following considerations: • All significant noise producing equipment that would be used during the night-time would be inside the shed, where feasible and reasonable • Noise generating ventilation systems such as compressors, scrubbers, etc. would also be inside the shed and external air intake/discharge ports would be appropriately acoustically treated • The door of the acoustic shed would be kept closed during the night-time period, where feasible and reasonable. Where night-time vehicle access is required, the doors would be designed and constructed to minimise noise breakout.	All	Not applicable	
REMM	Noise and vibration	CEMF-NV11	Use of engine exhaust brakes should be avoided where possible. Air brake silencers would be used on heavy vehicles that access construction sites multiple times per night or over multiple night.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV12	Non-tonal movement alarms (or an equivalent mechanism) would be fitted and used on all construction vehicles and mobile plant regularly used on site and for any out of hours work.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV13	Temporary noise barriers / hoarding would be implemented between noise sources and nearby potentially affected noise sensitive receivers, wherever feasible and reasonable. Noise barriers / hoarding would be designed with consideration of on-site heavy vehicle movements with the aim of minimising sleep disturbance impacts.	All	Full compliance	

REMM	Noise and vibration	CEMF-NV14	Where there is potential for exceedances of the vibration objectives, attended monitoring would be undertaken at the commencement of vibration generating activities to confirm site laws. If, following confirmation of site laws, there continues to be a potential for exceedances, continuous vibration monitoring including audible and visible alarms would be conducted at the nearest sensitive receivers. Where vibration levels are predicted to exceed the screening criteria, a more detailed assessment of the structure (in consultation with a structural engineer) and vibration monitoring would be carried out to ensure vibration levels remain below appropriate limits for that structure.	All	Full compliance
REMM	Noise and vibration	CEMF-NV15	For heritage items, the more detailed assessment would specifically consider the heritage values of the structure in consultation with a heritage specialist to ensure sensitive heritage fabric is adequately monitored and managed. The community would be kept informed of upcoming construction work including through:	All	Full compliance
REMM	Noise and vibration	CEMF-NV16	• Notification letters • Website • Project information and construction response telephone line • Place Managers Further engagement and consultation would be carried out with: • The affected communities to understand their preferences for mitigation and management measures • 'Other sensitive' receivers such as schools, medical facilities or places of worship to understand periods in which they are more sensitive to impacts. Based on this consultation, appropriate mitigation and management options would be considered and implemented where feasible and reasonable to minimise the impacts. A register of relevant noise and vibration sensitive receivers would be kept. The register would include the following details for each receiver where known: • Address of receiver • Category of receiver (e.g. Residential, Commercial etc.) • Contact name and phone number A noise monitoring program would be carried out for the duration of the works in accordance with the Construction Noise and Vibration Management Plan and any approval and licence conditions.	All	Full compliance
REMM	Noise and vibration	CEMF-NV17	Where a sensitive receiver has refused monitoring at their property, monitoring would be carried out at an alternate location if available and deemed representative by an acoustic consultant. All significant noise generating items of plant will be accompanied by certified sound power levels prior to operating at a Sydney Metro construction site. The sound power levels will be subjected to regular audits to ensure they remain within in-service levels of + 2 dB of the Sound Power Level ranges identified in Table 13 of the CNVS. Failure to meet these levels would result in a re-assessment of predicted noise impacts. Appropriate respite periods would be provided. This would include: • Consideration of the need to efficiently undertake construction balanced against the communities' preferred noise and vibration management approach • Coordination with any required ancillary works (utility relocations etc.) to minimise overall noise impacts and to avoid scheduling such activities during planned respite periods.	All	Full compliance
REMM	Noise and vibration	CEMF-NV19	High noise and vibration generating activities may only be carried out in continuous blocks, not exceeding 3 hours each, with a minimum respite period of one hour between each block unless otherwise agreed with the affected parties. Construction site layouts would aim to minimise airborne noise impact including: • Loading and unloading of materials/deliveries to occur as far as possible from noise sensitive receivers or be appropriately shielded	All	Full compliance
REMM	Noise and vibration	CEMF-NV20	• Site access and egress points and internal roads as far as possible away from noise sensitive receivers and to minimise the need for reversing movement • The offset distance between noisy plant items and nearby noise sensitive receivers would be as great as possible.	All	Full compliance
REMM	Noise and vibration	CEMF-NV21	Delivery vehicles would be fitted with straps rather than chains for unloading, wherever feasible and reasonable	All	Full compliance
REMM	Noise and vibration	CEMF-NV22	Stationary noise sources would be enclosed or shielded whilst ensuring that the occupational health and safety of workers is maintained.	All	Full compliance
REMM	Noise and vibration	CEMF-NV23			
REMM	Noise and vibration	CEMF-NV24			

			Alternative construction methodologies and measures that minimise noise and vibration levels during noise intensive works would be investigated and implemented where feasible and reasonable. This would include consideration of: • Selecting quieter equipment such as smaller, lower powered, newer or better maintained • The use of hydraulic concrete shears in lieu of hammers/rock breakers • Sequencing works to shield noise sensitive receivers by retaining building wall elements • Locating demolition load out areas away from the nearby noise sensitive receivers			
REMM	Noise and vibration	CEMF-NV25	• Minimising structural-borne noise to adjacent buildings including separating the structural connection prior to demolition through saw-cutting and propping, using handheld splitters and pulverisers or hand demolition • Installing sound barrier screening to scaffolding facing noise sensitive neighbours • Using portable noise barriers around particularly noisy equipment, such as concrete saws • Modifying demolition works sequencing / hours to minimise impacts during peak pedestrian times and / or adjoining neighbour outdoor activity periods • Use of bored piling in lieu of impact piling Long term construction site support equipment and machinery would be low noise emitting and suitable for use in residential areas, where feasible and reasonable. Examples include: • Low noise water pumps for use in water treatment facilities • Low noise generators and compressors • Low noise air conditioner units for use of amenities buildings. Further assessment of construction traffic would be completed during detailed design, including consideration of the potential for exceedances of the NSW Road Noise Policy base criteria (where greater than 2 dB increases are predicted). The potential impacts would be managed using the following approaches, where feasible and reasonable:	All	Full compliance	
REMM	Noise and vibration	CEMF-NV26	• On-site spoil storage capacity would be maximised to reduce the need for truck movements during sensitive times • Vehicle movements would be redirected away from sensitive receiver areas and scheduled during less sensitive times • The speed of vehicles would be limited and the use of engine compression brakes would be avoided • Heavy vehicles would not be permitted to idle near sensitive Condition surveys of buildings and structures near to the tunnel and excavations would be carried out prior to the commencement of excavation at each site, where appropriate. For heritage buildings and structures the surveys would consider the heritage values of the structure in consultation with a heritage specialist.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV27	• Heavy vehicles would not be permitted to idle near sensitive • Condition surveys of buildings and structures near to the tunnel and excavations would be carried out prior to the commencement of excavation at each site, where appropriate. For heritage buildings and structures the surveys would consider the heritage values of the structure in consultation with a heritage specialist.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV28	• Condition surveys of buildings and structures near to the tunnel and excavations would be carried out prior to the commencement of excavation at each site, where appropriate. For heritage buildings and structures the surveys would consider the heritage values of the structure in consultation with a heritage specialist.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV29	The likelihood of cumulative construction noise impacts would be reviewed during detailed design when detailed construction schedules are available. Co-ordination would occur between potentially interacting projects to minimise concurrent or consecutive works in the same areas, where possible. Specific mitigation strategies would be developed to manage impacts. Depending on the nature of the impact, this could involve adjustments to construction program or activities of Sydney Metro West or of other construction projects.	All	Full Compliance	
REMM	Noise and vibration	CEMF-NV30	Feasible and reasonable measures would be implemented to minimise ground-borne noise where exceedances are predicted. This may require implementation of less ground-borne noise and less vibration intensive alternative construction methodologies.	All	Full compliance	
REMM	Noise and vibration	CEMF-NV31	The proximity of cross passages to nearby receivers and the corresponding construction ground-borne noise and vibration impacts during the excavation works would be considered when determining locations. Relocation of cross passages to be further away from sensitive receivers to mitigate potential construction impacts would be considered, where feasible and reasonable.	All	Not applicable	
REMM	Noise and vibration	CEMF-NV32	Blasting would be planned during hours that would cause the least disruption and disturbance to the nearest receivers. Notification protocols prior to blasting for the nearest sensitive receivers would be established.	All	Not applicable	

REMM	Noise and vibration	CEMF-NV33	Vibration and overpressure measurements would be completed at the start of any blasting activities to confirm that vibration levels are within the blasting criteria.	All	Not applicable
REMM	Heritage	CEMF-H1	Induction courses for site workers would include training in the identification of Aboriginal and non-Aboriginal artefacts/relics and management of Aboriginal and non-Aboriginal heritage values.	All	Full compliance
REMM	Heritage	CEMF-H2	Heritage items not affected by the works would be retained and protected throughout construction	All	Full compliance
REMM	Heritage	CEMF-H3	If suspected human skeletal remains are uncovered at any time during the proposed work, procedures outlined in the Sydney Metro Exhumation Management Plan, the Sydney Metro Unexpected Heritage Finds Procedure and Heritage Management Plan would be implemented.	All	Full compliance
REMM	Heritage	CEMF-H4	If unexpected Aboriginal or non-Aboriginal objects / items are identified during construction work, the Sydney Metro Unexpected Finds Procedure would be implemented.	All	Full compliance
REMM	Heritage	CEMF-H5	The Aboriginal community consultation process would continue with Aboriginal heritage knowledge holders (including Registered Aboriginal Parties) as per the Aboriginal Cultural Heritage Consultation Requirements for Proponents (Department of Environment, Climate Change and Water, 2010).	All	Full compliance
REMM	Heritage	CEMF-H6	If Aboriginal archaeological site/s are recovered during test excavation (and salvage, if required), results would be incorporated into Aboriginal heritage interpretation in consultation with registered Aboriginal parties.	All	Full compliance
REMM	Heritage	CEMF-H7	If Aboriginal archaeological remains are recovered during construction, results would be incorporated into the project specific Designing with Country strategy in consultation with Aboriginal knowledge holders.	All	Full compliance
REMM	Flora and fauna	CEMF-FF1	Vegetated areas to be retained and/or identified adjacent habitat areas would be fenced off prior to works to prevent damage or accidental over clearing	All	Full compliance
REMM	Flora and fauna	CEMF-FF2	Clearing would follow a two-stage process as follows: • Non-habitat trees would be cleared first after sign-off of the pre-clearing inspection; and • Habitat trees would be cleared no sooner than 48 hours after non-habitat trees have been cleared.	All	Full compliance
REMM	Flora and fauna	CEMF-FF3	A suitably qualified ecologist will be present on site during the clearing of habitat trees. Felled habitat trees would be left on the ground for 24 hours or inspected by the ecologist prior to further processing.	All	Full compliance
REMM	Visual amenity	CEMF-LV1	Weed management would be undertaken in areas affected by construction prior to any clearing works. Weed management would be undertaken in accordance with the NSW Biosecurity Act 2015.	All	Full compliance
REMM	Visual amenity	CEMF-LV2	Where feasible and reasonable, the elements within construction sites would be located to minimise visual impacts (for example storing materials and machinery behind fencing).	All	Full compliance
REMM	Visual amenity	CEMF-LV3	The design and maintenance of construction site hoardings would aim to minimise visual amenity and landscape character impact.	All	Full compliance
REMM	Visual amenity	CEMF-LV4	Graffiti would be removed promptly from hoardings and any other aspects of construction sites.	All	Full compliance
REMM	Visual amenity	CEMF-LV4	All structures (including acoustic sheds or other acoustic measures, site offices and workshop sheds) would be finished in a colour which aims to minimise their visual impact, if visible from areas external to the construction site. This finish is to be applied to all visible fixtures and fittings (including exposed downpipes).	All	Full compliance

REMM	Visual amenity	CEMF-LV5	Lighting of construction sites would be orientated to minimise glare and light spill impacts on adjacent receivers and would be installed and operated in accordance with AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting.	All	Full compliance
REMM	Visual amenity	CEMF-LV6	Construction site hoardings would be designed in accordance with Sydney Metro Brand Design Guidelines and opportunities for public art on hoardings would be considered in locations of high pedestrian use.	All	Full compliance
REMM	Visual amenity	CEMF-LV7	Opportunities for the retention and protection of existing street trees and trees on the perimeter or within the site would be identified during detailed construction planning.	All	Full compliance
REMM	Visual amenity	CEMF-LV8	Existing trees to be retained would be protected prior to the commencement of construction in accordance with Australian Standard AS4970 the Australian Standard for Protection of Trees on Development Sites and Adjoining Properties.	All	Full compliance
REMM	Visual amenity	CEMF-LV9	Trees removed would be replaced to provide a net increase in the number of mature trees at a ratio of 2:1.	All	Not applicable
REMM	Visual amenity	CEMF-LV10	Where work is required on council land, opportunities would be investigated with the relevant local council to provide plantings in proximity to the impacted areas during construction where feasible and reasonable. Prior to ground disturbance in areas of potential acid sulfate soil occurrence, testing would be carried out to determine the presence of actual and/or potential acid sulfate soils. If acid sulfate soils are encountered, they would be managed in accordance with the Acid Sulfate Soil Manual (ASSMAC, 1998).	All	Not applicable
REMM	Soils and surface water quality	CEMF-SSWQ1	Prior to ground disturbance in high probability salinity areas, testing would be carried out to determine the presence of saline soils. If salinity is encountered, excavated soils would not be reused or would be managed in accordance with Book 4 Dryland Salinity: Productive Use of Saline Land and Water (NSW DECC, 2008). Erosion controls would be implemented in accordance with the 'Blue Book' (Landcom, 2004).	All	Full compliance
REMM	Soils and surface water quality	CEMF-SSWQ2	Erosion and sediment measures would be implemented at all construction sites in accordance with the principles and requirements in Managing Urban Stormwater – Soils and Construction, Volume 1 (Landcom, 2004) and Volume 2D (NSW Department of Environment, Climate Change and Water 2008), commonly referred to as the 'Blue Book'. Additionally, any water collected from construction sites would be appropriately treated and discharged to avoid any potential contamination or local stormwater impacts.	All	Full compliance
REMM	Soils and surface water quality	CEMF-SSWQ3	A protocol will be developed and implemented to respond to and manage any leaks or spills during construction. Spill kits will be provided at main work sites and ancillary construction sites and chemicals will be stored and handled in accordance with relevant Australian standards such as:	All	Full compliance
REMM	Soils and surface water quality	CEMF-SSWQ4	• AS 1940:2004 The storage and handling of flammable and combustible liquids • AS/NZS 4452:1997 The storage and handling of toxic substances • AS/NZS 5026:2012 The storage and handling of Class 4 dangerous goods • AS/NZS 1547:2012 On-site domestic wastewater management	All	Full compliance
REMM	Soils and surface water quality	CEMF-SSWQ5	Construction water treatment plants would be designed so that wastewater is treated to a level that is compliant with the ANZECC/ARMCANZ (2000), ANZG (2018) and draft ANZG (2020) trigger level default guidelines for 95 per cent species protection and 99 per cent species protection for toxicants that bioaccumulate unless other discharge criteria are agreed with relevant authorities. A surface water monitoring program would be implemented to observe any changes in surface water quality that may be attributable to construction work and inform appropriate management responses.	All	Not applicable
REMM	Soils and surface water quality	CEMF-SSWQ6	The program would be developed in consultation with relevant stakeholders.	All	Not applicable
REMM	Soils and surface water quality	CEMF-SSWQ7	Monitoring would occur during pre-construction and construction at all waterbodies with the potential to be impacted. Monitoring would include sampling for key indicators of concern. Further design development would confirm the local stormwater system capacity to receive construction water treatment plant inflows. In the event there is a stormwater infrastructure capacity issue with existing infrastructure, mitigation measures such as storage detention to control water outflow during wet weather events would be implemented. Detailed construction planning would consider flood risk at construction sites. This would include:	All	Not applicable
REMM	Hydrology and flooding	CEMF-HF1	• Identification of measures to not worsen flood impacts on the community and on other property and infrastructure during construction up to and including the one per cent AEP flood event • Provide flood-proofing to excavations at risk of flooding or coastal inundation during construction, where feasible and reasonable, such as raised entry into shafts and/or pump-out facilities to minimise ingress of floodwaters into shafts and any dive structures • Review of site layout and staging of construction works to avoid or minimise obstruction of overland flow paths and limit the extent of flow diversion required. This includes design of site hoardings to minimise disruption to flow paths (if possible). Not worsen is defined as: • A maximum increase in flood levels of 50mm in a one per cent AEP flood event • A maximum increase in time of inundation on one hour in a one per cent AEP flood event • No increase in potential soil erosion and scouring from any increase in flow velocity in a one per cent AEP flood event	All	Not applicable

REMM	Hydrology and flooding	CEMF-HF2	Drainage at construction sites would be designed, where feasible and reasonable, to mitigate potential alterations to local runoff conditions due to construction sites.	All	Full compliance
REMM	Hydrology and flooding	CEMF-HF3	Construction planning regarding flooding matters would be carried out in consultation with the NSW State Emergency Service and the relevant local council. The following dust management measures would be implemented during construction works: - Regularly wet-down exposed and disturbed areas including stockpiles, active earthwork areas, unsurfaced haul roads and loads of soil being transported to reduce wind-blown dust emissions, especially during dry weather - Minimise the number of stockpiles onsite, and: - avoid stockpiling in exposed areas - position stockpiles away from surrounding receivers - appropriately cover or seal exposed areas prior to periods of no work (e.g. long weekends, picnic day weekends, holiday periods) - progressively rehabilitate exposed areas on completion of different work stages, including providing temporary cover and commencing permanent landscaping as early as possible	All	Not applicable
REMM	Air quality	CEMF-AQ1	- Wheel-wash facilities or rumble grids would be provided and used near the site exit points, as appropriate - Ensure vehicles and mobile plant: - use designated haulage and access routes and that appropriate vehicle speeds are assigned on sealed and unsealed roads - are covered when entering or exiting the site when carrying loads - are maintained in accordance with manufacturer specifications - Dust extraction and filtration systems would be installed for tunnel excavation works and deep excavation with limited surface exposure - The intensity of activities would be adjusted based on measured and observed dust levels and weather forecasts - Consider all relevant measures listed in the Guidance on Monitoring in the Vicinity of Demolition and Construction Sites (Version 1.1), (Institute of Air Quality Management, 2018) corresponding to the highest level of risk determined around each construction site Maintain plant and equipment in a proper and efficient manner including the following tasks: - Conduct visual inspections of emissions from plant as part of pre-acceptance checks	All	Full compliance
REMM	Air quality	CEMF-AQ2	- Switch off plant and equipment when not in-use - Avoid diesel or petrol-powered generator use wherever possible with mains electricity or battery powered equipment used wherever practicable The following best-practice odour management measures would be implemented during relevant construction works: - The extent of opened and disturbed contaminated soil at any given time would be minimised	All	Full compliance
REMM	Air quality	CEMF-AQ3	- Temporary coverings or odour suppressing agents would be applied to excavated areas where appropriate - Regular monitoring would be conducted during excavation to verify that no offensive odours are being detected beyond the site boundary. For sites where potential contamination risk is moderate, high or very high, a further review of data would be performed.	All	Full compliance
REMM	Contamination	CEMF-C1	Where the additional data review provides sufficient information to confirm that contamination is likely to have a very low or low risk, the site would then be managed in accordance with the Soil and Water Management Plan. This would typically occur where there is minor, isolated contamination that can be readily remediated through standard construction practices such as excavation and off-site disposal. In these circumstances, a Detailed Site Investigation or Remediation Action Plan would not be required.	All	Not Applicable
REMM	Contamination	CEMF-C2	Where data from the additional data review (mitigation measure C1) is insufficient to understand the risk of contamination, a Detailed Site Investigation would be carried out in accordance with the National Environment Protection Measure (2013) and other guidelines made or endorsed by the NSW EPA. The sites requiring a Detailed Site Investigation would be confirmed following the additional data review (mitigation measure C1). Where data from the additional data review (mitigation measure C1) or the Detailed Site Investigation (mitigation measure C2) confirms that contamination would have a moderate, high or very high risk, a Remedial Action Plan would be developed for the area of the construction footprint. Each Remedial Action Plan would detail the remediation works required to mitigate risks from contamination throughout and following completion of construction. The Remediation Action Plan would be prepared in accordance with relevant NSW EPA guidelines and where applicable, detail remediation methodologies in accordance with Australian Standards and other relevant government guidelines and codes of practice.	All	Not Applicable
REMM	Contamination	CEMF-C3	Remediation would be performed as an integrated component of construction and to a standard commensurate with the proposed end use of the land. The sites requiring Remediation Action Plans and remediation would be confirmed following the additional data review (mitigation measure C1) and Detailed Site Investigation (mitigation measure C2)	All	Not Applicable

REMM	Contamination	CEMF-C4	Where contamination is highly complex, such as significant groundwater contamination; contamination associated with vapour; contamination that requires specialised remediation techniques; or contamination that requires ongoing active management during and beyond construction, an accredited Site Auditor would review and approve the Remediation Action Plan, and would develop a Site Audit Statement and Site Audit Report upon completion of remediation. The sites requiring Site Audit Statements would be confirmed following the preparation of Remediation Action Plans (mitigation measure C3). Where off-site sources of groundwater contamination have been identified, development and implementation of controls to manage the potential impacts of contamination due to drawdown and resulting migration of contaminated groundwater into the construction footprint would be implemented.	All	Not Applicable
REMM	Contamination	CEMF-C5	A review of available groundwater data would be completed to inform the plan. Where insufficient data is available to understand groundwater conditions and the potential for contamination to migrate as a result of the proposal, further investigation would be carried out if considered necessary and if not already undertaken under mitigation measure C2. An unexpected finds protocol would be established to facilitate the quarantining, isolation and remediation of unexpected contamination identified during construction. Any unexpected asbestos identified on site would be managed in accordance with applicable regulatory requirements.	All	Not Applicable
REMM	Contamination	CEMF-C6	Planned power and utility interruptions would be scheduled to before or after typical business hours where feasible and reasonable. Prior notice would be provided to all affected business owners of the interruptions.	All	Full compliance
REMM	Local business	CEMF-BI1	Hoarding and screening impacting the visibility of business would be minimised where feasible and reasonable, without compromising public safety or the effective management of construction airborne noise. Clear pathways and signage would be implemented around construction sites to maximise visibility of retained businesses, including sufficient lighting along pedestrian footpaths during night-time where relevant.	All	Full compliance
REMM	Local business	CEMF-BI2	Consultation would be carried out with managers of social infrastructure located near construction sites about the timing and duration of construction works and management of potential impacts, with the aim of minimising potential disruptions to the use of the social infrastructure from construction activity.	All	Full compliance
REMM	Social	CEMF-SI1	Consultation would be carried out with stakeholders to identify opportunities for public art at construction sites to reflect community values, culture and identity of the local community.	All	Not applicable
REMM	Social	CEMF-SI2	Sustainability initiatives would be incorporated into the detailed design and construction to support the achievement of the Sydney Metro's sustainability objectives.	All	Not applicable
REMM	Sustainability and climate change	CEMF-SCC1	Best practice level of performance would be achieved using market leading sustainability rating tools during detailed design and construction.	All	Not applicable
REMM	Sustainability and climate change	CEMF-SCC2	Climate change risk treatments would be confirmed and incorporated into the detailed design.	All	Not applicable
REMM	Sustainability and climate change	CEMF-SCC3	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.	All	Not applicable
REMM	Sustainability and climate change	CEMF-SCC4	Performance would be measured in terms of a percentage reduction in greenhouse gas emissions from a baseline inventory calculated at the detailed design stage.	All	Not applicable
REMM	Sustainability and climate change	CEMF-SCC5	25 per cent of the greenhouse gas emissions associated with consumption of electricity during construction would be offset.	All	Not applicable
REMM	Water and resources	CEMF-WR1	A central waste area (or areas) would be established, at which waste (including recyclables) would be stored or stockpiled. Stockpiles and bins would be appropriately labelled, managed and monitored till being removed from site.	All	Full compliance
REMM	Water and resources	CEMF-WR2	All waste would be assessed, classified, managed, transported and disposed of in accordance with the Waste Classification Guidelines and the Protection of the Environment Operations (Waste) Regulation 2014.	All	Full compliance
REMM	Water and resources	CEMF-WR3	A hazardous material survey would be completed for those buildings and structures suspected of containing hazardous or special waste materials (particularly asbestos) prior to their demolition. If hazardous waste or special waste (e.g. asbestos) is encountered, it would be handled and managed in accordance with relevant legislation, codes of practice and Australian standards.	All	Not Applicable
REMM	Water and resources	CEMF-WR4	Construction waste would be minimised by accurately calculating materials brought to the site and limiting materials packaging.	All	Full compliance
REMM	Water and resources	CEMF-WR5	Waste streams would be segregated to avoid cross-contamination of materials and maximise reuse and recycling opportunities.	All	Full compliance
REMM	Water and resources	CEMF-WR6	A materials tracking system would be implemented for material transferred between sites and to offsite locations such as licensed waste management facilities.	All	Full compliance
REMM	Water and resources	CEMF-WR7	The use of raw materials (noise hoarding, site fencing, etc.) will be reused or shared, between sites and between construction contractors where feasible and reasonable.	All	Full compliance

REMM	Hazards and hazardous materials	CEMF-HA1	Dial before you dig searches and non-destructive digging would be carried out to identify the presence of underground utilities in areas where additional land is required.	All	Full compliance
REMM	Hazards and hazardous materials	CEMF-HA2	All hazardous substances that may be required for construction would be stored and managed in accordance with the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005), the Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 (Department of Planning, Industry and Environment, 2011) the Work Health and Safety Act 2011 (Commonwealth and NSW) and the requirements of the Environmentally Hazardous Chemicals Act 1985 (NSW). A hazardous materials analysis would be carried out prior to stripping and demolition of structures and buildings associated with rail integration works which are suspected of containing hazardous materials (particularly asbestos).	All	Full compliance
REMM	Hazards and hazardous materials	CEMF-HA3	Hazardous materials and special waste (such as asbestos) would be removed and disposed of in accordance with the relevant legislation, codes of practice and Australian Standards (including the Work Health and Safety and Regulation 2011 (NSW)).	All	Not applicable
REMM	Cumulative impacts	CEMF-C11	Coordination and consultation with the following stakeholders would occur where required to manage the interface of projects under construction at the same time: • Other parts of Transport for NSW • NSW Department of Planning and Environment • Port Authority of NSW • Local government • Emergency service providers • Utility providers • Construction contractors. Co-ordination and consultation with these stakeholders would include: • 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 conflicts. Depending on the nature of the conflict, this could involve: - o Adjustments to construction program, work activities or haul routes of conflicting projects - o Co-ordination of traffic management arrangements between projects.	All	Full Compliance

8 Appendix D – ER Endorsement

Ryan Butler
Acting Director Environment, Sustainability and Planning
Metro West
Sydney Metro
PO Box K659
HAYMARKET NSW 1240

22 August 2025

Ref: 201208 (t) PHASING RPT R1.0

Dear Ryan

RE: Endorsement of Sydney Metro West Stage 3 – Phasing Report (Revision 1.0)

Thank you for providing the Sydney Metro *West Stage 3 – Phasing Report, Rev 1.0, August 2025* as required by the Conditions of Approval A15 and A16 of the Sydney Metro West – Rail Infrastructure, Stations, Precincts and Operations Approval (SSI 22765520, 25 January 2023) for Environmental Representative (ER) endorsement. This Phasing Report (Revision 1.0) is the first submission to the Planning Secretary for information under Condition A15.

As an approved ER for the project, I have provided comment on the Phasing Report with respect to the risk assessment required under A16(e) and how it influences the nominated allocation of project requirements, namely the Conditions of Approval (CoA), the Revised Environmental Mitigation measures (REMMs). It was noted that key deliverables under the Construction Environmental Management Framework (CEMF) apply unless otherwise demonstrated that a specific element is either not relevant to the project works or the residual risk associated with an aspect is low to medium and can be managed within the CEMP (ie: a procedure or equivalent may be generated). This is consistent with the approach taken previously on other Stage 1 and Stage 2 Sydney Metro West work packages.

This ER review of risks and the allocation of requirements for this version of the Phasing Report is based on information known to the ER at the time of review and may be subject to update as the Project evolves. I consider this update appropriate for submission to the Planning Secretary for information as required by CoA A15.

Yours sincerely



Swathi Gowda
Environmental Representative – Sydney Metro West Stage 3