



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

Construction Compliance Report #3

February 2020 to July 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 #3 February 2020 to July 2020
Date	23 October 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 – Safety, Sustainability, Environment and Assurance
Signature	
Qualification	Master's Degree Environmental Management and Sustainability
Company	Transport for NSW
Company Address	130 George Street, Parramatta

Construction Compliance Report #3

February 2020 to July 2020

Parramatta Light Rail – Stage 1 (SSI-8285)

PLR-TFNSW-PJT-EE-RPT-000016

Revision 0

October 2020

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Executive Summary

This Construction Compliance Report #3 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 February 2020 to 31 July 2020.

The vast majority of construction activities during the reporting period were undertaken by the Infrastructure Contractor with main construction ramping up. Road Enabling and Hawkesbury

Onsite environmental performance was generally well managed across the project. Eight (8) non-compliances were raised during the reporting period, which is a decrease from the previous reporting period of thirteen (13). Two (2) of these non-compliances were the subject of warning letters/recorded breach from the Secretary. Three 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 88 to 254 compared with the previous reporting period. Complaints were dominated by Noise and Vibration which represented 54% and access 12% 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 (0)	0	23 (108)	1 (0)	39
Package 2 PLR Westmead Precinct	337 (0)	0	30 (33)	1 (1)	4
Package 3 Early Works Portion 2	266 (0)	0	19 (37)	1 (0)	0
Package 4 Infrastructure Works	449 (6)	3	24 (82)	1 (2)	209
Project Wide TfNSW	140 (2)	0	0 (0)	1 (1)	0 (+1 complaint not attributed to Contractor)
Total	1547 (8)	3	96 (260)	1 (4)	254 (255)
Total from previous report	1547 (13)	1	67 (226)	0 (0)	88 (89)

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Document control

Approval and authorisation

Title	Parramatta Light Rail – Stage 1 Construction Compliance Report #3 February 2020 to July 2020
Document Reference	PLR-TFNSW-PJT-EE-RPT-000016

Version status

Revision	Date	Description	Approval/ Reviewer	Declaration
A	18 September 2020	Compliance report for Internal Review	Senior Environment Manager	Not Applicable
0	19 October 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
DPIE	NSW Department of Planning, Industry and Environment (formerly 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; • temporary use of any part of the CSSI; and

Abbreviation	Expanded text
	<ul style="list-style-type: none"> • 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</i> (NSW)
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</i> (NSW)
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*	<p>Includes residences, temporary accommodation such as caravan parks and camping grounds, and health care facilities (including nursing homes, hospitals).</p> <p>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</p>
SES*	NSW State Emergency Services
SOM	Supply, Operate and Maintain
Submissions Report*	The report comprising the Proponent's response to written submissions

Abbreviation	Expanded text
	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 OEI 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, Industry and Planning (DPIE) by Transport for NSW (TfNSW) on 6 December 2018 and subsequently updated and resubmitted on 16 October 2019.

This is issue number three (3) 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 are approved for Construction:

- Package 1 – Road Enabling Works
- Package 2 – PLR Westmead Precinct Works
 - Activity A Hawkesbury Road Widening
 - Activity B Cumberland Hospital (East Campus) Demolition
 - Activity C Cumberland Hospital (West Campus) Demolition
- Package 3 – Portion 2 Early Works
- Package 4 – Infrastructure Works

CCR Number 3 is the second construction compliance report for the construction phase and reports on the third period of construction for the CSSI (February 2020 to July 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.

CoA No.	Condition Requirements	Document reference	How Addressed
A34	and submitted to the Secretary for information every six (6) months from the date of construction for the duration of construction.	Section 1.2	This Report will be written every six calendar months as per the Staging Report. The 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.

There were no Pre-Construction Compliance Report's (PCCR) submitted to the Secretary during the reporting period:

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 3
Dates covered by this Report	February 2020 to July 2020
Summary of project activities that occurred during the reporting period	Completion of road enabling works in Westmead, Parramatta CBD and North Parramatta and continuing the main infrastructure construction along the alignment.

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. The CSSI 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 route is shown in **Figure 1-1**.

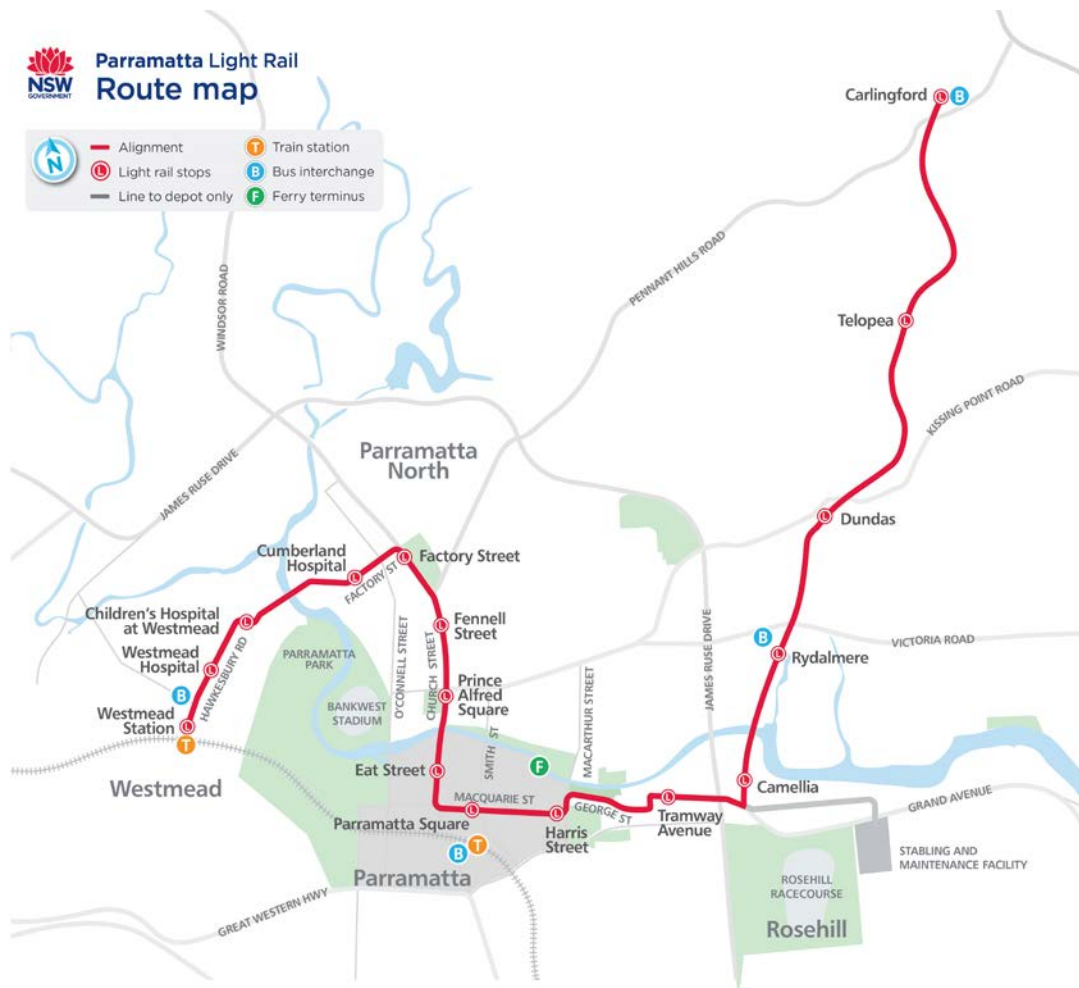


Figure 1-1: Parramatta Light Rail Route

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



Figure 1-2 Road Enabling Works – Kerb and landscaping outside Parramatta Gaol

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 1-3 Aerial image of the finished Road Enabling Works at Church Street, Barney Street and O'Connell Street (July 2020)



Figure 1-4 Aerial image of the finished Hawkesbury Road Widening works at Hawkesbury Road, Westmead (right footpath of image) (June 2020).

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 Construction completed 1 June 2020
2B – Cumberland Hospital (East Campus) demolition	Health Infrastructure (Renascent)	Construction* commenced 19 February 2020 Construction completed 11 June 2020
2C – Cumberland Hospital (West Campus) demolition	Health Infrastructure (Donnelley Constructions)	Construction* commenced 19 February 2020 Construction on hold until 2021
3 – Early Works Portion 2	Ventia	Construction* commenced 26 September 2019
4 – Infrastructure	Parramatta Connect	Construction* commenced 5 January 2020
5 – Supply, Operation & Maintain	Great River City Light Rail Consortium	Minimal low impact works commenced for design investigations

* 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

There were no Independent Audits undertaken during the previous reporting period.

There were no open actions from the previous Construction Compliance Report (#2) that remain open.

2.3 Complaints

The project received a total of 254 complaints during the reporting period. Of these, 253 complaints were determined to be attributable to project works following investigation.

Complaints during the reporting period were heavily dominated by Noise & Vibration, representing 54% of all complaints attributable to project works (refer to Figure 2-1). Access (12%) represented the next highest level of complaints attributable to project works.

The Infrastructure contractor generated the majority of complaints (82% of all complaints attributable to project works). Of these, 114 were Noise & Vibration related (representing 45% of all complaints attributable to the project). It is noted that 22 Noise & Vibrations complaints were during

the day and can be attributed to COVID-19 changing residential receiver's work location (i.e. working from home).

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

- Thirty-nine (39) complaints against the Road Enabling contractor
- Four (4) complaints against the Westmead Precinct contractors
- Zero (0) complaints against the Early Works contractor
- Two hundred and nine (209) complaints against the Infrastructure contractor
- Zero (0) complaints directly attributed to TfNSW
- One (1) complaint not able to be attributed to a Contractor
- One (1) complaint which was not relevant to the Project.

Works at the Parramatta CBD generated the most number of complaints during the reporting period (105, representing 42% 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 strategies were adopted by Infrastructure Contractors to reduce the recurrence of complaints including:

- Regular engagement with stakeholders to establish expectation on the program of works including Out of Hours Works.
- Prompt investigation of complaints and response to stakeholders
- Development of resident-specific solutions in response to noise complaints including moulded earplugs, noise cancelling headphones, supermarket vouchers and alternative accommodation.
- Regular delivery of toolbox training to the workforce within the theme of 'Be a Good Neighbour'

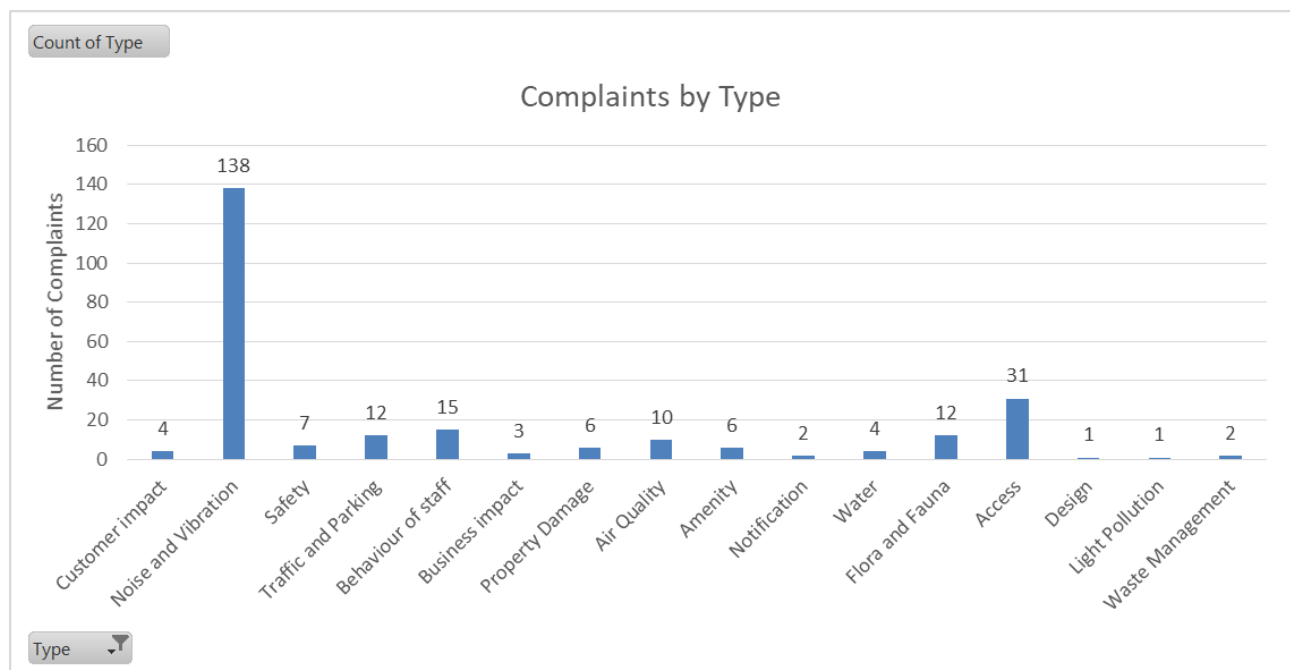


Figure 2-1 Total complaints for the project by type of complaint

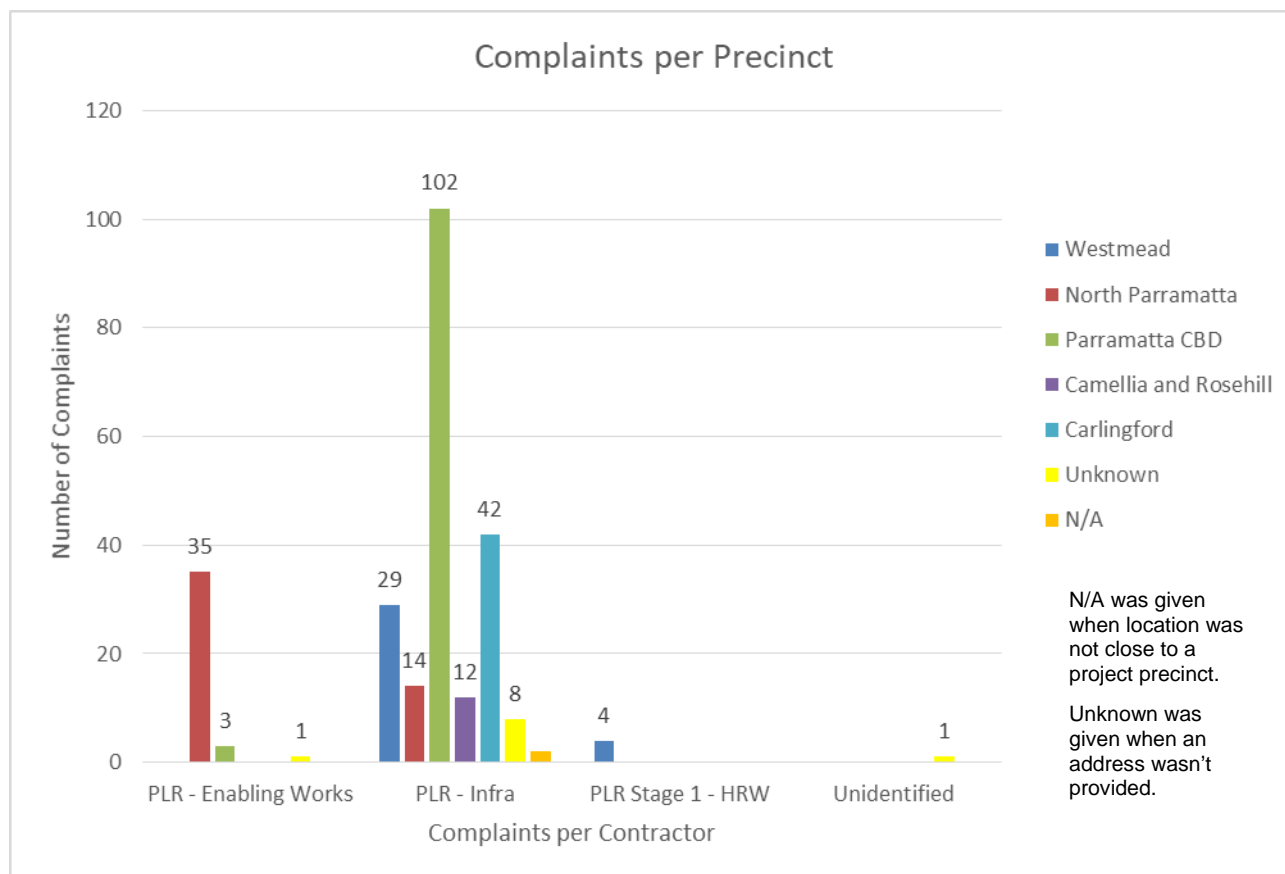


Figure 2-2 Total complaints per precinct for each Contractor

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

This condition is not triggered for Stage 1 (Packages 1 to 3) of the CSSI. Water quality monitoring was undertaken by Package 4 during the reporting period.

In accordance with the Package 4 Infrastructure Construction Soil and Water a Management Plan, construction-phase surface water quality monitoring is undertaken quarterly and after wet-weather (exceeding 20 mm in 24 hours) events during the reporting period. A summary of the key parameter results is provided in Table 2-2.

Table 2-2 Results Summary of Water Quality (Turbidity) Monitoring Parameters during the Reporting Period

Location	Average Acidity (pH)	Average Electrical Conductivity (µS/cm)	Average Turbidity (Nephelometric Turbidity Unit)	Average Dissolved Oxygen (mg/L)
A'becketts Creek (AC1)	7.85	3094	15.33	49.86
A'becketts Creek (AC2)	7.85	912	166	70
Clay Cliff Creek (CC1)	7.90	4694.3	10	261.56
Clay Cliff Creek (CC2)	7.99	4270	9.3	112.85
Domain Creek (DC1)	7.18	273.4	16.56	30.22
Parramatta River (PC1)	6.76	378	27.12	31.62
Parramatta River (PC3)	7.62	413	103.2	37.77
Parramatta River (PC4)	7.68	519.8	16.4	52.42
Parramatta River (PC5)	7.46	7521	11.16	44.03
Parramatta River (PC6)	7.12	8306	17.30	36.77
Subiaco Creek (SC1)	7.11	1388.5	27.7	73.61
Vineyard Creek (VC1)	7.72	593	10.33	65.73
Vineyard Creek (VC2)	7.53	455.2	12.64	56.71

Of the 48 monitoring results that were obtained during the reporting period for each of the parameters presented in Table 2-2:

- Two (2) acidity results were greater than the trigger value
- One (1) electrical conductivity results were greater than the trigger value
- Ten (10) turbidity results were greater than the trigger value.

2.4.2 Noise monitoring

Noise monitoring was completed on 110 occasions during the reporting period, covering Package 1 (68 occasions) and Package 4 (42 occasions). There were no exceedances identified during the monitoring. 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.

2.4.3 Vibration monitoring

Vibration monitoring was completed on 19 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 395 instances where the measured value for Package 2A exceeded the nominated criteria. This was due to:

- Fourteen (14) 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)
- One hundred and ninety-six (196) 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)
- Seven (7) instances where the exceedance was attributed to adjustments / disturbance to the monitor
- Four (4) instances where the exceedance was during construction hours however there was no or limited network connection on site and trigger alerts were not sent in a timely manner
- One hundred and seventy-four (174) instances where the exceedance was during construction hours and could be attributed to construction. Note that the exceedances are taken from each Hospital building and therefore duplicate exceedances (e.g. same time /date) may be calculated.

Vibration monitoring was completed on 34 occasions by Infrastructure Works during the reporting period. The focus of their vibration monitoring is activities related to demolition or activities close to heritage and monitoring in accordance with the relevant Noise and Vibration Monitoring Program. There were no exceedances of the nominated criteria identified.

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:

- 19 February 2020 (PLR-TFNSW-PJT-BI-RPT-000009). Report dated 26 February 2020.
- 25 March 2020 (PLR-TFNSW-PJT-BI-RPT-000010). Report dated 7 April 2020.
- 24 April 2020 (PLR-TFNSW-PJT-BI-RPT-000011). Report dated 30 April 2020.
- 20 May 2020 (PLR-TFNSW-PJT-BI-RPT-0000012). Report dated 12 June 2020.
- 26 June 2020 (PLR-TFNSW-PJT-BI-RPT-000013). Report dated 3 August 2020.
- 17 July 2020 (PLR-TFNSW-PJT-BI-RPT-000014). Report dated 23 July 2020.

The control camps at Gladesville and Clyde are monitored quarterly. The data for these two camps was obtained in February, April and July 2020.

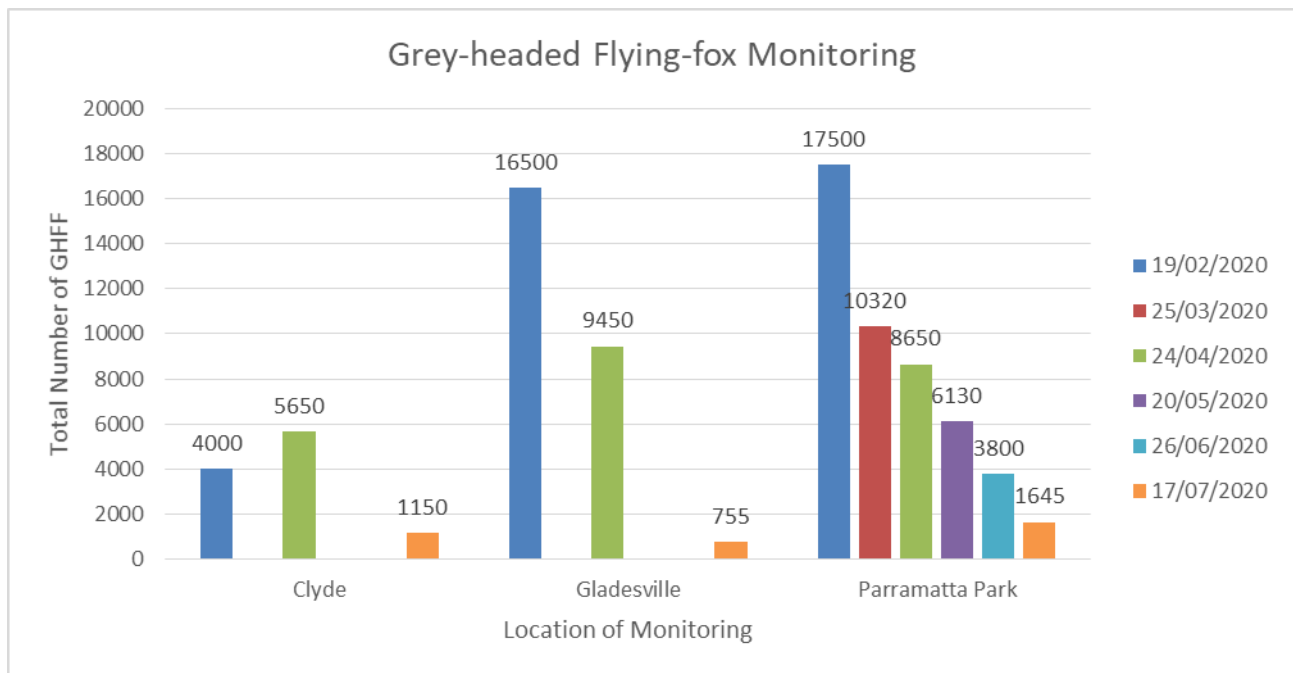


Figure 2-3 Grey-headed Flying-fox monitoring results for the reporting period

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 showed a decline during towards the winter months however this is consistent with the baseline monitoring data (Figure 2-4) and behaviour of the Grey-headed Flying-fox of migrating north in winter.

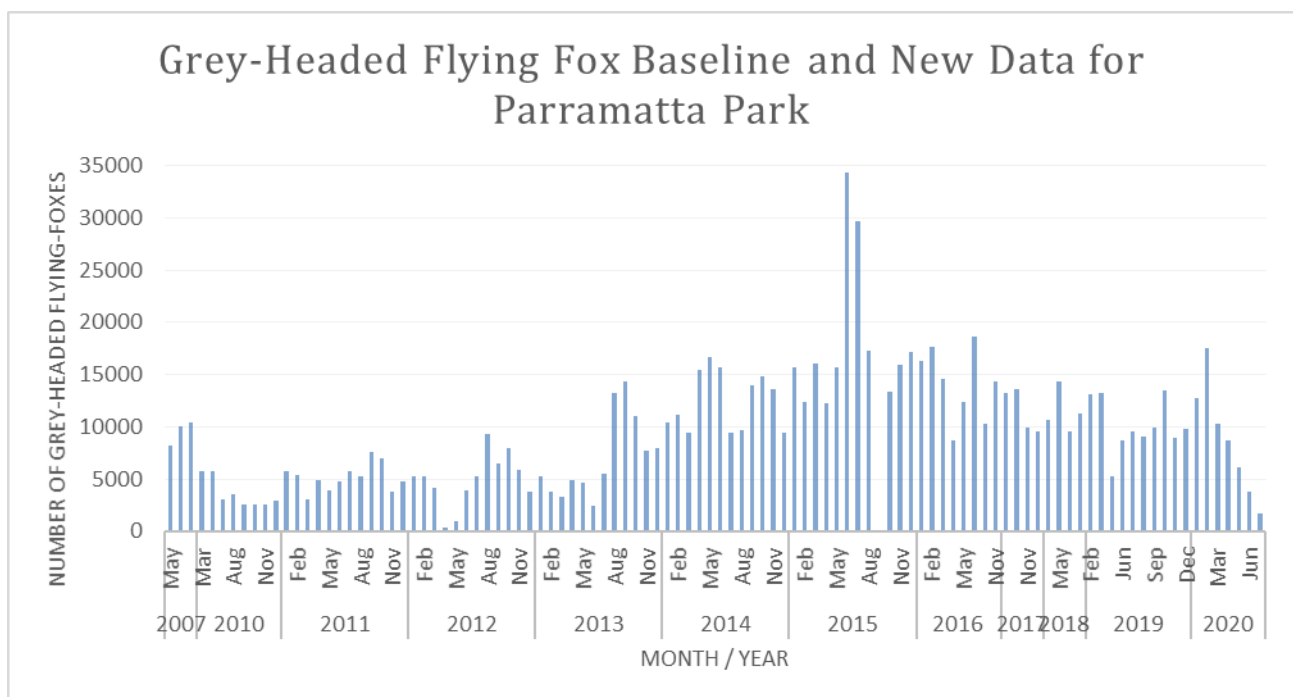


Figure 2-4 Grey-headed Flying-fox monitoring results for the reporting period against baseline and historical data (Source: Royal Botanical Gardens Martin J 2018 & Smith A 2018; NFFMP; TfNSW and Ecosure 2019, 2020)

2.4.5 Other

There was one unexpected threatened flora or fauna encountered during the reporting period. There was a stand of *Acacia pubescens* (Downy Wattle) reported to TfNSW in March 2020 that occurs near Rosehill Station and outside the main works area.

Reported Heritage Finds during the reporting period are identified in Table 2-3. There were no reported Heritage Finds during the reporting period.

Table 2-3 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 findings

One (1) Independent environmental audit was conducted for Packages 1 to 4 during the Reporting Period in compliance in accordance with the Environmental Audit Program (PLR-TFNSW-PJT-EE-PRG-000001). The audit resulted in four (4) findings. Refer to Table 2-4 for details of environmental audit findings.

Table 2-4 Independent Environmental audit findings

Date	Auditee	Finding	Action / Resolution	Current Status
25 March 2020	Project Wide (Packages 1 to 4 and TfNSW)	Incident notification and reporting procedures are not always being followed.	All contractors undertake toolbox talks with all site personnel at six monthly intervals about the correct procedures to follow in response to an incident. TfNSW to send out Environmental Alerts on the procedure every six months	Closed
25 March 2020	Package 2A	It was identified that the current versions of CEMP sub-plans are not always being used	TfNSW and Ford Civil requested that up-to-date CEMP documents are provided to all Package 2 contractors. TfNSW confirmed provided to Ford Civil via email.	Closed
25 March 2020	Package 4	It was identified that monthly water quality monitoring reports had not been issued to all parties listed in the package 4, Water Quality Monitoring Program.	Amendments to the Water Quality Program and Sub-Plan were completed as part of the annual review. The PCPLR monthly report template was updated to clearly identify which stakeholders were required to receive the relevant outputs. PCPLR has identified that they are responsible for distributing monthly reports to the relevant stakeholders. Past monthly reports were sent to the relevant stakeholders on 17 April 2020.	Closed
25 March 2020	Package 4	Works adjacent to hazardous infrastructure has not always taken place with the appropriate approvals from the Secretary.	Non Compliance had already been raised in INX. ECMs relevant to hazardous infrastructure (E132) have been updated. A toolbox talk has been undertaken with teams working in the vicinity of the hazardous infrastructure.	Closed

2.6 Environmental incidents

There were three notifiable environmental incidents (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 2-5.

Table 2-5 Incident summary for reporting period (February 2020 to July 2020)

Type	Date of Incident	Date identified to TfNSW Environment Team	Location of incident	How incident was identified and Contractor	Notification	Action	Response
Fuel lost from tank to water (INX 207509).	13 May 2020 Time: 16:00	14 May 2020	435 Church St North Parramatta	Package 4 Infrastructure Cost to remove (>\$10,000) and unknown amount of fuel lost	Reported to the Secretary (PLR-PLR1INF-TFNSW-DOP-CORR-000008) on 14 May 2020. Full report provided on 21 May 2020 (PLR-PLR1INF-TFNSW-CPBD-CORR-001828). Reported to EPA on 14 May 2020 (Ref. No. C07643).	<ul style="list-style-type: none"> Removed impacted seepage water/run-off from the area of excavation and undertook regular testing until the desired criteria was achieved Prepared a risk assessment where concentrations of contaminants approached the ANZG (2018) 95% protection level toxicant Default Guideline Values (DGVs). 	All actions complete
Potable watermain strike (INX 209235)	4 June 2020	4 June 2020	Grand Avenue North	Package 4 Infrastructure Works Possible potential for material harm	Reported to the DPIE team in morning of 4 Jun 2020 by phone. Followed by major project portal (PLR-PLR1INF-TFNSW-TFNSW-CORR-001079). Full report provided on 11 June 2020 (PLR-PLR1INF-TFNSW-DOP-CORR-000013). Reported to EPA on 4 June 2020 (Ref. No. EPA109925).	<ul style="list-style-type: none"> Inspected the adequacy of erosion and sediment controls and cleaned-up any debris as required. 	All actions complete
Stormwater overtopped entering garden and garages (INX 213346)	27 July 2020 Time: 2:30	27 July 2020	9-11 Marshall Road Telopea	Package 4 Infrastructure Works Visible. Reported by Contractor's team. Complaint received from resident	Reported to the Secretary on 27 July 2020 (PLRP-TFNSW-DOP-CORR-000014). Full report provided on 3 August 2020 (PLR-PLR1INF-TFNSW-TFNSW-CORR-001381). Reported to EPA on 27 July 2020 (Ref: EPA 111161).	<ul style="list-style-type: none"> Toolbox talk completed on incident reporting procedure There were 14 actions associated with safety and amending property damage 	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

There were no actions still open for the previous reporting period.

3.2.2 This reporting period

There were eight (8) non-compliances raised during the reporting period (February 2020 to July 2020) (Refer to Table 3-2 and Table 3-3 for details). One action remained open at the end of the reporting period. During the reporting period, non-compliances were quite evenly spread across environmental aspects including biodiversity/trees, traffic and 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	0	0	16
Hawkesbury Road Widening	0	0	1
Early Works	0	0	1
Infrastructure Works	6	0	14
TfNSW	2	1	5
Total	8	1	37

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

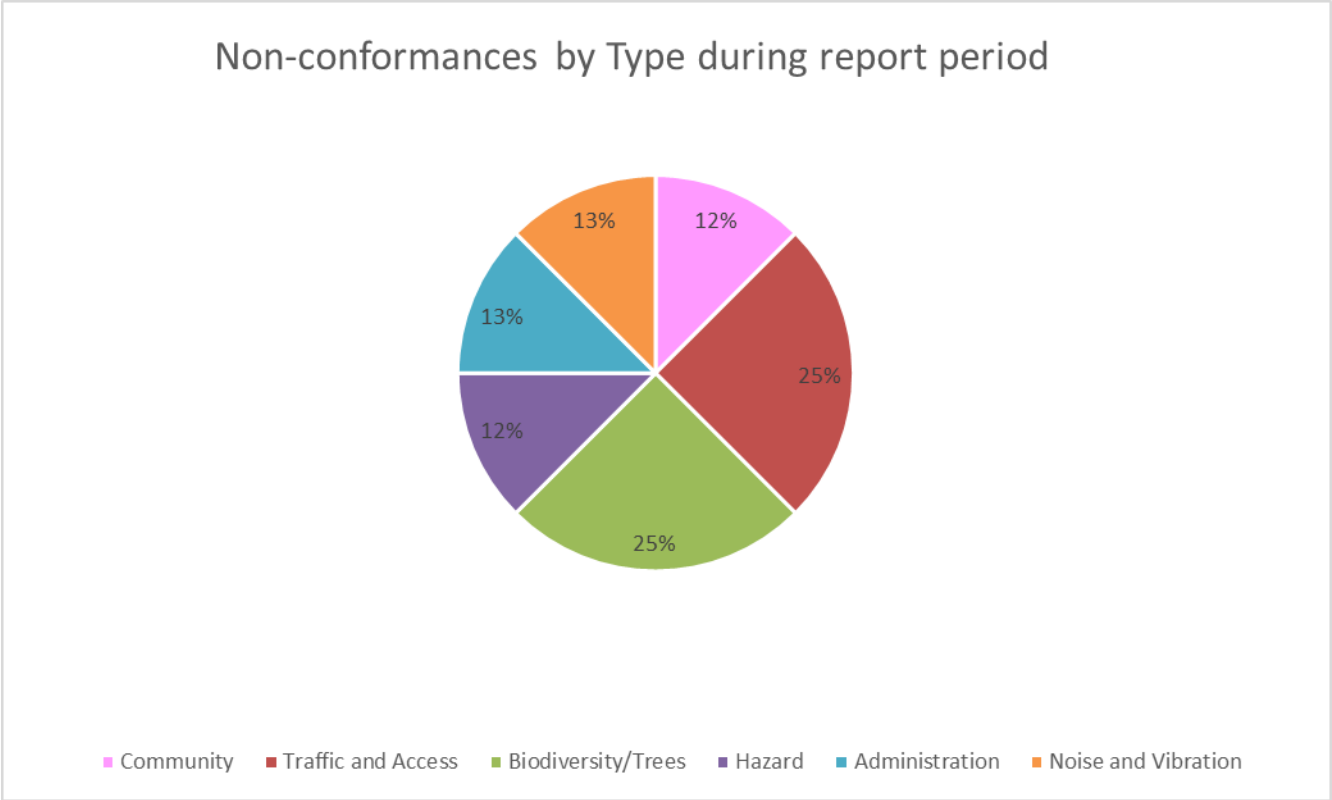


Figure 3-1 Non-conformance by type

Table 3-3 Details of non-compliances during the reporting period (February 2020 to July 2020)

Date of Occurrence	Date Identified to TfNSW	CoA ID	Package	Summary	Actions	Status
17-Feb-20	17-Feb-20	B5	Project Wide	INX Report: 201574 The Road Enabling CEP had not be reviewed every six months by TfNSW in accordance with the contractor's CEP. The document had not been updated since 2 February 2019. The CCS also requires TfNSW to review contractor's performance against the CEP on a six monthly basis.	<ul style="list-style-type: none"> Contractor updated CEP Reviewed CEP Issue Conditions Accountability Matrix to TfNSW PLR team 	Ongoing
May-20	10-Jun-20	E6	Infrastructure	INX Report: 209709 The Planning Approval (CoA E6) requires that a condition report be prepared for all existing roads and all existing property and infrastructure in the road reserve where the physical condition is likely to be adversely affected during work. The report must be provided to the asset owner no later than one month before the commencement of works. A condition report was not prepared for Parramatta Road prior to the removal of the level crossing in May 2020.	<ul style="list-style-type: none"> Review and revise the Environmental Review template to include a requirement to prepare a condition report in accordance with CoA E6. Prepare a condition report for Parramatta Road crossing and submit to RMS. 	Closed
24-Jun-20	24-Jun-20	E106	Infrastructure	INX Report: 210845 While removing a fence panel with excavator, an onsite tree was impacted. The project arborist confirmed that the tree (<i>Callistemon salignus</i>) was first inspected on 19 Feb 2020 and recorded as dead. It has lost most of the former branches, it was found partially covered with a vine and some small vegetation was growing at base. Works on 24 June 2020 were undertaken near this vegetation without a tree impact permit in place.	<ul style="list-style-type: none"> New hold point was introduced in Tree Impact Permit where all/any impacts to trees will have to be signed off by Project Arborist or Section Environment Coordinator. 	Closed
1-Apr-20	28-May-20	E106	Infrastructure	INX Report: 208693 Tree removal not undertaken in accordance with PLR Tree Removal Permit. As part of tree removal works conducted in April 2020, trees were removed from within the project boundary at the rear of 181 James Ruse Drive. Following contact by the property owner who expressed concern, the matter was investigated. It was determined that seven trees were removed by Parramatta Connect. All of the trees were approved for removal by the Independent Arborist, physically marked by the Project Arborist and located on Project Land. Further, a notification was provided to all residents and businesses in the area. However, the PLR Tree Removal Permit was limited to four of the seven trees (TN 9474, TN9475 and TN11188 were erroneously omitted).	<ul style="list-style-type: none"> Delivered a toolbox talk on the tree removal process including Tree Removal Permits. 	Closed
20-May-20	4-Jun-20	C8	Infrastructure	INX Report: 209246 Works were undertaken at the Rosehill Bowling Club to alter property access prior to the approval of the Environmental Review for Planning Approval Boundary Changes (Doc No.: PCPLR-ER-026) and the approval and endorsement of the Environmental Control Map (ECM).	<ul style="list-style-type: none"> Ensure all future property access works are undertaken with approved ECM in place. 	Closed
21-Feb-20	21-Feb-20	E132	Infrastructure	INX Report: 201583 Works commenced adjacent to hazardous infrastructure (Caltex Oil Pipeline) at Grand Ave North Camellia prior to Final Hazard Analysis and Construction Safety Study report finalised and approved by DPIE in accordance with E132. DPIE issued the Contractor a warning letter for this non-compliance.	<ul style="list-style-type: none"> Immediate stop works order communicated for works within Caltex Easement. Established exclusion zone with relevant signage pertaining to Caltex Easement and updated ECM to identify Caltex Easement Exclusion Zone. Pre-commencement checklist updated to include CoA E132. E132 documentation was approved prior to recommencing works within the Caltex Easement Exclusion Zone. 	Closed

Date of Occurrence	Date Identified to TfNSW	CoA ID	Package	Summary	Actions	Status
4-Feb-20	14-Apr-20	C8	Project Wide	<p>INX Report: 210681</p> <p>It was noted during a DPIE meeting that the Acoustics Advisor (AA) inspection frequency during "construction" was not being implemented according to the (updated) Package 2 and Package 4 Construction Environmental Management Plans (CEMPs). It was the intent of the CEMPs that AA inspections occur "... as a <i>minimum, quarterly during site establishment works and fortnightly (every two-weeks) during construction.</i>". An investigation identified 5 missed inspections on the Package 4 works between 4 February 2020 and 31 March 2020 and 3 missed inspections on the Package 2 works between 4 March 2020 and 1 April 2020. The CEMPs for Packages 1, 3 and the previous version of the Package 2 CEMP did not include the inspection frequency requirement for the AA. To address the misinterpretation, commencing from 14 April 2020 the AA completes a minimum of fortnightly inspections for all packages of work.</p> <p>DPIE issued the Contractor a warning letter for this non-compliance.</p>	<ul style="list-style-type: none"> • Seek approval for alternate AA to complete fortnightly inspections. • Respond to DPIE - Compliance RFI questions: <ol style="list-style-type: none"> 1. What dates did the AA Inspections commence for each package (I understand Packages 4 and 2B and 2C require fortnightly AA Inspections from commencement of construction). 2. The date of commencement of construction for each package (for packages which require AA fortnightly Inspections). 3. The definition of 'construction' that the AA and/or TfNSW relied upon to determine when AA Inspections should commence. 	Closed
11-Mar-20	11-Apr-20	C16	Infrastructure	<p>INX Report: 205840</p> <p>Independent Environmental Audit finding - non-compliance with Planning Approval C16 for not issuing environmental monitoring program to nominated stakeholders at the frequency identified in the relevant Construction Monitoring Program</p>	<ul style="list-style-type: none"> • PCPLR monthly report template was updated to clearly identify which stakeholders are required to receive the relevant outputs. • Submitted previous monthly reports to stakeholders as required. 	Closed

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 3-4 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 3-4 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, noise and vibration Subplan was reviewed in accordance with the CEMP. The review identified some minor amendments. The updated NVMP was endorsed by the Environmental Representative and Acoustics Advisor prior to implementation.
Package 2: PLR Westmead Precinct Works	7 February 2020	The CEMP was approved for Activity B and C during the reporting period.
Package 3: Portion 2 Early Works	5 September 2019	Following Secretary approval, the CEMP and Sub-plans were updated to include minor activities. The minor amendments were endorsed by the Environmental Representative prior to implementation.
Package 4: Infrastructure Works	21 November 2019	Following Secretary approval, the CEMP and sub-plans were updated to include changes due to the Environmental Protection Licence. The updated CEMP and sub-plans were endorsed by the Environmental Representative prior to implementation.
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 3-5 lists the Parramatta Light Rail EPLs that have been active during the reporting period.

Table 3-5 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 3-6 provides a register of consistency reviews undertaken during the reporting period.

Table 3-6 Consistency reviews undertaken during the reporting period

Date	Package	Title	Summary	Outcome
Feb 2020	Package 4	CBD Utilities (Centenary Square) (PCPLR-ER-012)	Extension of utility work within 1km of the project boundary	Approved (flexibility provisions endorsed by ER)
Mar 2020	Project Wide	Children's Hospital Stop Relocation (TFNSW-CA-009)	Relocating the Children's Stop from Hawkesbury Road to Hainsworth Street, Westmead	Approved
Mar 2020	Project Wide	Kissing Point Road Compound (TFNSW-ER-009)	Minor update to boundary of compound at Kissing Point Road	Approved
Mar 2020	Project Wide	Bilbergia (Parramatta River South) Compound (TFNSW-CA-008)	Update to boundary of compound and assessment of utility work outside project boundary	Approved
Apr 2020	Package 4	Macquarie Street Traffic Management Plan (PCPLR-ER-013)	Extension of boundary in accordance with minor road works flexibility provision	Approved (flexibility provisions endorsed by TfNSW)

Date	Package	Title	Summary	Outcome
Apr 2020	Package 4	Microtunnel (PCPLR-CA-002)	Methodology update of microtunnelling in Eat Street	Approved
May 2020	Project Wide	Westmead Terminus Stop (Platforms) (TFNSW-ER-010)	Updating design of Westmead terminus platform to two platforms instead of three as shown in EIS	Approved
May 2020	Package 4	32 Tramway Avenue Compound Site (PCPLR-CA-009)	Additional compound site to assist with the building of James Ruse Drive Bridge	Approved
May 2020	Package 1	Kerb Modifications at O'Connell Street/George Street (EN-ER-003)	Extension of boundary in accordance with minor road works flexibility provision	Approved (flexibility provisions endorsed by TfNSW)
May 2020	Package 4	George Street Traffic Management Plan (PCPLR-ER-014)	Extension of boundary in accordance with minor road works flexibility provision	Approved (flexibility provisions endorsed by TfNSW)
May 2020	Project Wide	Backup Operations Control Centre (BOCC) and Traction Power Stations (TPS3 and TPS4) (TFNSW-CA-011)	Change in location of TPS4. Updated design for TPS3 resulting in demolition of existing substation (rather than retention as described in EIS). Inclusion of a BOCC site instead of TPS5 at Dundas Station	Approved
May 2020	Package 4	Parramatta Road Level Crossing Removal (PCPLR-ER-018)	Extension of boundary in accordance with minor road works flexibility provision	Approved (flexibility provisions endorsed by TfNSW)
May 2020	Package 2B	B52B Electrical Conduits (HAC-001)	Extension of utility work within 1km of the project boundary	Approved (flexibility provisions endorsed by ER)
May 2020	Package 4	Church Street (Stage 2) Traffic Management Plan (PCPLR-ER-021)	Extension of boundary in accordance with minor road works flexibility provision	Approved (flexibility provisions endorsed by TfNSW)
Jun 2020	Project Wide	James Ruse Drive Bridge (TFNSW-CA-010)	Design change to James Ruse Drive Bridge to allow for future widening of James Ruse Drive (if required)	Approved

Date	Package	Title	Summary	Outcome
Jun 2020	Package 4	Section 2 (CBD) Utility Works (PCPLR-ER-021)	Extension of utility work within 1km of the project boundary	Approved (flexibility provisions endorsed by ER)
Jun 2020	Package 4	Rosehill Bowling Club Minor Road Access (PCPLR-ER-026)	Extension of boundary in accordance with minor road works flexibility provision	Approved (flexibility provisions endorsed by TfNSW)
Jun 2020	Package 4	Rosehill Business Park Minor Road Access (PCPLR-ER-028)	Extension of boundary in accordance with minor road works flexibility provision	Approved (flexibility provisions endorsed by TfNSW)
Jul 2020	Package 4	Section 3 UTC Works (Utilities) (PCPLR-ER-011)	Extension of utility work within 1km of the project boundary	Approved (flexibility provisions endorsed by ER)
Jul 2020	Package 4	Section 2 Utilities (PCPLR-ER-023)	Extension of utility work within 1km of the project boundary	Approved (flexibility provisions endorsed by ER)
Jul 2020	Package 4	Section 1 Lighting (PCPLR-ER-025)	Extension of utility work within 1km of the project boundary	Approved (flexibility provisions endorsed by ER)
Jul 2020	Package 4	Lot 34 O'Connell Street Compound (PCPLR-CA-012)	Include Infrastructure Main works as scope for the EIS identified compound site.	Approved
Jul 2020	Package 4	Section 2 Utilities Tranche 1	Extension of utility work within 1km of the project boundary	Approved (flexibility provisions endorsed by ER)
Jul 2020	Package 4	Footpath at Cumberland	Extension of boundary in accordance with minor road works flexibility provision	Approved (flexibility provisions endorsed by TfNSW)
Jul 2020	Package 4	Boundary Road, Carlingford Temporary Footpath	Extension of boundary in accordance with minor road works flexibility provision	Approved (flexibility provisions endorsed by TfNSW)
Jul 2020	Package 5	CCTV Investigations	Extension of utility work within 1km of the project boundary	Approved (flexibility provisions endorsed by ER)

4 Business monitoring

The COVID-19 restrictions, introduced in March 2020 have substantially impacted businesses along or in close proximity to the alignment significantly reducing footfall and restricting many from opening or in the case of restaurants, limited to take away only.

Additionally, restrictions on social gatherings prompted the City of Parramatta Council, Parramatta Park Trust and Bankwest Stadium to cancel or postpone events and sporting matches.

Campaigns run by Parramatta Light Rail during this reporting period were suspended due to COVID-19 restrictions.

Parramatta Light Rail had the following objectives for the February – July 2020 reporting period.

- 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

4.1 Eat Street COVID impacts

A comparison of business counts on Eat Street between April and July 2020 was conducted to determine the impact of COVID-19 (refer to Table 4-1). The business count was completed on ground level businesses that directly front Church Street between Palmer and George Streets. The following statistics were collated (information correct as of 3 July 2020):

- 13% of businesses remain temporarily closed in July (in April – 25% closed)
- In July most restaurants are open and offering seated dining (in April – 19 restaurants takeaway only)
- Since April, three restaurants/takeaway venues have closed (1 due to long term franchise closure)

Table 4-1 Comparison of Eat Street Business Counts – July 2020 vs April 2020

Type	Open	Temporarily Closed	Total
Restaurants*	21 (↑ 21)	4 (↓ 5)	25 (↓ 3)
Take Away Food*	-	0 (↓ 1)	6
Retail	11 (↑ 2)	1 (↑ 2)	12
Consultant / Professional Services	6 (↑ 1)	1 (↓ 1)	7
Health / Beauty	1	0	1
Hotel / Serviced Apartments	2	0	2
Vacant Premises	Not Applicable	Not Applicable	15 (↑ 3)

Data only includes ground level businesses that directly front Church Street between Palmer and George Streets. Changes in counts as compared to 9-April-2020 is shown in (). Information correct as at 3-July-2020.

* 'Open' data refers to restaurants and takeaway food businesses open for dine-in.

4.2 Shop Scan Win

A Shop Scan Win campaign was launched 26 February 2020, however was suspended on 22 March 2020 due to COVID-19 restrictions. The campaign has over 20 participating businesses in the Campaign. Parramatta Light Rail remains committed to supporting local businesses and has re-launched the campaign in August 2020.

4.3 Shop Local Campaign

The Shop Local Campaign was developed to enhance the local culture, and encourage spending and drive foot traffic to support local businesses that front the light rail alignment or are in close proximity. The following PLR Shop Local Campaigns were/are planned for 2020:

- Activate Parramatta - Carlingford to Camellia (Feb – April) – Suspended due to COVID-19.
- Activate Parramatta – Dine Scan Win (June – Sep)
- Westmead Shop Local - August
- Activate Parramatta – Eat Street Uncovered (Nov – Jan 2021)

On 22 March 2020, the Prime Minister announced wide spread restrictions to help fight the spread of COVID-19, impacting Parramatta Light Rail activations and campaigns. The Parramatta Light Rail team continued to support businesses during this challenging time. Realise Business, appointed by Transport for NSW to deliver free business support services, has been working with local businesses during this challenging time to diversify their operating models and boost their social media presence.

4.4 Activate Parramatta App

Our digital App 'Activate Parramatta' was launched in June 2020 to complement Shop Local campaigns and activations. Functionality includes:

- Real-time push notifications
- Location based notifications
- Gamification (to be added)
- Augmented Reality (to be added)
- Users are prompted to scan QR codes to launch.

4.5 Dine Scan Win

The Dine Scan Win Campaign was launched 24 June and will continue to 18 September 2020. The campaign is a free Shop Local Campaign that runs for 12 weeks and promotes use of the Activate Parramatta App. The Campaign includes free listing for participating businesses, free promotion on the PLR Website, newsletters, Facebook and a QR Code for scanning provided to participating businesses. Customers scan the in-store QR code every time they purchase and automatically go in the weekly draw to win a \$100 voucher from a local restaurant, café or take away shop.






Parramatta Light Rail Dine Scan Win Campaign This is we have done so far	
 62 Businesses participating	 Email blasts to 10,248 people
 Social media posts reached 28,914 people	 2,800 flyers distributed
 631 apps downloads so far 129 entries to date (July 2020)	

Figure 4-1 Parramatta Light Rail Dine Scan Win Campaign (June to July 2020)

4.6 Hoardings and Business Wayfinding

To support local businesses we have developed ‘shop local’ artwork, including nearly 2000 metres of colourful bespoke shadecloth reflecting Eat Street’s rich cultural diversity and our ‘Open for Business’ signage has been installed to direct customers to individual businesses (Figure 4-2).



Figure 4-2 Hoarding at Centenary Square including wayfinding for businesses

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