

29 July 2020

Our Ref: PLR L300720

Ms Nicola Campbell
Operations Officer – Regulatory Operations Metro
Metropolitan Branch, NSW Environment Protection Authority
Nicola.campbell@epa.nsw.gov.au

Dear Nicola,

**Parramatta Light Rail – Infrastructure Contract – EPL 21347
Environmental Incident Report – Marshall Road, Telopea**

On 27 July 2020, Parramatta Connect reported an incident to the EPA arising from the loss of stormwater from the project worksite to a private property. The EPA subsequently requested additional information in correspondence dated 28 July 2020. A response to each of the questions raised by the EPA is provided below using the same nomenclature.

Response to Questions

1. *When did the project become aware of the incident?*

Two complaints were received by the call centre on 26 July 2020. The first complaint was received at 14:59 from a resident at 15A Marshall Road, Telopea. The resident noted that stormwater was entering their backyard via a neighbour's yard. The Community Engagement Officer contacted the resident who advised that the matter was resolved and action was not required from Parramatta Connect.

A second complaint was received on 26 July 2020 at 23:08 from the resident of 5/9-11 Marshall Road, Telopea. The resident advised that their garage was flooding due to runoff from the Parramatta Connect worksite. The Community Engagement Officer contacted the resident and mobilised a Parramatta Connect Supervisor to inspect the site and provide assistance.

Following sunrise on 27 July 2020, it was possible to conduct a detailed assessment of the site, including the gardens and garages. The Environment and Sustainability Manager determined that the cost to clean the site and replace impacted possessions (which were stored in the garages) would exceed \$10,000. As such, the event was assessed as material harm and reported to relevant authorities including the EPA at 8:30am (reference EPA111161). In accordance with the Construction Environmental Management Plan, the incident was also reported to Transport for NSW, the Department of Planning, Industry and Environment and the Environmental Representative.

2. *Exact location of site and impacted properties.*

The impacted properties are located at 5/9-11 and 15A Marshall Road, Telopea. The stormwater runoff originated from the Parramatta Light Rail alignment which is located at the rear of the properties. This section of the Parramatta Light Rail alignment is parallel to Adderton Road, Telopea.

3. *Proximity to any stormwater drains or waterways.*

There are no waterways in proximity to the site and there are no stormwater drains within the alignment. The nearest stormwater drain is on Marshall Road, approximately 100m south of 5/9-11 Marshall Road.

5. All ERSED controls in place.

A significant rainfall event was predicted and as such, the following erosion and sediment controls were in place prior to during the event:

- An earthen windrow was in place along the top of the batter to contain the majority of stormwater to the track embankment
- A sediment fence was in place on the lower perimeter of the work area (adjacent to the property fence) to filter stormwater
- A series of mulch contour berms were installed perpendicular to the sediment fence to capture stormwater and direct to the downslope grassed area (within the alignment).

A pre-rainfall environmental inspection was conducted on Friday 24 July 2020 and the above controls were noted to be adequate and appropriate. It is noted that the 76mm of rainfall was recorded during the night of 26 July 2020.

6. Quantity of water and sediment that left site.

The incident resulted in the loss of sediment laden water from the worksite to the garden and garages of properties on Marshall Road, Telopea. The volume of water and sediment is unknown.

7. Did water and sediment from site access stormwater and/or any waterways, if so what quantities?

It is likely that stormwater from the worksite accessed the stormwater drains on Marshall Road after flowing through the erosion and sediment controls and the gardens at 5/9-11 Marshall Road. However, at the time of the site inspection, there was no evidence of stormwater within the gutter.

8. Clean up measures taken.

The following actions were taken in response to the incident:

- Mulch within the garden was removed and appropriately disposed
- Garages were cleaned with a vacuum truck and hand equipment
- Additional windrows were constructed on the track embankment to direct water away from the lower perimeter of the work site
- Sandbags were installed adjacent to the sediment fence (at the site boundary) to ensure stormwater remains on the alignment.

The Project soil conservationist (from Strategic Environmental and Engineering Consulting (SEEC)) is scheduled to conduct a site inspection on Thursday 30 July 2020 to assess the adequacy of erosion and sediment controls. However, it is noted that the above actions were verbally discussed with SEEC and deemed suitable.

9. Details of how sediment and water left site.

The severe nature of the stormwater event (76mm) was such that stormwater overtopped the windrow, contour berms and sediment fence and travelled through the boundary fence to the adjoining properties.

Should you have any further questions, please contact the undersigned below.

Yours faithfully
on behalf of Parramatta Connect



Denise Corish
Environment and Sustainability Manager

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General Correspondence

Reference No.: PLR-PLR1INF-CPBD-TFNSW-CORR-002729

Project Title: Parramatta Light Rail - Main Works

Date: 03 August 2020, 10:05

To: Megan Haberley, Transport for NSW
Richard Farmer, Transport for NSW

Cc: Gillian Lehn, APP Corporation
Phillip Lenehan, CPB Contractors and Downer EDI Works

From: Denise Corish, CPB Contractors and Downer EDI Works

Subject: RE: PLR Notifiable Incident - Conditions A44 - Incident Notification (INX 213346) - Stormwater discharge to private property (9-11 Marshall Road, Telopea)

Hi Megan and Richard,

Further to the correspondence below, please be advised that the Project soil conservationist (from Strategic Environmental and Engineering Consulting (SEEC)) conducted a site inspection on Thursday 30 July 2020. The inspection captured the entirety of the Carlingford line, including the incident location. The soil conservationist noted that overall the erosion and sediment controls fared quite well and numerous positives were identified. As is expected following significant rain, there are also several issues that required attention. As requested by Richard, please find below a summary of the positive observations and corrective actions in the vicinity of the incident location.

The following positive observations were noted by SEEC:

- Mulch 'checks' (contour berms) were effective but additional 'checks' are required (refer to corrective actions below)
- Earthen windrow along the top of the batter remained in place during the rainfall event
- Mulch bunds are an effective control

The following corrective actions were identified by SEEC:

- Install additional mulch 'checks' to capture rainwater
- Repair any damage to sediment fences
- Ensure diversion bunds are established prior to major rainfall events
- Prior to major rainfall events, cover the batter with mulch, fabric, jutemat or coirmat

The above actions are currently being implemented and a close out report will be included in INX.

Kind regards,
Denise