

PARRAMATTA LIGHT RAIL STAGE 1

# Supply, Operate and Maintain Contract

## Annual Environment Report – 2020

PLR1SOM-GLR-ALL-EN-RPT-000003

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## Contents

1	Purpose of the Annual Environment Report.....	3
2	Statutory Context.....	4
3	Project Background .....	5
4	Supply Operate and Maintain (SOM).....	7
5	Environmental Management – 2020 .....	9
5.1	Environmental Management System (EMS).....	9
5.2	Environment in Design .....	9
5.3	Environment in Construction .....	9
5.3.1	Construction Activities .....	9
5.3.2	Monitoring Results.....	9
5.4	Environmental Performance.....	10
5.4.1	Internal/External Audits .....	10
5.4.2	Environmental Incidents .....	10
6	Key Performance Indicators (KPIs).....	11

## Appendices

Appendix A GRCLR Environment and Sustainability Policy

## Figures

Figure 1	Parramatta Light Rail Route .....	6
Figure 2	SOM Contract Activities for PLR .....	7

## Tables

Table 1	KPI Status for 2020.....	11
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## 1 Purpose of the Annual Environment Report

The purpose of the Annual Environmental Report is to address the requirements of PRL Stage 1 Supply, Operate and Maintain Contract, Exhibit A – Management Requirements, Annexure 13 – Reporting Requirements, Clause 2.1 Annual Environment Reports. The SPR does not include any reference to the scope of the minimum requirements of the Annual Environment Reports, however once approved, the project makes commitments to report on various environment outcomes within its associated Construction Environment Management Plan and associated sub-plans.

## 2 Statutory Context

Stage 1 of Parramatta Light Rail (PLR) has been subject to environmental impact assessment under the Environmental Planning and Assessment Act 1979 (EP&A Act). It is classified as Critical State Significant Infrastructure (CSSI).

The PRL was approved by the Minister for Planning on 29 May 2018, under Section 5.19 of the EP&A Act 1979. An environmental impact statement (EIS) was prepared as part of the infrastructure application (SSI-8285) as a submissions and preferred infrastructure report (SPIR) following public exhibition of the EIS.

The Infrastructure Approval has subsequently been modified twice under Section 5.25 of the EP&A Act, with approvals issued on 21 December 2018 and 25 January 2019, respectively. The modifications related to changes to conditions of approval (CoA) not the physical description of PLR.

The Infrastructure Approval, modifications and related environmental assessment documents can be found at: [http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8285](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8285).

### 3 Project Background

PLR is one of the NSW Government's major infrastructure projects being delivered to serve a growing Sydney. PLR will connect Westmead to Carlingford via Parramatta Central Business District (CBD) and Camellia. PLR is expected to be operational in 2023.

PLR 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 PLR include:

- A new dual track light rail network of approximately twelve kilometres in length, including approximately seven kilometres within the existing road corridor and approximately five kilometres within the existing Carlingford Line and Sandown Line, replacing current heavy rail services
- Sixteen 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
- 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 facility (SaMF) located in Camellia for light rail vehicles to be stabled, cleaned and maintained
- New and modified 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 work 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 the PLR route is shown in Figure 1.

Figure 1 Parramatta Light Rail Route



## 4 Supply Operate and Maintain (SOM)

As System Integrator for PLR, the SOM Contractor’s activities include:

- Delivery activities
- Light rail vehicle procurement
- Operation and maintenance.

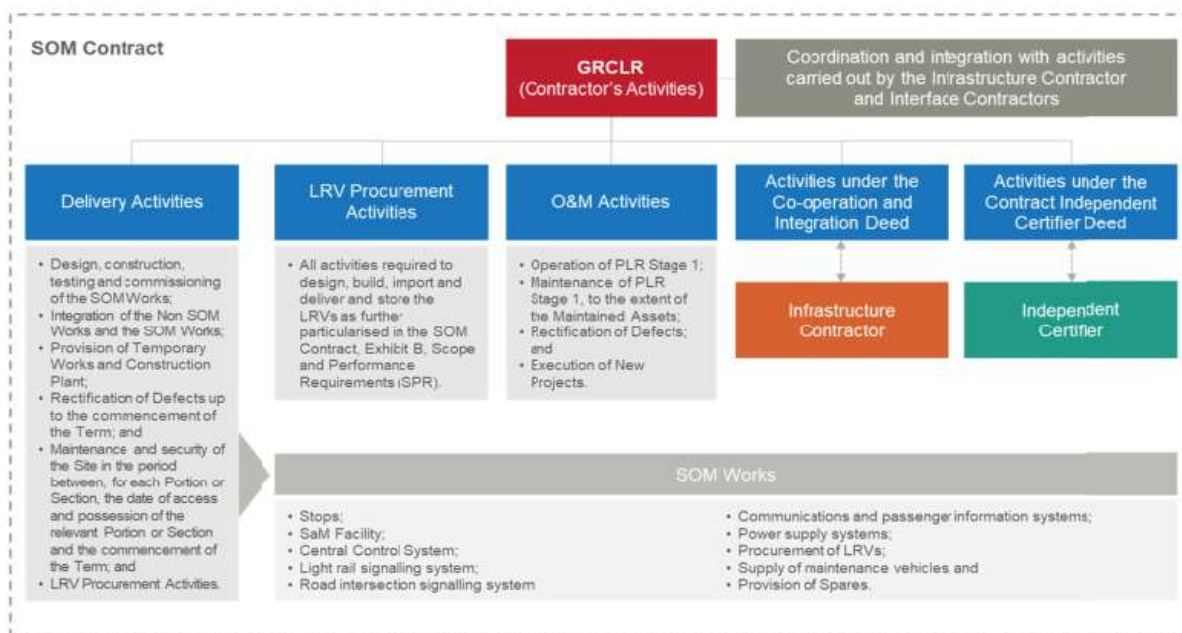
The delivery activities include all investigation, selection, specification, design, approvals, construction, manufacture, installation, testing and commissioning, operational readiness and activities to transition from the delivery phase to the operations phase.

In summary, the SOM package includes the following:

- All works above and additional to the platform concrete foundation slab at all stops
- Stabling and maintenance facility
- Central control system
- Light rail signalling system
- Elements of the road intersection signalling system
- Communications and passenger information systems
- Power Supply system
- Procurement of light rail vehicles (LRV)
- Maintenance plant and machinery for the LRVs
- Earthing and bonding, electrolysis and electromagnetic compatibility

Figure 2 further details these activities.

Figure 2 SOM Contract Activities for PLR



Great River City Light Rail (GRCLR) is responsible for the delivery of the SOM works for PLR – Package 5 of PLR.

GRCLR has sub-contracted out the supply component of these works to Construcciones y Auxiliar de Ferrocarriles (CAF) who has engaged Thales, General Electric and Laing O’Rourke Australia (LORAC) to undertake the design and construction responsibilities associated with the supply component of the works, which includes design and construction. The design and construction related scope covers:

- light rail systems
- high-voltage power supply
- stops above slab level
- Stabling and Maintenance Facility (SaMF).



Design and construction activities include testing and commissioning but exclude all operational and maintenance activities, which remain the responsibility of GRCLR.

## 5 Environmental Management – 2020

The environmental management activities undertaken by GRCLR during the 2020 reporting period is described below.

### 5.1 Environmental Management System (EMS)

The GRCLR Environment Management System (EMS) has been developed with Stage 1 accreditation under ISO14001 expected in Q1 2021. Auditing of implementation and Stage 2 accreditation to be undertaken within 12 months of completion of Stage 1.

Appendix A includes a copy of the GRCLR Environment and Sustainability Policy that was in place during 2020.

### 5.2 Environment in Design

The Environment in Design review process continues with numerous design packages submitted for Detailed Design Review (DDR) during the reporting period.

Allocation of environmental requirements into the design is managed through the design review process and development of Environment Design Requirement Review (EDRR) documents, which have been developed and submitted for all design packages.

The development of the Operational Noise and Vibration Review (ONVR) document continues with ongoing correspondence between GRCLR and PCPLR. Consultation with the EPA has been undertaken in regard to the application of the Rail Industry Noise Guidelines and ONVR finalisation is expected Q1 2021.

Ongoing Review of PCPLR design documentation has been undertaken as required.

Interface meetings have been held with various project stakeholders including the Health Administration Corporation with respect to noise and vibration and the NSW Heritage Office regarding heritage interpretation and design considerations.

The approach to preparing GRCLR inputs to several design-related documents was agreed and these documents were progressed during 2020:

- Urban Design Review Report
- Heritage Interpretation Implementation Plan
- Pedestrian and Cyclist Network and Facilities Strategy
- Flood Management Design Report.

### 5.3 Environment in Construction

#### 5.3.1 Construction Activities

Construction activities have not commenced in this reporting period and therefore no monitoring activities have been undertaken. The following activities occurred in readiness for construction:

- Draft updates to Staging Report
- Construction Environmental Management Plan (CEMP) (and Sub-plan) development, consultation and approvals
- Site Environmental Management Plan (SEMP) for the SaMF site development and consultation
- Review of EPL requirements for construction
- Identification of early work requirements and completion of various minor work activities.

#### 5.3.2 Monitoring Results

There are no monitoring results to report for the 2020 reporting period. The following subsections will be completed in future reports once construction has commenced.

### **5.3.2.1 Inspections**

### **5.3.2.2 Noise and Vibration**

### **5.3.2.3 Soil and Water**

### **5.3.2.4 Air Quality**

## **5.4 Environmental Performance**

### **5.4.1 Internal/External Audits**

No internal or external audits were completed in the 2020 reporting period.

### **5.4.2 Environmental Incidents**

No environmental incidents related to the GRCLR scope of works occurred during 2020.

## 6 Key Performance Indicators (KPIs)

The PLR Stage 1 Supply, Operate and Maintain Contract, Schedule 27 - Performance and Compliance Incentive Payment Scheme outlines the key result areas (KRAs) and key performance indicators (KPIs) for GRCLR. Table 1 provides the status of the KPIs for the Environment KRA.

**Table 1 KPI Status for 2020**

Measure	KPI Points	Performance
<b>KPI 1 – Action Close-out rate: Environment inspections and audits</b>		
Environmental inspections and audits (including TfNSW and the Environmental Representative)	0 points at ≤85% of actions closed out within agreed timeframes. Pro rata points of 10 at 100% of actions closed out within agreed timeframes.	No inspections or audits undertaken during 2020.
<b>KPI 2 – Action Close-out rate: Environment incidents and non-compliances</b>		
Environment incidents and non-compliances	0 points at ≤85% of actions closed out within agreed timeframes. Pro rata points of 20 at 100% of actions closed out within agreed timeframes.	No environment incidents and non-compliances occurred during 2020.
<b>KPI 3 – Attendance and pro-active participation rate</b>		
Issue and risk identification, review and minimisation	0 points at ≤85% of attendance and proactive participation. 20 points for 100% attendance and pro-active participation at: <ul style="list-style-type: none"> <li>Regular meetings with TfNSW representative(s) and/or ER</li> <li>Environmental Management Coordination meetings</li> <li>Environmental Reference Group meetings.</li> </ul>	100% attendance and pro-active participation in relevant meetings during 2020.
<b>KPI modifier:</b>		
No payment will be made in respect of the Environmental Management category in respect of any month in which: <ul style="list-style-type: none"> <li>Any infringement notices or fines are issued</li> <li>Any prosecutions notified or commenced in respect of environmental breaches</li> <li>A Stop Work direction is issued in respect of environmental non-compliance.</li> </ul>		During 2020: <ul style="list-style-type: none"> <li>No infringement notices or fines issued</li> <li>No prosecutions notified or commenced in respect of environmental breaches</li> <li>No Stop Work directions issued.</li> </ul>

# GREAT RIVER CITY LIGHT RAIL ENVIRONMENT AND SUSTAINABILITY POLICY

## Intent

Great River City Light Rail Pty Ltd (GRCLR) is the Supply, Operate and Maintain (SOM) Contractor for Parramatta Light Rail Stage 1. We understand what goes into making every journey an exceptional customer experience that is safe, reliable and integrated with other modes of transport.

GRCLR will design, construct, operate and maintain a world-class light rail network that empowers prosperity for the Greater Parramatta Area and supports the realisation of the Future Transport 2056 Strategy.

GRCLR is committed to ensuring an environmentally sustainable future for Parramatta Light Rail, our customers and the Greater Parramatta Area.

## Policy

To achieve this, GRCLR will:


1. Lead effectively and live our accountabilities and responsibilities at all levels of the organisation, starting with the Directors through to employees and Subcontractors. This includes all upholding the principles of social sustainability and social accountability across our workforce, our activities and our supply chain;
2. Comply with all environmental requirements included in relevant legislation, the Conditions of Approval, Preferred Infrastructure Report and the Environmental Impact Statement;
3. Integrate sustainability principals across all GRCLR activities, including design, construction, procurement, commissioning, operations and maintenance;
4. Collaborate with and proactively engage with all stakeholders at all levels;
5. Create a culture of continuous improvement for environment and sustainability management;
6. Understand, comply with and embrace our environment and sustainability compliance obligations;
7. Establish annual objectives for environmental management and regularly verify the compliance and effectiveness of the measures to ensure that objectives are met;
8. Promote an environmentally aware, sustainability focused culture within GRCLR, stakeholders, customers and the Greater Parramatta Community;
9. Commit to the prevention of pollution, protection of biodiversity, implementation of restorative actions, minimisation of resource use and waste, reduction of greenhouse gas emissions, and enhancement of climate change resilience through adaptation and mitigation across the delivery of works and during operations; and
10. Plan effectively, and provide and use the necessary resources to meet environmental objectives.

To support this policy, GRCLR has established an Integrated Management System (IMS), with appropriate policies, procedures and practices in place, which captures the requirements of AS/NZS ISO 14001:2016.

This Policy will be communicated to and applies to all GRCLR employees and Subcontractors, and will be made publicly available.

  
Project Director



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