



Parramatta Light Rail (Stage 1)
Westmead to Carlingford via Parramatta CBD and Camellia

Construction Compliance Report #2

August 2019 to January 2020



Compliance Report Declaration Form

| | |
|-----------------------------------|---|
| Project Name | Parramatta Light Rail – Stage 1 |
| Project Application Number | SSI 8285 |
| Description of Project | Development for the purpose of the Parramatta Light Rail – Stage 1. |
| Project Address | Land in the suburbs of Westmead, North Parramatta, Parramatta, Rosehill, Camellia, Rydalmere, Dunas, Telopea, Carlingford, Granville and Clyde. |
| Proponent | Transport for NSW |
| Title of Compliance Report | Construction Compliance Report #2 August 2019 to January 2020 |
| Date | 23 June 2020 |

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

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

Notes:

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

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

Construction Compliance Report #2

August 2019 to January 2020

Parramatta Light Rail – Stage 1 (SSI-8285)

PLR-TFNSW-PJT-EE-RPT-000014

Revision 0

June 2020

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Executive Summary

This Construction Compliance Report #2 documents Transport for NSW and its Contractors' compliance as required by the project's planning approval granted by the Secretary of the NSW Department of Planning, Industry and Environment (the Secretary). This report covers the period from 1 August 2019 to 31 January 2020.

The vast majority of construction activities during the reporting period were undertaken by the Road Enabling Works Contractor and PLR Westmead Precinct Works Contractor across Westmead to Parramatta CBD. Other major contractors undertook work activities within the former Carlingford T6 rail corridor and Rosehill and Camellia precinct.

Onsite environmental performance was generally well managed across the project. Thirteen (13) non-compliances were raised during the reporting period, which is an increase from the previous reporting period of eleven (11). Two (2) of these non-compliances were the subject of warning letters/recorded breach from the Secretary. One notifiable incident during the reporting period occurred which required notification to both the Secretary and the Environment Protection Authority.

The total number of complaints received during the reporting period increased from 65 to 88 compared with the previous reporting period. Complaints were dominated by Noise and Vibration which represented 45% of all complaints attributable to project works.

The following table provides a summary of each Construction Package

| Construction Package | Ongoing Requirements (non-compliances raised) | Notifiable Incidents | ER Inspections (Issues/opportunities for improvement raised) | Environmental Audit Reports (findings) | Complaints Attributable to Project Works (total complaints received) |
|---------------------------------|--|----------------------|---|---|---|
| Package 1 Road Enabling Works | 355 (8) | 0 | 24 (130) | 0 (0) | 56 |
| Package 2 PLR Westmead Precinct | 337 (1) | 0 | 15 (35) | 0 (0) | 11 |
| Package 3 Early Works Portion 2 | 266 (1) | 1 | 17 (49) | 0 (0) | 1 |
| Package 4 Infrastructure Works | 449 (1) | 0 | 11 (12) | 0 (0) | 20 |
| Project Wide TfNSW | 140 (2) | 0 | 0 (0) | 0 (0) | 0 |
| Total | 1547 (13) | 1 | 67 (226) | 0 (0) | 88 (89) |
| Total from previous report | 495 (11) | 2 | 18 (47) | 0 (0) | 65 (66) |

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Document control

Approval and authorisation

| | |
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| Title | Parramatta Light Rail – Stage 1 Construction Compliance Report #2 August 2019 to January 2020 |
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Version status

| Revision | Date | Description | Approval/ Reviewer | Declaration |
|----------|--------------|--|----------------------------|---|
| A | 11 June 2020 | Compliance report for Internal Review | Senior Environment Manager | Not Applicable |
| 0 | 23 Jun 2020 | Compliance Report for Issue to DPIE and publication on website | Senior Environment Manager | TfNSW Associate Director Environmental Management |

Glossary / Abbreviations

| Abbreviation | Expanded text |
|-----------------------------|---|
| AA* | The Acoustics Advisor for the CSSI. |
| Active Transport Link* | An active transport link (pedestrian and cycling) connecting Carlingford to the Parramatta Valley Cycleway at Rydalmere, with bridge crossings at Parramatta River and James Ruse Drive, and ending at Alfred Street, Parramatta |
| Ancillary facility* | A temporary facility for construction of the project including an office and amenities compound, construction compound, material crushing and screening plant, materials storage compound, maintenance workshop, testing laboratory, material stockpile area car parking compound and truck marshalling facility. |
| Annoying activities* | As defined in the <i>Interim Construction Noise Guideline (DECC, 2009)</i> |
| CCR | Construction Compliance Report |
| CEMP* | Construction Environmental Management Plan |
| CoA | The Planning Minister's conditions of approval |
| Completion of construction* | The date upon which all construction works and activities described in the EIS/Submissions Report (incorporating Preferred Infrastructure Report) are completed and all requirements of the Secretary (if any) and the whole of the CSSI has been constructed to the appropriate standard for operation |
| Construction* | <p>Includes all works required to construct the CSSI as described in the EIS/Submissions Report (incorporating Preferred Infrastructure Report), including commissioning trials of equipment and temporary use of part of the CSSI, but excluding the following low impact work:</p> <ul style="list-style-type: none"> (a) survey works including carrying out general alignment survey, installing survey controls (including installation of global positioning system (GPS)), installing repeater stations, carrying out surveys of existing and future utilities and building and road dilapidation surveys; (b) investigations including investigative drilling, contamination investigations and excavation; (c) establishment of ancillary facilities in approved locations including constructing ancillary facility access roads and providing utilities to the facility; (d) operation of ancillary facilities if the ER has determined the operational activities will have minimal impact on the environment and community; (e) minor clearing and relocation of native vegetation, as identified in the EIS/Submissions Report (incorporating Preferred Infrastructure Report); (f) installation of mitigation measures including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments; (g) property acquisition adjustment works including installation of property fencing, and relocation and adjustments of property utility connections including water supply and electricity; (h) relocation and connection of utilities where the relocation or connection has a minor impact to the environment as determined by the ER; (i) reconfiguration of Robin Thomas Reserve for the purposes of maintaining two sports playing fields; |

| Abbreviation | Expanded text |
|--|--|
| | <p>(j) archaeological testing under the <i>Code of practice for archaeological investigation of Aboriginal objects in NSW (DECCW, 2010)</i>, archaeological investigations to inform design or archaeological monitoring undertaken in association with [a]-[i] above to ensure that there is no impact to heritage items;</p> <p>(k) other activities determined by the ER to have minimal environmental impact which may include construction of minor access roads, temporary relocation of pedestrian and cycle paths and the provision of property access including access and egress to construction ancillary facilities; and</p> <p>(l) maintenance of existing buildings and structures required to facilitate the carrying out of the CSSI.</p> <p>However, where heritage items, or threatened species, populations or ecological communities (within the meaning of the <i>Biodiversity Conservation Act 2016</i>) are affected or potentially affected by any low impact work, that work is construction, unless otherwise determined by the Secretary in consultation with OEH or DPI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation).</p> <p>Construction does not include site establishment works where such works are included as part of a Site Establishment Management Plan approved under Condition C18.</p> |
| CSSI* | The Critical State Significant Infrastructure as described in Schedule 1 of this approval, the carrying out of which is approved under the terms of this approval. |
| CSSI, the | Parramatta Light Rail – Stage 1 (Westmead to Carlingford) |
| CTP | Compliance Tracking Program |
| Department* | NSW Department of Planning and Environment |
| DECC* | Former NSW Department of Environment and Climate Change |
| DPE | NSW Department of Planning and Environment |
| DoI* | NSW Department of Industry |
| DPI* | NSW Department of Primary Industries including DPI Agriculture, DPI Biosecurity and Food Safety, DPI Land and Natural Resources, DoI Water and DPI Fisheries |
| Eat Street* | That section of Church Street between Palmer and George streets. |
| EIS* | The Environmental Impact Statement submitted to the Secretary seeking approval to carry out the project described in it, as revised if required by the Secretary under the EP&A Act and including any additional information provided by the Proponent in support of the application for approval of the project. |
| EMS* | Environmental Management System |
| Environmental Representative Protocol* | The document of the same title published by the Department (2017) |
| EP&A Act* | <i>Environmental Planning and Assessment Act 1979 (NSW)</i> |
| EPA* | NSW Environment Protection Authority |

| Abbreviation | Expanded text |
|-------------------------------|--|
| EPL* | Environment Protection Licence under the POEO Act |
| ER* | The Environmental Representative for the CSSI |
| Heritage Division* | The Heritage Division of OEH |
| Heritage item* | A place, building, work, relic, archaeological site, tree, movable object or precinct of heritage significance, that is listed under one or more of the following registers: the State Heritage Register under the <i>Heritage Act 1977</i> (NSW), a state agency heritage and conservation register under section 170 of the <i>Heritage Act 1977</i> (NSW), a Local Environmental Plan under the EP&A Act, the World, National or Commonwealth Heritage lists under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth), and an “Aboriginal object” or “Aboriginal place” as defined in section 5 of the <i>National Parks and Wildlife Act 1974</i> (NSW). |
| Highly Noise Intensive Works* | Rock breaking, rock hammering, sheet piling, pile driving and any similar activity |
| ICNG* | <i>Interim Construction Noise Guideline</i> (DECC, 2009) |
| Incident* | An occurrence or set of circumstances that causes, or threatens to cause material harm. <i>Note: “material harm” is defined in this approval.</i> |
| Land* | Has the same meaning as the definition of the term in section 1.4 the EP&A Act |
| Landowner* | Has the same meaning as “owner” in the <i>Local Government Act 1993</i> and in relation to a building means the owner of the building |
| Material harm* | Is harm that: (a) involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial, or (b) results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment). |
| Minister* | NSW Minister for Planning |
| NCA* | Noise catchment area |
| NML* | Noise management level as derived from the <i>Interim Construction Noise Guideline</i> (DECC, 2009) |
| Non-compliance* | An occurrence, set of circumstances or development that is a breach of this approval but is not an incident. |
| NSW Heritage Council* | Heritage Council of NSW |
| OEH* | NSW Office of Environment and Heritage |
| OEMP* | Operational Environmental Management Plan |
| Operation* | The carrying out of the CSSI (whether in full or in part) upon the completion of construction for the applicable stage (if any), excluding the following activities: <ul style="list-style-type: none"> • commissioning trials of equipment; |

| Abbreviation | Expanded text |
|--|---|
| | <ul style="list-style-type: none"> temporary use of any part of the CSSI; and maintenance works. <p><i>Note: There may be overlap between the carrying out of construction and operation if the phases are staged. Commissioning trials of equipment and temporary use of any part of the CSSI are within the definition of construction.</i></p> |
| Parramatta Strategic Planning Framework* | Planning policies developed by City of Parramatta Council (in consultation with Government Architect NSW) including the Parramatta Strategic Framework, Parramatta City Link Strategy, and Parramatta River Strategy. |
| PCCR | Pre-Construction Compliance Report |
| PIR* | The Preferred Infrastructure Report submitted to the Secretary under the EP&A Act (referred to as part of the Submissions Report (including Preferred Infrastructure Report)). |
| Planning Approval | The Planning Approval includes the Conditions of Approval, the EIS and the Submissions and Preferred Infrastructure Report |
| PLR | Parramatta Light Rail (Stage 1) |
| POEO Act* | <i>Protection of the Environment Operations Act 1997 (NSW)</i> |
| Precinct* | The precincts of Westmead; Parramatta North; Parramatta CBD; Rosehill and Camellia; and Carlingford as described in the EIS and illustrated in Figures 5.2a to 5.2h of Volume 1 |
| Proponent* | The person identified as such in Schedule 1 of this approval |
| Relevant Council(s)* | Any or all as relevant: <ul style="list-style-type: none"> City of Parramatta; and Cumberland Council |
| Relevant Road Authority* | The same meaning as the road authorities defined in the <i>Roads Act 1993</i> . |
| Relic* | Has the same meaning as the definition of the term in section 4 of the <i>Heritage Act 1977 (NSW)</i> |
| REMMMs | Revised Environmental Management and Mitigation Measures |
| RMS* | NSW Roads and Maritime Services |
| Secretary* | Secretary of the NSW Department of Planning and Environment (or nominee, whether nominated before or after the date on which this approval was granted) |
| Sensitive receiver* | Includes residences, temporary accommodation such as caravan parks and camping grounds, and health care facilities (including nursing homes, hospitals). Also includes the following, when in use: educational institutions (including preschools, schools, universities, TAFE colleges), religious facilities (including churches), child care centres, passive recreation areas, commercial premises (including film and television studios, research facilities, entertainment spaces, restaurants, office premises and retail spaces), and others as identified by the Secretary |
| SES* | NSW State Emergency Services |
| SOM | Supply, Operate and Maintain |

| Abbreviation | Expanded text |
|---------------------------|---|
| Submissions Report* | The report comprising the Proponent's response to written submissions received in relation to the application for approval for the CSSI under the EP&A Act. The Proponent has prepared a Submissions Report (incorporating the Preferred Infrastructure Report) for the CSSI |
| TfNSW | Transport for NSW (the Proponent) |
| TMC* | Transport Management Centre for NSW |
| Tree* | As defined in Australian Standard AS 4970-2009 <i>Protection of trees on development sites</i> . |
| Unexpected heritage find* | An object or place that is discovered during the carrying out of the CSSI and which may be a heritage item but was not identified in the documents referred to in Condition A1 or suspected to be present. An unexpected heritage find does not include human remains. |
| Work* | All physical work for the purpose of the CSSI including construction |

* As defined in the infrastructure Approval

Where reference in the planning approval, this document and consultation has been made to OEH it should be noted that it has been abolished from 1 July 2019. The Environment section is construed as a reference to Department of Planning, Industry and Environment and the Heritage component is construed as a reference to Department of Premier and Cabinet (DPC).

Where reference in the planning approval/ this document and consultation has been made to DPE it should be noted that it has been abolished from 1 July 2019. References made to the Department of Planning and Environment is construed as a reference to the Department of Planning, Industry and Environment.

1 Introduction

1.1 Context

This Construction compliance report (CCR) has been prepared for Parramatta Light Rail (Stage 1) (the CSSI). The Staging Report (PLR-TFNSW-CBD-PE-RPT-000001) describes the staging of the delivery and operation of the CSSI in compliance with the requirements of the Infrastructure Approval SSI 8285.

Condition of Approval (CoA) A37 of the PLR Infrastructure approval requires that the CCR must be prepared and submitted to the Secretary for information every six months from the date of commencement of construction for the stage and package of works to which the report applies. The CCR is to be made publicly available by TfNSW in accordance with A33.

1.2 Purpose of this report

The purpose of this CCR is to address the requirements of CoA A37 of the PLR Infrastructure approval. This CCR has been prepared in accordance with the Project Compliance Tracking Program (CTP). The CTP was issued to Department of Environment and Planning (DPE) by Transport for NSW (TfNSW) on 6 December 2018 and subsequently updated and resubmitted on 16 October 2019.

This is issue number 2 of the six-monthly CCR. Subsequent six-monthly CCRs will continue to be prepared and submitted subsequently to this CCR. The Contractors and Transport for NSW are jointly responsible for compliance with the project conditions of approval and other requirements. As identified in the Staging Report (PLR-TFNSW-CBD-PE-RPT-000001), this CCR will be submitted every 6 calendar months (for example February to July / August to January) for all active packages.

In this reporting period the following Packages have been approved to start Construction:

- Package 1 – Road Enabling Works
- Package 2 – PLR Westmead Precinct Works
 - Activity A Hawkesbury Road Widening
- Package 3 – Portion 2 Early Works
- Package 4 – Infrastructure Works

CCR Number 2 is the second construction compliance report for the construction phase and reports on the second period of construction for the CSSI (August 2019 to January 2020). The requirements of the construction compliance related CoA are listed in Table 1-1, together with a cross-reference to where the requirements are addressed in this CCR.

Table 1-1 Conditions applicable to the Construction Compliance Report

| CoA No. | Condition Requirements | Document reference | How Addressed |
|---------|--|--------------------|--|
| A34 | Construction Compliance Reports must be prepared | This document | This construction compliance report has been prepared to address this condition. |
| A34 | and submitted to the Secretary for information every six (6) months from the date of construction for the duration | Section 1.2 | This Report will be written every six calendar months as per the Staging Report. The |

| CoA No. | Condition Requirements | Document reference | How Addressed |
|---------|--|---|--|
| | of construction. | | Report will be submitted to the Secretary for information. |
| A34 | The Construction Compliance Reports must include: (a) A results summary and analysis of environmental monitoring | Section 2.4 | Environmental monitoring results for this reporting period are discussed in Section 2.4. |
| A34 | (b) The number of complaints received, including a summary of main areas of complaint, action taken, response given and proposed strategies for reducing the recurrence of such complaints | Section 2.3 | Complaints received within this reporting period are discussed in Section 2.3. |
| A34 | (c) Details of any review of, and minor amendments made to, the CEMP as a result of construction carried out during the reporting period | Section 3.3 | Reporting on the CEMP and any minor amendments undertaken during this reporting period is discussed in Section 3.3. |
| A34 | (d) A register of any reviews of consistency undertaken including outcome | Section 3.4 | A register of consistency reviews undertaken during this reporting period is discussed in Section 3.4. |
| A34 | (e) Results of any independent environmental audits and details of any actions taken in response to the recommendations of an audit | Section 2.5 | Results of independent environmental audits and actions taken during this reporting period are discussed in Section 2.5. |
| A34 | (f) A summary of all incidents notified in accordance with Conditions A44 and A46 of this approval | Section 2.6 | Notifiable incidents for this reporting period are discussed in Section 2.6. |
| A34 | (g) Any other matter relating to compliance with the terms of this approval or as requested by the Secretary | Section 4 Business monitoring (under CoA E110) | Results from business monitoring required under Condition E110 is provided for this reporting period in Section 4. |

A brief overview of the project is provided in Table 1-2.

The following Pre-Construction Compliance Report's (PCCR) were submitted to the Secretary before the commencement of construction during the reporting period:

- Package 2 PLR Westmead Precinct Works PCCR (PLR-HAC-HRW-PE-PLN-000009) submitted 26 March 2019, this was at least one month before the commencement of construction.
- Package 3 Portion 2 Early Works PCCR (PLR-VNT-SAM-EE-RPT-000002) submitted 16 May 2019, this was at least one month before the commencement of construction.
- Package 4 Infrastructure Works PCCR (PLR1INF-CPBD-ALL-PE-RPT-000012) submitted 16 September 2019, this was at least one month before the commencement of construction.

Table 1-2 Parramatta Light Rail overview

| | |
|--|--|
| Project Name | Parramatta Light Rail – Stage 1 |
| Project Application Number | SSI 8285 |
| Site Address | Land in the suburbs of Westmead, North Parramatta, Parramatta, Rosehill, Camellia, Rydalmere, Dunas, Telopea, Carlingford, Granville and Clyde. |
| Name of Compliance Report | Construction Compliance Report – CCR Number 2 |
| Dates covered by this Report | August 2019 to January 2020 |
| Summary of project activities that occurred during the reporting period | Construction of road enabling works and investigations to permit the construction of the main infrastructure construction, in Parramatta CBD, North Parramatta and Westmead. |

1.3 Background and Parramatta Light Rail project description

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

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

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

In summary, the key features of the project include:

- A new dual track light rail network of approximately twelve (12) kilometres in length, including approximately seven (7) kilometres within the existing road corridor and approximately five (5) kilometres within the existing Carlingford Line and Sandown Line, replacing current heavy rail services
- Sixteen (16) stops that are fully accessible and integrated into the urban environment including a terminus stop at each end of Westmead and Carlingford
- High frequency ‘turn-up-and-go’ services operating seven days a week from 5am to 1am. Weekday services will operate approximately every 7.5 minutes in the peak period between 7am and 7pm
- Modern and comfortable air-conditioned light rail vehicles, nominally 45 metres long and driver-operated, each carrying up to 300 passengers.
- Intermodal interchanges with existing public transport services at Westmead terminus, Parramatta CBD and the Carlingford terminus

- Creation of two light rail and pedestrian zones (no general vehicle access) within the Parramatta CBD along Church Street (generally between Market Street and Macquarie Street) and along Macquarie Street (generally between Horwood Place and Smith Street)
- A Stabling and Maintenance (SaM) Facility located in Camellia for light rail vehicles to be stabled, cleaned and maintained
- New bridge structures along the alignment including over James Ruse Drive and Clay Cliff Creek, Parramatta River (near the Cumberland Hospital), Kissing Point Road and Vineyard Creek, Rydalmere
- Alterations to the existing road network including line marking, additional traffic lanes and turning lanes, new traffic signals, and changes to traffic flows
- Relocation and protection of existing utilities
- Public domain and urban design works along the corridor and at Stop precincts
- Closure of the heavy rail line between Carlingford and Clyde
- Active transport corridors and additional urban design features along sections of the alignment and within Stop precincts
- Integration with the Opal Electronic Ticketing System (ETS)
- Real time information in light rail vehicles and at Stops via visual displays and audio.

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

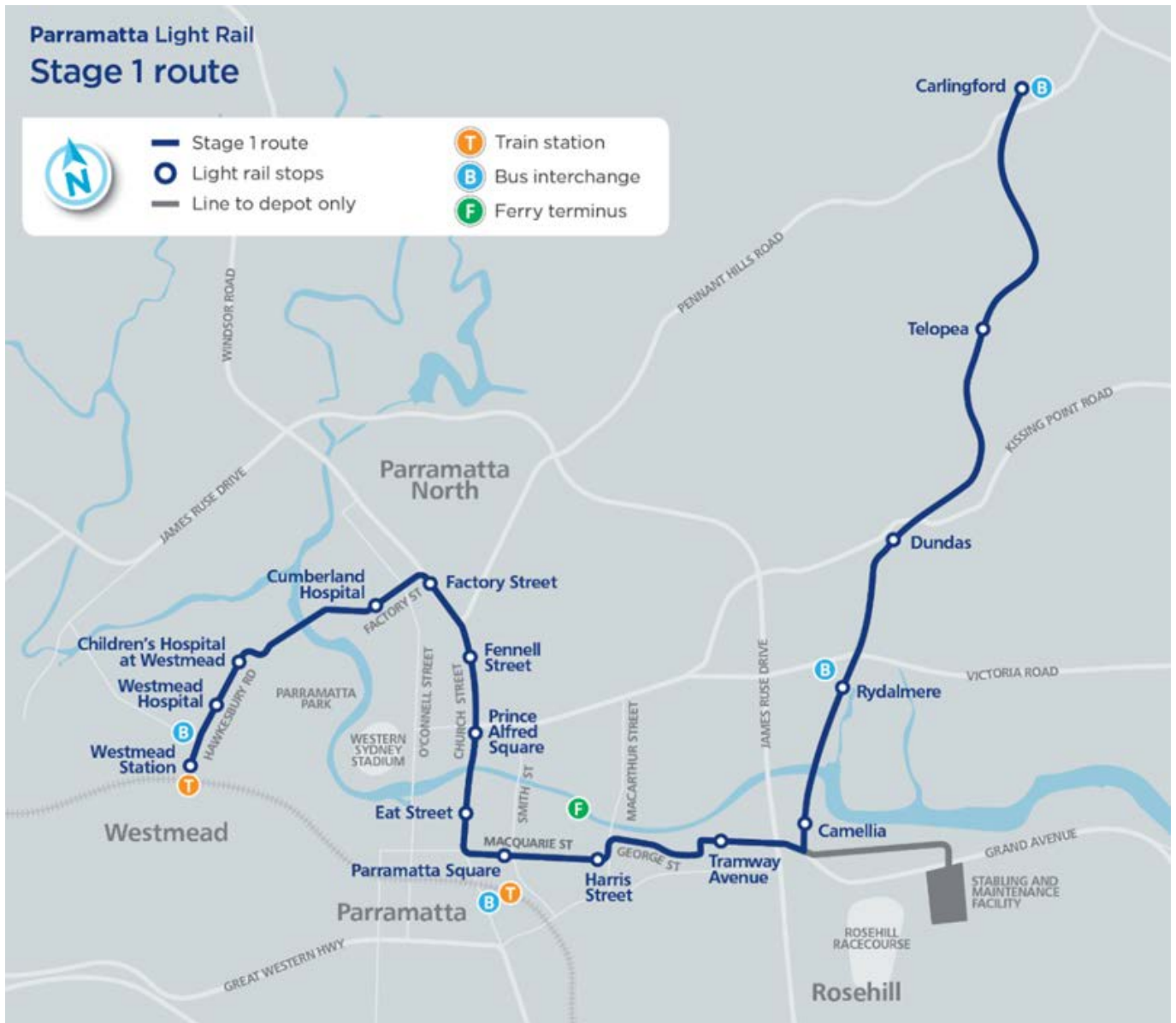


Figure 1-1: Parramatta Light Rail Stage 1 Route

1.3.1 Statutory Context

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

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

1.3.2 Parramatta Light Rail Planning Approval

The Environmental Impact Statement (EIS) assessed impacts for Parramatta Light Rail Stage 1 (Westmead to Carlingford). This covered the light rail and associated works including road enabling work. It was approved by the Minister for Planning on 29 May 2018. The Infrastructure Approval was subsequently modified under Section 5.25 of the EP&A Act on 21 December 2018 (MOD 1) and 25 January 2019 (MOD 2).

The planning approval (Infrastructure approval SSI 8285) and related environmental assessment documents are located at Department of Planning's Major Projects website:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8285

1.4 Project Staging

Transport for NSW has elected to stage the Parramatta Light Rail (Stage 1) in accordance with CoA A13. The stages are described in detail in the Parramatta Light Rail Staging Report (PLR-TFNSW-CBD-PE-RPT-000001) and summarised in Table 1-3.

Table 1-3 Project staging

| Stage | Package | Contractor | Project location | Description |
|-------------------------|---|---|--|--|
| Enabling Stage | 1 – Road Enabling Works | Diona Ward Joint Venture | O’Connell Street, North Parramatta and George Street, Parramatta | Specific local road network improvements and adjustments to maintain performance of the local road network during the light rail construction period and during light rail operations. These works focus in particular on increasing the capacity of O’Connell Street and George Street to accommodate the loss of capacity on Church Street and Macquarie Street. |
| Enabling Stage | 2A – Hawkesbury Road Widening | Health Infrastructure (Ford Civil Contractors) | Hawkesbury Road, Westmead | The widening of the north-western side of Hawkesbury Road including piling to accommodate for future NSW Health development, within Westmead Hospital land. |
| Enabling Stage | 2B – Cumberland Hospital (East Campus) demolition | Health Infrastructure (Renascent) | Cumberland Hospital (East Campus) Fleet Street, North Parramatta | Demolition of buildings within the Cumberland Hospital (East Campus) area. |
| Enabling Stage | 2C – Cumberland Hospital (West Campus) demolition | Health Infrastructure (Donnelley Constructions) | Cumberland Hospital (West Campus) Hainsworth Street, Westmead | Demolition of buildings within the Cumberland Hospital (West Campus) area. |
| Enabling Stage | 3 – Early Works Portion 2 | Ventia | 6-8 Grand Avenue, Camellia | Remediation (capping) of the site at 6-8 Grand Avenue, Camellia. This is the allocated site for the Stabling and Maintenance (SaM) Facility. |
| Infrastructure Delivery | 4 – Infrastructure | Parramatta Connect (formerly known as CPBD Joint Venture) | Land in the suburbs of Westmead, North Parramatta, Parramatta, Rosehill, Camellia, Rydalmere, Dunas, | Design and construction of civil works, public domain and light rail infrastructure up to road level / top of rail and to the top of the concrete slab at Stops, including |

| Stage | Package | Contractor | Project location | Description |
|------------------------------------|----------------------------------|--|---|---|
| | | | Telopea, Carlingford, Granville and Clyde. | provision of all Utility Services (excluding high-voltage power supply and cabling for rail systems), and decommissioning of the Carlingford T6 Line. |
| Supply, Operation & Maintain (SOM) | 5 – Supply, Operation & Maintain | Great River City Light Rail Consortium | Land in the suburbs of Westmead, North Parramatta, Parramatta, Rosehill, Camellia, Rydalmere, Dunas, Telopea, Carlingford, Granville and Clyde. | Design and construction of light rail systems, high-voltage power supply and Stops above slab level, the supply of LRVs, the design and construction of the SaM Facility, including all light rail operations, customer service and asset management. |

1.5 Approval documentation

Documentation relevant to the CSSI CCR includes:

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



Figure 1-2 Parramatta Connect (Package 4) saw cutting for the Carlingford Bus Shuttle

2 Project status update

2.1 Project activities

2.1.1 Overview

Project works are proceeding generally in accordance with the construction program.

The commencement date for the Project was 26 March 2019. Table 2-1 summaries the status of each of the Packages for the reporting period.

Table 2-1 Status of Construction Packages during the reporting period

| Package | Contractor | Status |
|---|---|---|
| 1 – Road Enabling Works | Diona Ward Joint Venture | Construction* commenced 26 March 2019 |
| 2A – Hawkesbury Road Widening | Health Infrastructure (Ford Civil Contractors) | Construction* commenced 15 August 2019 |
| 2B – Cumberland Hospital (East Campus) demolition | Health Infrastructure (Renascent) | No low impact work or construction work occurred in the reporting period |
| 2C – Cumberland Hospital (West Campus) demolition | Health Infrastructure (Donnelley Constructions) | No low impact work or construction work occurred in the reporting period |
| 3 – Early Works Portion 2 | Ventia | Construction* commenced 26 September 2019 |
| 4 – Infrastructure | Parramatta Connect | Low impact works commenced and remain ongoing until construction* commencement. Construction* commenced 5 January 2020 |
| 5 – Supply, Operation & Maintain | Great River City Light Rail Consortium | No low impact work or construction work occurred in the reporting period |

* Refer to the definition of 'Construction' in the glossary in accordance with the Conditions of Approval as issued by the Secretary.

2.2 Previous Report actions

No Independent Audits were undertaken during the reporting period.

One action from the previous Construction Compliance Report (#1) remained open and is described further in Section 3.2.1.

2.3 Complaints

The project received a total of 89 complaints during the reporting period. Of these, 88 complaints were determined to be attributable to project works following investigation.

Complaints during the reporting period were heavily dominated by Noise & Vibration, representing 45% of all complaints attributable to project works (refer to Figure 2-1). Customer Impact (17%) and Property and Access (16%) represented the next highest level of complaints attributable to project works.

The Road Enabling contractor generated the majority of complaints (63% of all complaints attributable to project works). Of these, 21 were Noise & Vibration related (representing 24% of all complaints attributable to the project).

The breakdown of the complaints for each contractor is shown in Figure 2-2. In summary there were:

- Fifty-six (56) complaints against the Road Enabling contractor
- Eleven (11) complaints against the Hawkesbury Road Widening contractor
- One (1) complaint against the Early Works contractor
- Twenty (20) complaints against the Infrastructure contractor
- Zero (0) complaints directly attributed to TfNSW
- One (1) complaint which was not relevant to the Project.

Works at the Parramatta CBD and Parramatta North Precincts generated the most number of complaints during the reporting period (33 and 35 respectively, representing 77% of all complaints attributable to the project).

Complaints have been actioned and resolved in accordance with the Complaints Management System. There are no matters which are currently subject to independent mediation. A summary of the complaint register is provided to the Department weekly.

A number of actions and strategies have been employed to reduce the recurrence of noise complaints. Monthly Communications and Environment team meetings attended by TfNSW and all Contractor equivalents commenced during the previous reporting period. This meeting discusses the upcoming month's construction works in all precinct and the opportunity to minimise noise levels. This meeting discusses scheduling and coordination of works amongst the contractor teams, including respite periods and Out-of-Hours Work about to take place.

During this period a number of access and noise complaints related to a lack of awareness of specific nights when work was occurring as notifications could not always include specific dates of work. Strategies to overcome this have included:

- Provision of lift and/or lobby signage in apartment blocks identified as sensitive receivers informing residents of specific dates of upcoming works
- Uploading a weekly work schedule to the website identifying the location of works and providing this directly to sensitive stakeholders as required.
- Offering direct communications for directly affected stakeholders such as email, phone updates or in person discussions.
- Identifying business preferences regarding access impacts, including key delivery times and hours of operation, to inform work schedule.

Contractors have also held toolbox talks reminding their construction teams of worker behaviour expectations, including the need keep noise to a minimum prior to commencement of morning shifts.

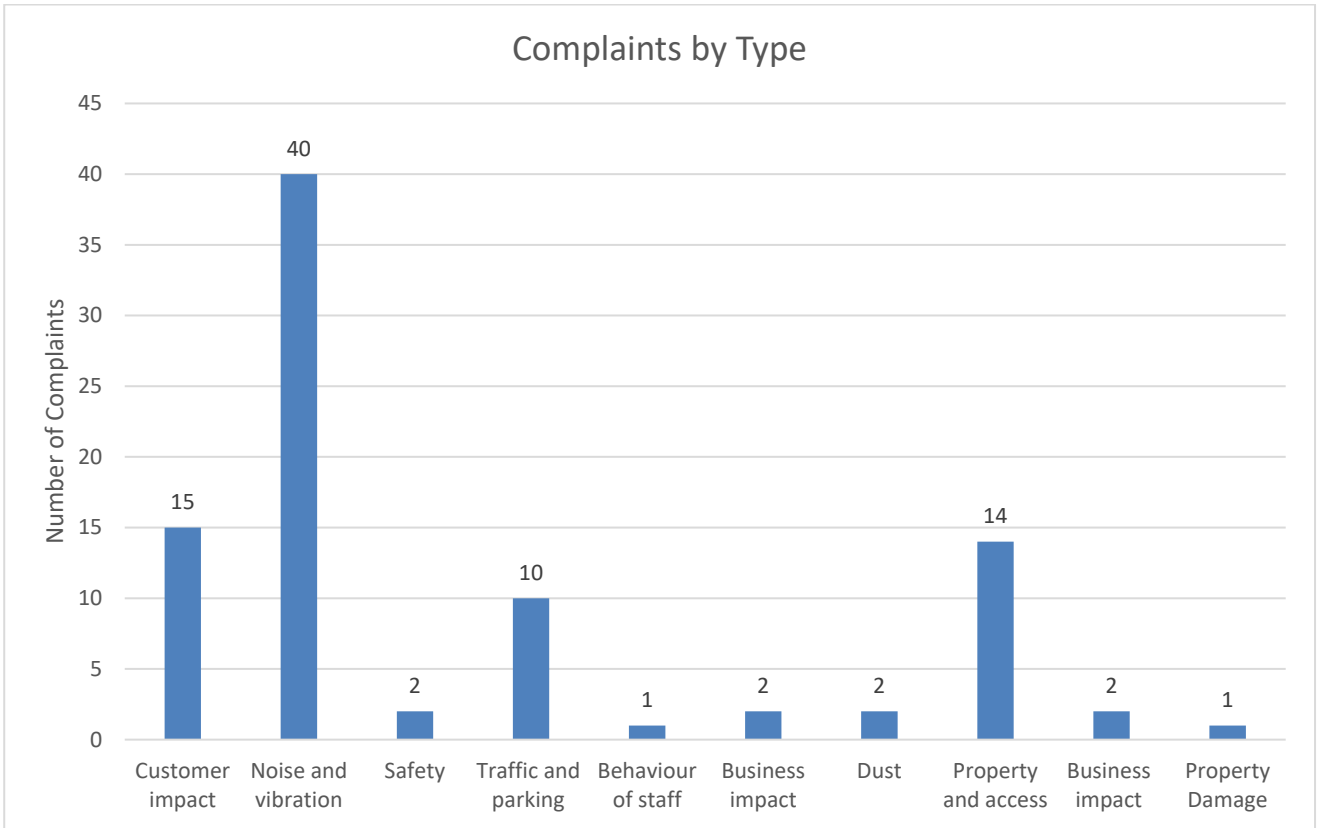


Figure 2-1 Total complaints for the project by type of complaint

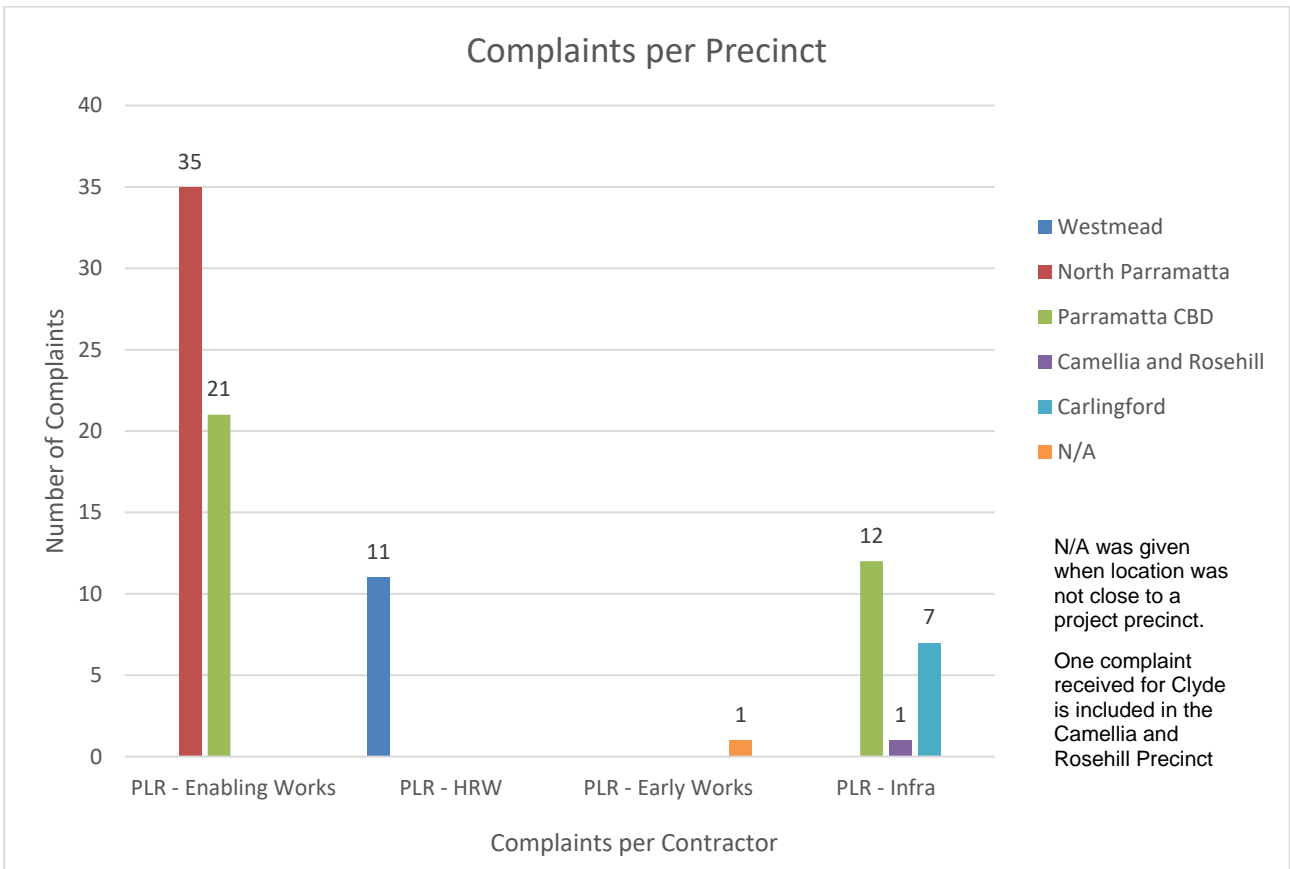


Figure 2-2 Total complaints per precinct for each Contractor

Survey results from business monitoring during the reporting period is provided in Section 4 in accordance with the Business Activation Plan required under CoA E110.

2.4 Environmental monitoring

Environmental monitoring is used to review potential environmental risks caused by project activity. It allows the project to assess and evaluate receiving environment trends and ensure installed controls are appropriate and effective.

A range of environmental monitoring is required by the CoA throughout the duration of construction of the project. These measures are listed in the CEMP. The results of the monitoring programs are described in this section.

2.4.1 Water quality (turbidity) monitoring

Water quality monitoring was not undertaken during the reporting period. This condition is not triggered for Stage 1 (Packages 1 to 3) of the CSSI. Package 4 commenced Construction in January 2020. No water quality monitoring was undertaken by Package 4 in January 2020, as there were no wet weather events >20mm in this month.

2.4.2 Noise monitoring

Noise monitoring was completed on 60 occasions during the reporting period, covering Package 1 and Package 4. Package 2a also completed unattended long term monitoring. The focus of the noise monitoring is confirming predicted noise levels and monitoring in accordance with the relevant Noise and Vibration Monitoring Program. Noise and Vibration Monitoring for Package 3 was not triggered during the Reporting Period in accordance with the Contractor's Construction Noise and Vibration Noise Monitoring Program

There were three instances where the measured value dB(A) was above the predicted value dB(A). In all instances another noise source was predominant (such as other works by parties unrelated to the project or traffic noise). Therefore the exceedances were not attributable to project works.

2.4.3 Vibration monitoring

Vibration monitoring was completed on 15 occasions by Road Enabling during the reporting period. The focus of their vibration monitoring is activities close to property or heritage and monitoring in accordance with the relevant Noise and Vibration Monitoring Program. There were no exceedances of the nominated criteria identified.

Ongoing vibration monitoring was conducted for Package 2a. There were 17 instances where the measured value for Package 2a exceeded the nominated criteria. This was due to:

- One instance outside of construction hours due to another source (i.e. there was no construction associated with the Project occurring at the time of the monitoring)
- Eleven instances where there was no recorded escalation of Noise & Vibration Impact Protocol V3.0 provided to Arup. The exceedance was assumed to be from internal causes (within the hospital)
- Five instances where the exceedance was attributed to adjustments / disturbance to the monitor.

2.4.4 Grey-headed Flying-fox monitoring

Grey-headed Flying-fox monitoring was completed on six occasions during the reporting period. The monitoring results are presented in Figure 2-3. The monitoring occurred on:

- 7 August 2019 (PLR-TFNSW-PJT-BI-RPT-000004). Report dated 26 August.
- 10 September 2019 (PLR-TFNSW-PJT-BI-RPT-000006). Report dated September.
- 18 October 2019 (PLR-TFNSW-PJT-BI-RPT-000007). Report dated 24 October.

- 14 November 2019 (PLR-TFNSW-PJT-BI-RPT-000005). Report dated 29 November.
- 16 December 2019(PLR-TFNSW-PJT-BI-RPT-000008). Report dated 20 January 2020.
- 16 January 2020 (PLR-TFNSW-NPA-BI-RPT-000001. Report dated 5 March 2020.

The control camps at Gladesville and Clyde are monitored quarterly. The data for these two camps was obtained in October 2019. Quarterly monitoring for summer occurred in February 2020 (rather than January 2020) to allow for contribution to the National Flying-Fox Monitoring Program.

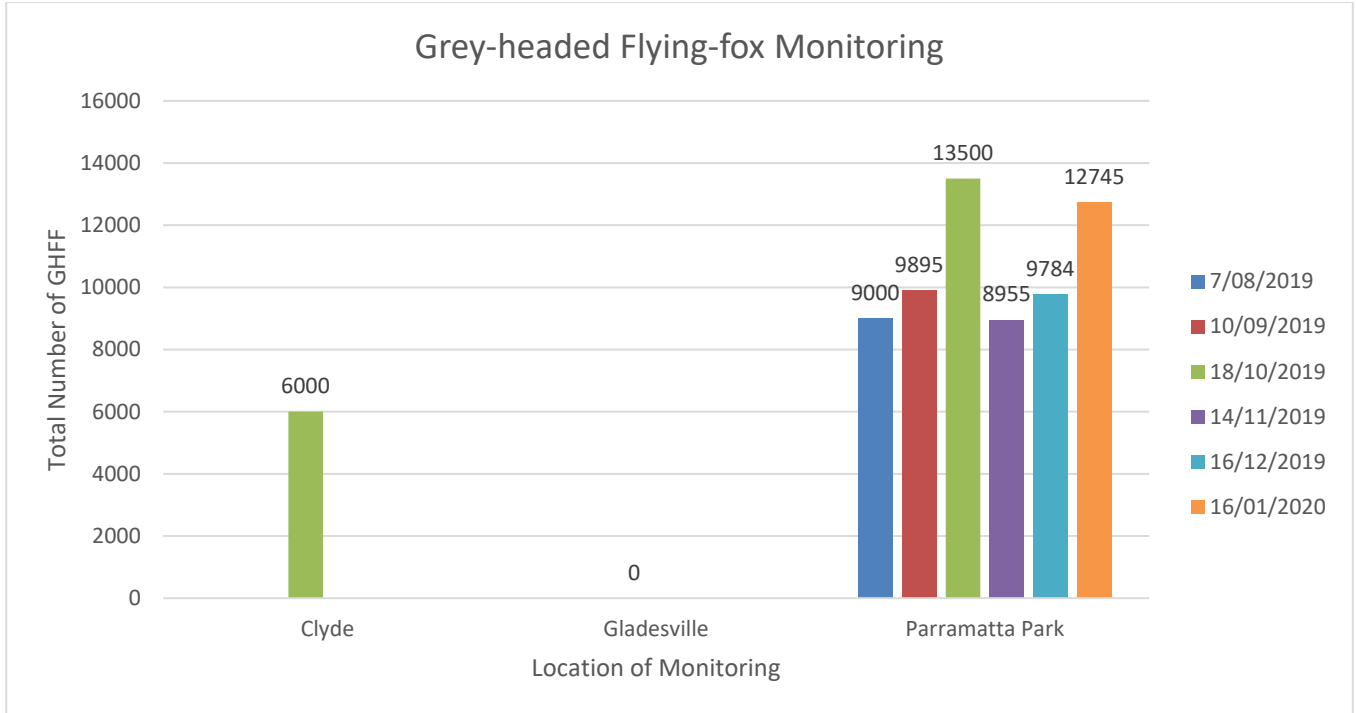


Figure 2-3 Grey-headed Flying-fox monitoring results for the reporting period

The Grey-headed Flying-fox monitoring has been compared to the baseline and historical data on Parramatta Park. The total number of Grey-headed Flying-foxes counted is consistent with the baseline monitoring data (Figure 2-4).

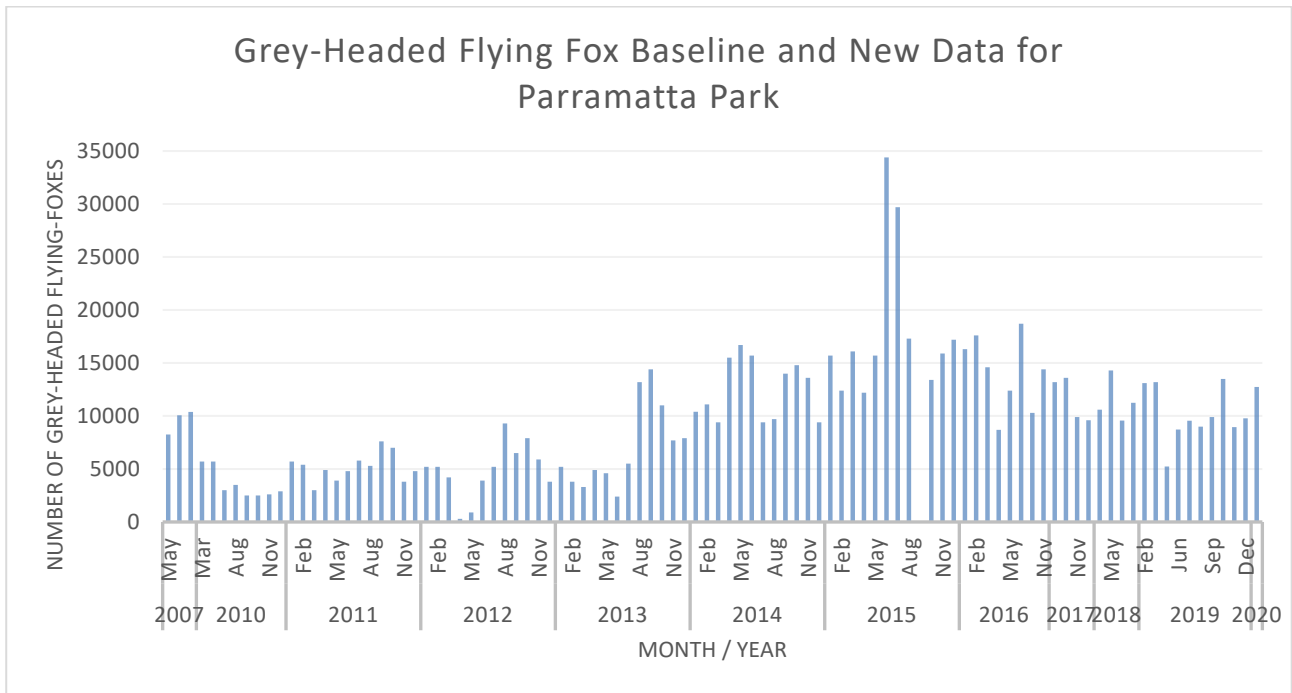


Figure 2-4 Grey-headed Flying-fox monitoring results for the reporting period against baseline and historical data (Source: Royal Botanical Gardens Martin J 2018 & Smith A 2018; NFFMP; TfNSW and Ecosure 2019)

2.4.5 Other

There were no unexpected threatened flora or fauna encountered during the reporting period.

Reported Heritage Finds during the reporting period are identified in Table 2-2. There were no reported Heritage Finds during the reporting period.

Table 2-2 Reported Heritage Finds during the reporting period

| Reported | How | Package | Details | Location |
|------------------------------|-----|---------|---------|----------|
| None during reporting period | N/A | N/A | N/A | N/A |

2.5 Independent environmental audits

Independent environmental audits will be conducted annually during construction of the project to ensure compliance in accordance with the Environmental Audit Program (PLR-TFNSW-PJT-EE-PRG-000001).

There were no independent environmental audits completed during the reporting period.

2.6 Environmental incidents

There was one notifiable environmental incident (as defined in the Planning Approval – refer to the Glossary) during the reporting period. A summary of all project notifiable incidents for the reporting period is included in Table 2-3.

Table 2-3 Incident summary for reporting period (August 2019 to January 2020)

| Type | Date of Incident | Date identified to TfNSW Environment Team | Location of incident | How incident was identified and Contractor | Notification | Action | Response |
|--|---------------------------|---|----------------------------|--|---|--|----------------------|
| Stormwater discharge via manual pumping (INX 189475) | 17 Sept 2019-20 Sept 2019 | 24 Sept 2019 | 6-8 Grand Avenue, Camellia | Package 3: Early Works Portion 2 | <p>Reported to the Secretary at 17:00 on 25 September 2019. Full report provided on 2 October 2019 (PLRP-TFNSW-TX-001383)</p> <p>Reported to EPA on 25 September 2019 (Ref: C12970-2019). A written report was provided to EPA on 2 October 2019 in accordance with s101 of the POEO Regulation.</p> | <ul style="list-style-type: none"> • Responded to Section 150 of the POEO Act. Notification made to DPIE and EPA. • Reviewed Trade Waste Agreement • Note this reported as an incident and a non-compliance | All actions complete |

3 Construction compliance

3.1 Conditions of approval compliance table

Compliance tracking software used for the project allows for evidence to be submitted against a condition. This was made available to the Environmental Representative (ER).

The status of each compliance requirement applicable during the reporting period has been recorded in accordance with the descriptors in Table 3-1 below.

Table 3-1 Compliance status descriptors

| Status | Description |
|---------------|---|
| Compliant | The proponent has collected sufficient verifiable evidence to demonstrate that all elements of the requirement have been complied with. |
| Non-compliant | The proponent has identified a non-compliance with one or more elements of the requirement. |
| Not triggered | A requirement has an activation or timing trigger that has not been met at the phase of the development when the compliance assessment is undertaken, therefore an assessment of compliance is not relevant. Not triggered also applies to requirements that are identified as 'not applicable' in the Staging Report. |

3.2 Non-compliances

3.2.1 Open Non-Compliances from the Previous Reporting Period

The previous reporting period had one action open against Condition B9 (INX Report: 183759). This is included in more detail in Table 3-4.

3.2.2 This reporting period

There were thirteen (13) non-compliances raised during the reporting period (August to January 2020) (Refer to Table 3-2 and Table 3-3 for details). No actions remained open at the end of the reporting period. During the reporting period, non-compliances were quite evenly spread across environmental aspects including heritage, trees, access and noise and vibration (Figure 3-1).

Table 3-2 Non-compliances and compliance loads during this Reporting Period

| Construction Package | Non-Compliances raised during Reporting Period | Currently open non-compliances | Compliance load at end of Reporting Period |
|--------------------------|--|--------------------------------|--|
| Road Enabling | 8 | 0 | 16 |
| Hawkesbury Road Widening | 1 | 0 | 1 |
| Early Works | 1 | 0 | 1 |
| Infrastructure Works | 1 | 0 | 2 |
| TfNSW | 2 | 0 | 3 |
| Total | 13 | 0 | 23 |

A summary of the non-conformance by type is provided in Figure 3-1.

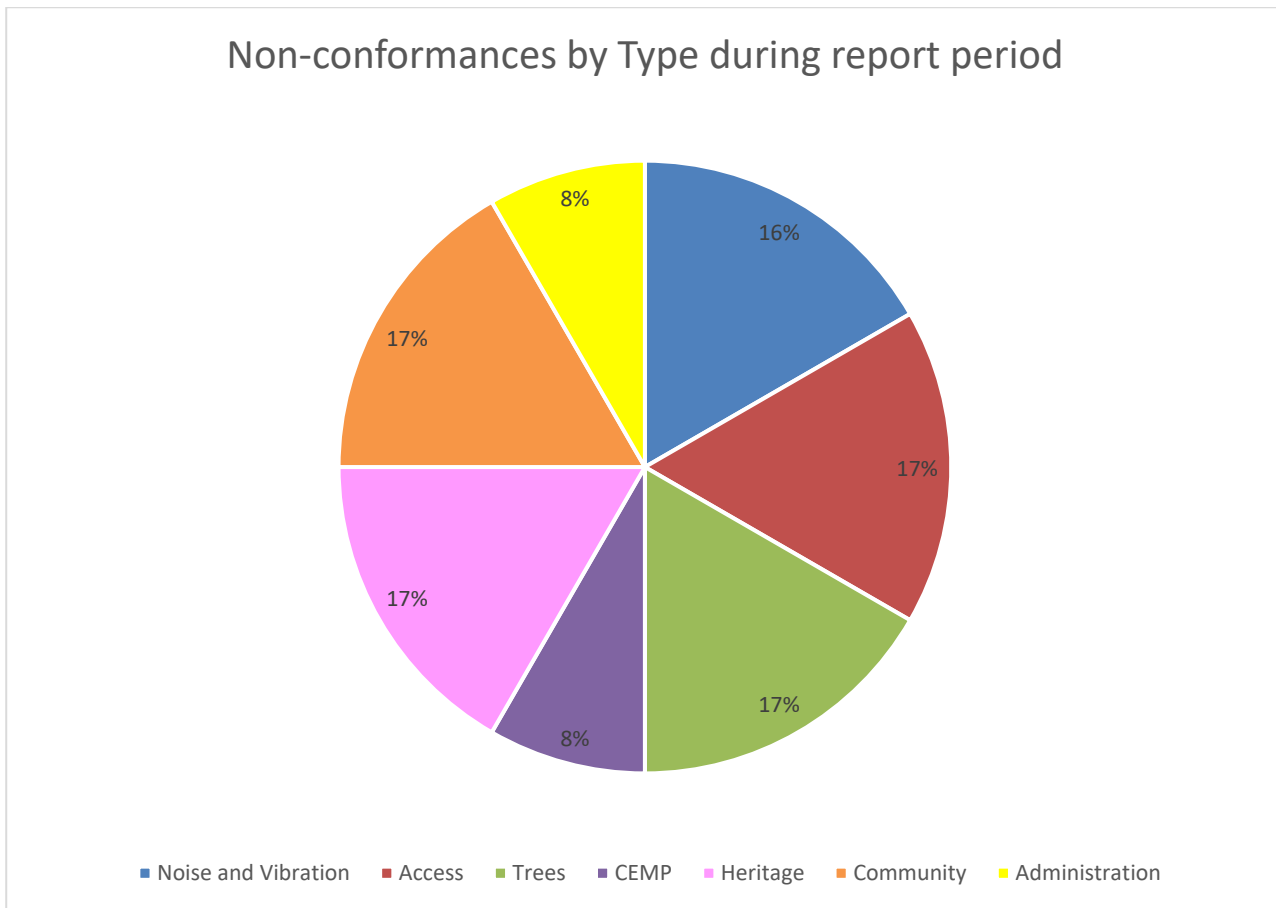


Figure 3-1 Non-conformance by type

Table 3-3 Details of non-compliances during the reporting period (August 2019 to January 2020)

| Date of Occurrence | Date Identified to TfNSW | CoA ID | Package | Summary | Reported To | Actions | Status |
|--------------------|--------------------------|--------|----------------------------------|---|------------------------------|---|----------|
| 15 Aug 2019* | 15 Aug 2019 | E21 | Package 4: Infrastructure Works | <p>INX Report: 186325</p> <p>In preparation for archaeological testing at Robin Thomas Reserve, a vacuum truck was in operation to remove the contents of the sieving bin. In addition, a water cart was filled following this at a standpipe by the same worker. These works were undertaken at 06:00 (on Thursday) which was not in compliance with the approved hours of work (07:00 as defined in CoA E21).</p> | Environmental Representative | <ul style="list-style-type: none"> • Inspection of site to assess potential vegetation impacts (no impacts were identified). • Toolbox talk delivered by site supervisor (see Documents). • Disciplinary action of site supervisor (formal warning). • Report complaint as an 'avoidable complaint' as per the Contractor's Consultation Engagement Plan. • On 2 October 2019, DPIE advised TfNSW that it had recorded the breach. | Complete |
| 29 Aug 2019 | 29 Aug 2019 | E9 | Package 1: Road Enabling Works | <p>INX Report: 187413</p> <p>Property access plans were not developed in accordance with E9 for properties prior to an impact occurring (i.e. implementing a temporary traffic change).</p> <p>The traffic change results in access to the affected properties being left in / left only, subsequently limiting right in/out turns of the properties. Physical access to the properties is maintained. Following clarification, it has been determined by DPIE that an access plan is required for affected properties where a traffic change has altered the route that the property owner could take to enter their property.</p> | Environmental Representative | <ul style="list-style-type: none"> • Emergency Environment Alert was circulated around TfNSW and Road Enabling Contractor • Contractor consulted with affected complainant and closed out complaints related to property access • A template was provided to Contractor to assist in complying with E9 • Draft Property Access Plans were distributed using the E9 template that was developed, with supporting maps. | Complete |
| 31 Aug 2019 | 9 Jan 2020 | E106 | Package 1: Road Enabling Works | <p>INX Report: 197715</p> <p>Removal of trees T47 & T48 at Factory / O'Connell St intersection.</p> <p>A number of trees identified in the tree protection plan and hedges were removed before commencement of works in this intersection. As part of the new boundary realignment a removal request for additional trees was sent to the Independent Arborist (IA). During Project Arborist and IA inspection, it was noticed that T47 & T48 were removed before approval, not complying with the Condition of Approval E106.</p> | Environmental Representative | <ul style="list-style-type: none"> • Approval Process for Tree Impacts flow chart was updated to clarify required process and reissued to all parties. • A review was done in January to confirm preventative measures are working. | Complete |
| 17 Sept 2019 | 24 Sept 2019 | C8 | Package 3: Early Works Portion 2 | <p>INX Report: 189475</p> <p>(Note this is identified as an Incident and a non-compliance)</p> <p>Stormwater discharge above criteria</p> | EPA DPIE | <ul style="list-style-type: none"> • Responded to Section 150 of the POEO Act. Notification made to DPIE and EPA. • Reviewed Trade Waste Agreement | Complete |
| 10 Jun 2019 | 30 Sept 2019 | E64 | Package 1: Road Enabling Works | <p>INX Report: 189925</p> <p>The Heritage Interpretation Strategy (HIS) for Queens Wharf Reserve (QWR) was not endorsed by the ER prior to commencing works and sent to DPIE.</p> <p>Consultation had been completed with the delegate of the Heritage Council the HIS was finalised and works commenced in QWR.</p> <p>While the ER had reviewed the HIS prior to consultation being completed, the ER's written statement of endorsement had not been completed prior to commencing works. This was subsequently completed on 19 September 19 when it was realised that endorsement had not occurred.</p> | Environmental Representative | <ul style="list-style-type: none"> • Heritage Interpretation Strategy was subsequently endorsed by the Environmental Representative and submitted to DPIE • On 10 January 2020, DPIE advised TfNSW that it had recorded the breach. • A review of compliance was subsequently undertaken and actions to resolve identified issues were closed out. | Complete |

| Date of Occurrence | Date Identified to TfNSW | CoA ID | Package | Summary | Reported To | Actions | Status |
|--------------------|--------------------------|-----------|---|--|--|---|----------|
| 1 Oct 2019 | 3 Oct 2019 | B8 C19 | Package 1: Road Enabling Works | INX Report: 190160 The telephone number, postal address and email address was not displayed at various construction sites; & boundary screening was not in place for one compound site. Identified during Environmental Representative's site inspection. | Identified by Environmental Representative | <ul style="list-style-type: none"> Shade cloth and signage with contact details were installed around different work areas. Environmental instruction has been set up at site and will be reinforced by supervisors during pre-starts. Reviewed again in March 2020 | Complete |
| 1 Oct 2019 | 3 Oct 2019 | E43 | Package 1: Road Enabling Works | INX Report: 190168 Hammering next to a Heritage building, without vibration controls or monitoring equipment in place, identified during Environmental Representative's site inspection. | Identified by Environmental Representative | <ul style="list-style-type: none"> Works stopped once NCR identified Protection was set up next to heritage building. Vibration monitor was set up next to the heritage building to monitor levels during activity. Noise barriers were located around works. Toolbox talk undertaken Vibration verification monitoring was reviewed and construction techniques altered as a result. | Complete |
| 8 Oct 2019 | 14 Oct 2019 | C21 | Package 1: Road Enabling Works | INX Report:191000 Spoil haulage vehicle noted without required signage during Environmental Representative's site inspection. | Identified by Environmental Representative | <ul style="list-style-type: none"> Undertook an inspection of haulage plant and identified haulage plant and equipment requiring signage. An environmental instruction was developed and communicated to supervisors and compound foreman. | Complete |
| 10 Oct 2019 | 9 Jan 2020 | E106 | TfNSW | INX Report: 204559 Four trees were not identified in the Tree Register #15 (relating to Package 4), however the Independent Arborist gave approval to the Contractor for trees to be removed. The Independent Arborist identified that the non-compliance was against his role. | Environmental Representative | <ul style="list-style-type: none"> Approval Process for Tree Impacts flow chart was updated to clarify required process and reissued to all parties Errors were corrected in subsequent issue of Tree Register. All approval forms from Project Arborists Impact Assessment to be thoroughly checked. Approval Forms and IA Tree Register are to be updated simultaneously. Update format of Tree Register to cover IA approvals | Complete |
| 20 Nov 2019 | 3 Dec 2019 | E17 | Package 1: Road Enabling Works | INX Report: 194941 Near Queens Wharf Reserve, paving works were taking place with access to a business temporarily blocked. Access was not blocked at opening of trading, however specific notification regarding date of commencement of the works was not undertaken. | Environmental Representative | <ul style="list-style-type: none"> Reviewed consultation documentation for affected properties Redistributed the community relations requirements to the project team to prevent re-occurrences. | Complete |
| 27 Nov 2019 | 27 Nov 2019 | N/A | Package 2A: Hawkesbury Road Widening | INX Report: 194630 During Environmental Representative it was identified that the Contractor was parking in a bus zone. It was identified by DPIE as a non-compliance with road rules and not against the planning approval | Identified by Environmental Representative | <ul style="list-style-type: none"> .Toolbox talks with staff onsite | Complete |

| Date of Occurrence | Date Identified to TfNSW | CoA ID | Package | Summary | Reported To | Actions | Status |
|--------------------|--------------------------|------------|--------------------------------|--|------------------------------|--|----------|
| 3 Dec 2019 | 8 Jan 2020 | E64A | Package 1: Road Enabling Works | INX Report: 197615 The Heritage Interpretation Strategy for the enabling works was updated however not within the required 6 month time frame | Environmental Representative | <ul style="list-style-type: none"> Update Heritage Interpretation Strategy (HIS) HIS was endorsed by Environmental Representative and submitted to DPIE for Information. Submitted updated HIS to Heritage Division Reviewed again in April 2020 | Complete |
| 8 Jan 2020 | 8 Jan 2020 | A23 A29 | TfNSW | INX Report: 197616 The Acoustics Advisor's Monthly Report for December and the Environmental Representative's Monthly Report for December were submitted on the 8 January to DPIE. This was one day late. | Environmental Representative | <ul style="list-style-type: none"> Reminders were sent to PLR staff calendars The ER created a calendar reminder to request information from the Contractor's in advance | Complete |

* Non-conformance was reported before Construction (as defined in the planning approval) was started for the project. It has been reported here for completeness.

The following non-compliances were identified during the previous reporting period, however were either not documented within the Construction Compliance Report #1 or still had outstanding actions. For completeness, the non-compliances are reported in Table 3-4, and are now counted towards last reporting period results.

Table 3-4 Details of additional non-compliances during the previous reporting period (March to July 2019)

| Date of Occurrence | Date Identified to TfNSW | CoA ID | Package | Details | Reported To | Actions | Status |
|--------------------|--------------------------|--------|--------------------------------|---|--|---|----------|
| 24 Jul 2019* | 24 Jul 2019 | | Package 4 Infrastructure Works | INX Report: 184636 Appropriate environmental approvals were not obtained prior to commencing installation of a fence around Asset Land located at 13A Grand Avenue Camellia. | Environmental Representative | <ul style="list-style-type: none"> Prepared and distributed an "Environmental Alert" on environmental approvals across the Contractor's team. | Complete |
| 23 Jul 2019 | 23 Jul 2019 | E26 | Package 1: Road Enabling Works | INX Report: 184553 Emergency works undertaken without ER notification. On becoming aware of the need to use a jackhammer in Period 2 (note that CNVS indicates that a jackhammer does not have special audible characteristics) the ER should have been notified of the works. The ER was not notified until the 11:42am the next morning | Environmental Representative | <ul style="list-style-type: none"> Toolbox talk was conducted on E26 and the reporting procedure ECMs have been revised and an additional induction slide added to the induction | Complete |
| 5 Jul 2019 | 5 Jul 2019 | E43 | Package 1: Road Enabling Works | INX Report: 183211 Vibration testing was not undertaken before vibration generating activities that have the potential to impact on heritage items to identify minimum working distances | Environmental Representative | <ul style="list-style-type: none"> Vibration baseline monitoring was conducted. Baseline monitoring results will be included in future construction monitoring reports. | Complete |
| 5 Jul 2019 | 5 Jul 2019 | C21 | Package 1: Road Enabling Works | INX Report: 183210 Signage used to satisfy Condition of Approval C21 was considered by DPIE not to satisfy the requirement of the condition. | Environmental Representative DPIE | <ul style="list-style-type: none"> Signage has been updated in line with feedback received from DPIE and approved by Environmental Representative | Complete |
| March-July 2019 | 12 July 2019 | B9 | TfNSW | INX Report: 183759 On 12 July 2019, it was brought to the attention of the PLR Environmental Representative, GL that the PLR Complaint Register did not include data on the number of people affected in relation to each complaint. It was identified that the missing information constituted as a non-conformance with condition B9 (b). | Identified by Environmental Representative | <ol style="list-style-type: none"> Report NCR, Notify Delivery Partners of issue, Update the Complaint Register to clearly identify required detail. Update Sections 4 and 5 of the Community Consultation Strategy (CCS) and re-submit to DPIE for approval by the Secretary. Note – DPIE approved the CCS outside reporting period (30 April 2020). | Complete |

* Non-conformance was reported before Construction (as defined in the planning approval) was started for the project. It has been reported here for completeness.

3.3 Construction Environmental Management Plan

The Construction Environmental Management Plan (CEMP) is the key management tool in relation to environmental performance during the design and construction phases. The CEMP outlines the Contractor's approach to minimising and managing environmental risks associated with the construction phase of the project. The CEMP is a dynamic document that is reviewed and amended to incorporate additional requirements as required, including changes to the project team, organisational structure and responsibilities or as improvements to procedures and methodologies develop.

Detailed environmental management sub plans have been prepared. Key environmental elements have been identified for the Project through the environmental assessment and approval process. They document aspects, impacts, safeguards and monitoring requirements for each key environmental element, nominate who is responsible for implementing controls and note the frequency/timing of implementation.

There are five Packages as described in the Staging Report. Table 3-5 identifies when each Package CEMP (and Sub-plans if required under the Planning Approval) was last approved and any subsequent minor amendments (as required).

Table 3-5 Package specific CEMP approval and minor revised updates

| Package | Secretary CEMP Approval Date | Review / Amendment Comments |
|---|---------------------------------------|--|
| Package 1: Road Enabling Works | 5 March 2019 | Following Secretary approval, the CEMP and Subplans were reviewed in accordance with the CEMP. The review identified some minor amendments. The updated CEMP was endorsed by the Environmental Representative prior to implementation. |
| Package 2: PLR Westmead Precinct Works | 13 August 2019 | The CEMP during the reporting period was in the process of being updated for Activity B and C. |
| Package 3: Portion 2 Early Works | 5 September 2019 | Following Secretary approval, the CEMP and Sub-plans were updated to include trade waste agreement and minor activities. The minor amendments were endorsed by the Environmental Representative prior to implementation. |
| Package 4: Infrastructure Works | 21 November 2019 | The CEMP has not been amended as a result of any reviews since it was approved by the Secretary on 21 November 2019. |
| Package 5: Supply, Operate and Maintain (SOM) Works | Not triggered during reporting period | Not triggered during reporting period |

3.4 Environment Protection Licences

Where the PLR project undertakes activities which are Scheduled Activities under the *Protection of the Environment Operations Act* (1997), the Principal Contractors are required to obtain the relevant Environment Protection Licences (EPLs).

The Infrastructure Works Contractor (Parramatta Connect) obtained an EPL on 3 January 2020. No other EPLs have been required for the project during the reporting period. Table 3-6 lists the Parramatta Light Rail EPLs that have been active during the reporting period.

Table 3-6 Status of Parramatta Light Rail Environmental Protection Licences

| Licensee | Construction Package | Activity Type | EPL # | Status |
|--------------------|----------------------|--|-------|---|
| Parramatta Connect | Package 4 | Railway activities - railway infrastructure construction | 21347 | Issued 3 January 2020, and currently active |

This CCR does not document compliance against EPLs. This is being undertaken by the relevant license holders

3.5 Consistency assessment and environmental reviews

Consistency assessments and environmental reviews were approved for the project under the TfNSW Environmental Management System. Where required, the reviews were endorsed by the Environmental Representative in accordance with A12 (Appendix A1). Approved documents have been provided to the ERs in accordance with A24b.

Table 3-7 provides a register of consistency reviews undertaken during the reporting period.

Table 3-7 Consistency reviews undertaken during the reporting period

| Date | Package | Title | Summary | Outcome |
|-----------|--------------|---|---|--|
| Aug 2019 | Project Wide | Robin Thomas Reserve Reconfiguration of Playing Field (TFNSW-CA-006) | The realignment of the sports fields at Robin Thomas Reserve | Approved |
| Sept 2019 | Package 4 | Jemena Gas Main Relocation (Westmead) (CPBDJV-ER-002) | Extension of utility work within 1 km of the project footprint | Approved (flexibility provisions endorsed by ER) |
| Oct 2019 | Package 4 | Carlingford T6 Bus Infrastructure Changes (CPBDJV-ER-001) | Extension of project boundary to allow for minor road network adjustments and bus stop infrastructure related to the T6 replacement bus service | Approved (minor road network flexibility provisions) |
| Oct 2019 | Package 4 | Department of Education Fibre Optic (CPBDJV-ER-003) | Extension of utility work within 1 km of the project footprint | Approved (flexibility provisions endorsed by ER) |
| Oct 2019 | Package 4 | Church St / George St and Kissing Point Road Utilities (PCPLR-ER-005) | Extension of utility work within 1 km of the project footprint | Approved (flexibility provisions endorsed by ER) |
| Nov 2019 | Package 4 | Rail Decommissioning – November Possession (PCPLR-CA-004) | Works for the decommissioning of the T6 line between Rosehill and Clyde. | Approved |

| Date | Package | Title | Summary | Outcome |
|----------|--------------|---|--|--|
| Nov 2019 | Package 4 | Jemena Condition Assessment (Hainsworth, Westmead) (PCPLR-ER-004) | Extension of utility work within 1 km of the project footprint | Approved (flexibility provisions endorsed by ER) |
| Nov 2019 | Package 3 | SAM Facility Containment Cell | Construction of a containment cell at the Stabling and Maintenance Facility, Camellia | Approved |
| Dec 2019 | Package 4 | CBD Bus Stops (PCPLR-ER-006) | Extension of project boundary to allow for minor road network adjustments and bus infrastructure. | Approved (minor road network flexibility provisions) |
| Dec 2019 | Package 4 | Utilities near Lennox Bridge (PCPLR-ER-007) | Extension of utility work within 1 km of the project footprint | Approved (flexibility provisions endorsed by ER) |
| Dec 2019 | Package 4 | UTC Grand Avenue (PCPLR-ER-008) | Extension of utility work within 1 km of the project footprint | Approved (flexibility provisions endorsed by ER) |
| Dec 2019 | Package 4 | AAPT Harris Street (PCPLR-ER-009) | Extension of utility work within 1 km of the project footprint | Approved (flexibility provisions endorsed by ER) |
| Dec 2019 | Package 4 | Rail Decommissioning – January Possession (PCPLR-CA-007) | Works for the decommissioning of the T6 line between Rosehill and Clyde. | Approved |
| Dec 2019 | Package 5 | Stray Current Testing (GRCLR-ER-001) | Stray current testing in areas outside the project boundary | Approved |
| Dec 2019 | Package 2 | Minor Ancillary Facility - Cumberland West (HAC-CA-003) | Use of compound site outside project boundary for Cumberland West demolitions. | Approved |
| Jan 2020 | Project Wide | ALTA-50 Rydalmere - additional land (TFNSW-CA-007) | Extension of project boundary to allow for access and construction of bridge and Active Transport Link | Approved |

4 Business monitoring

4.1 Local Area Marketing Campaign

A local area marketing campaign is running from October 2019 to April 2020 which is targeting shoppers and Bankwest Stadium game-goers. Business monitoring was captured during the reporting period with the metrics shown in Figure 4-1.. The objectives of the business activation were:

- Maintain foot traffic during construction
- Ensure affected businesses feel supported prior to and during construction of light rail
- Create unique experiences that encourage the continued use of places along the alignment and the patronage of businesses
- Activate streets and areas in close proximity to construction sites
- Minimise the extent to which construction adversely affects public amenity, including noise, dust and obstructions to pedestrian movement

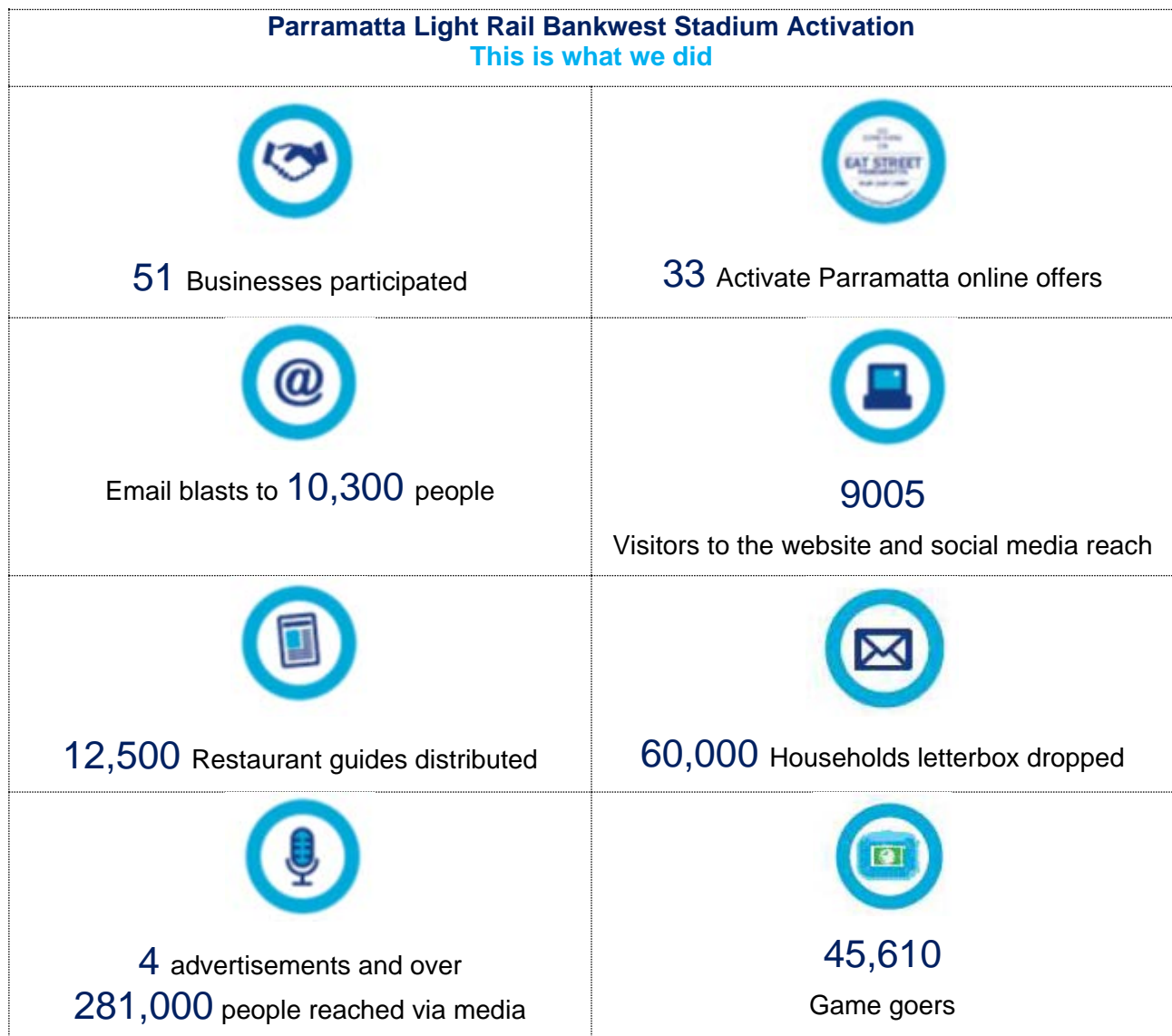


Figure 4-1 Parramatta Light Rail Business Activation Campaign (October to January 2020)

Feedback received via surveys and face-to-face interactions with businesses included:

- An increase in foot traffic and sales on Game Days
- Venues reaching capacity and turning away customers
- Businesses continuing to support the campaign through their marketing and social media posts
- Participating businesses are keen to be involved in upcoming activations

4.2 Small Business Month

Parramatta Light Rail supported local businesses during Small Business Month with an advertising campaign and social media posts. The campaign reached:

- 54,000 people reached via media
- 59,376 people reached via social media

4.3 North Parramatta Shop Local Campaign

A shop local marketing campaign ran from August 2019 to October 2019 which ran an 'Open for Business' and 'Shop Local' campaign for businesses located in North Parramatta to support businesses during Road Enabling Works. The campaign reached:

- 54,000 people reached via media
- 12,183 people reached via social media

4.4 Christmas Shop Local Campaign

A shop local marketing campaign ran from 27 November 2019 to 24 December 2019 for businesses located in Parramatta CBD to support businesses. Business monitoring was captured during the reporting period with the metrics shown in Figure 4-2.



Figure 4-2 Parramatta Light Rail Christmas Shop Local Campaign (November to December 2019)

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