



Appendix B2

Maritime Works and Navigation Management Sub-plan (MWNMP)

Project Name: Parramatta Light Rail Stage 2 Enabling Works

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Definitions

Term	Meaning
AG DCCEW	Australian Government Department of Climate Change, Energy, the Environment and Water
AQMP	Construction Air Quality Management Sub-plan
BCS	Biodiversity Conservation and Science group of the NSW Department of Climate Change, Energy, the Environment and Water
CCS	Community Communication Strategy
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CEP	Communications and Engagement Plan
Construction	Includes Work required to construct the CSSI as defined in the Project Description described in the documents listed in Condition A1 including commissioning trials of equipment and temporary use of any part of the CSSI, but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP and work approved under a Site Establishment Management Plan
CSSI	Critical State Significant Infrastructure
CTTAMP	Construction Traffic, Transport and Access Management Sub-plan
DPHI	Department of Planning, Housing and Infrastructure
DPIRD Fisheries	NSW Department of Primary Industries and Regional Development – Fisheries
ECM	Environmental Control Map
EIS	Environmental Impact Statement Parramatta Light Rail Stage 2
Emergency Services	NSW Police, NSW Ambulance, Fire and Rescue NSW, NSW Rural Fire Services and NSW State Emergency Service
Environmental Assessment Documentation	<p>The set of documents that comprise the Division 5.2 Approval:</p> <ul style="list-style-type: none"> • Transport for NSW (November, 2022), Environmental Impact Statement (EIS) • Transport for NSW (October, 2023) Response to Submissions Report (Submissions Report) • Transport for NSW (October, 2023) Amendment Report (AR) <p>The documents that comprise the EPBC Act referral:</p> <ul style="list-style-type: none"> • Referral 2022/09300, to construct approximately 10 km long dual-track light rail line to connect Stage 1 of the Parramatta Light Rail network to Sydney Olympic Park, in NSW • Notification of referral decision and designated proponent - controlled action; date of decision 30 September 2022; ID: 2022/09300
Environmental objective	Defined by AS/NZS ISO 14001:2016 as an overall environmental goal, consistent with the environmental policy, that an organisation sets itself to achieve
Environmental target	Defined by AS/NZS ISO 14001:2016 as a detailed performance requirement, applicable to the organisation or parts thereof, that arises from the environmental objectives and that needs to be set and met in order to achieve those objectives
Environmental Representative (ER)	A suitably qualified and experienced person independent of project design and construction personnel employed for the duration of construction. A key point of contact for the Planning Secretary in relation to environmental performance of the CSSI.
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>



Term	Meaning
EPA	NSW Environment Protection Authority
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Commonwealth)
EPL	Environment Protection Licence
ESMS	Environment and Sustainability Management System
EWMS	Environmental Work Method Statements
FFMP	Construction Flora and Fauna Management Sub-plan
HMP	Construction Heritage Management Sub-plan
Infrastructure Approval	State Significant Infrastructure (SSI) 10035 Parramatta Light Rail Stage 2, determined on 22 February 2024
MWNMP	Maritime Works and Navigation Management Sub-plan
Non-compliance	An occurrence, set of circumstances or development that is a breach of the Infrastructure Approval.
NPWS	NSW National Parks and Wildlife Service, within the NSW Department of Climate Change, Energy, the Environment and Water
NSW CoA	Condition of Approval of the State Significant Infrastructure (SSI) 10035 Parramatta Light Rail Stage 2
NSW DCCEEW – Water Group	Water Group of the NSW Department of Climate Change, Energy, the Environment and Water
NVMP	Construction Noise and Vibration Management Sub-plan
PANSW	Port Authority of New South Wales
Planning Secretary	Planning Secretary of the DPHI (or nominee, whether nominated before or after the date on which the Infrastructure Approval was granted)
PLR	Parramatta Light Rail
PLR2 – EW	Parramatta Light Rail Stage 2 – Enabling Works
POEO Act	Protection of the Environment Operations Act 1997
Project, the	Parramatta Light Rail Stage 2 – Enabling Works
SMART	Specific, Measurable, Achievable, Realistic and Timely
SOPA	Sydney Olympic Park Authority
SPR	Scope and Performance Requirements
SSI	State Significant Infrastructure
SWMP	Construction Soil and Water Management Sub-plan
TfNSW	Transport for NSW (the proponent)
UMM	Updated Mitigation Measures
WMP	Construction Waste Management Sub-plan
Work	Any physical activity for the purpose of the CSSI including Construction and Low Impact Work



1. Introduction

1.1. Context

Transport for New South Wales (TfNSW) have engaged John Holland to design and construct the Parramatta Light Rail Stage 2 Enabling Works (PLR2 – EW or the ‘Project’) as part of the Stage 2 extension of the Parramatta Light Rail network (PLR Stage 2).

This Maritime Works and Navigation Management Sub-plan (MWNMP or Plan) forms part of the Construction Environmental Management Plan (CEMP) for the PLR2 – EW and describes how John Holland will minimise and manage the maritime works and navigation impacts of construction.

This Plan has been prepared to address the requirements of the:

- State Significant Infrastructure (SSI) 10035 Parramatta Light Rail Stage 2, determined on 22 February 2024 (Infrastructure Approval), including Conditions of Approval (NSW CoA)
- Parramatta Light Rail Stage 2 – Project Staging Report
- Parramatta Light Rail Stage 2 – Construction Environmental Management Framework (TfNSW, November 2024) (CEMF)
- Environmental Impact Statement (EIS), Response to Submissions Report (Submissions Report), and Amendment Report, including the Updated Mitigation Measures (UMMs) (collectively referred to as Environmental Assessment Documentation)
- Contractual requirements, including the PLR2 – EW Project Deed and TfNSW Specifications
- Applicable legislation.

1.2. Background

1.2.1. Parramatta Light Rail – Stage 2

Parramatta Light Rail (PLR) will deliver an integrated light rail service that supports the population and employment growth expected throughout the Greater Parramatta and Olympic Peninsula. It will integrate with existing and future modes of transport including buses, trains, ferries and active transport (pedestrian and cycle networks), as well as Sydney Metro services and the road network.

Stage 2 will connect the Parramatta CBD and Stage 1 to Camellia, Rydalmere, Ermington, Melrose Park, Wentworth Point, Sydney Olympic Park and the Carter Street precinct in Lidcombe (Figure 1).

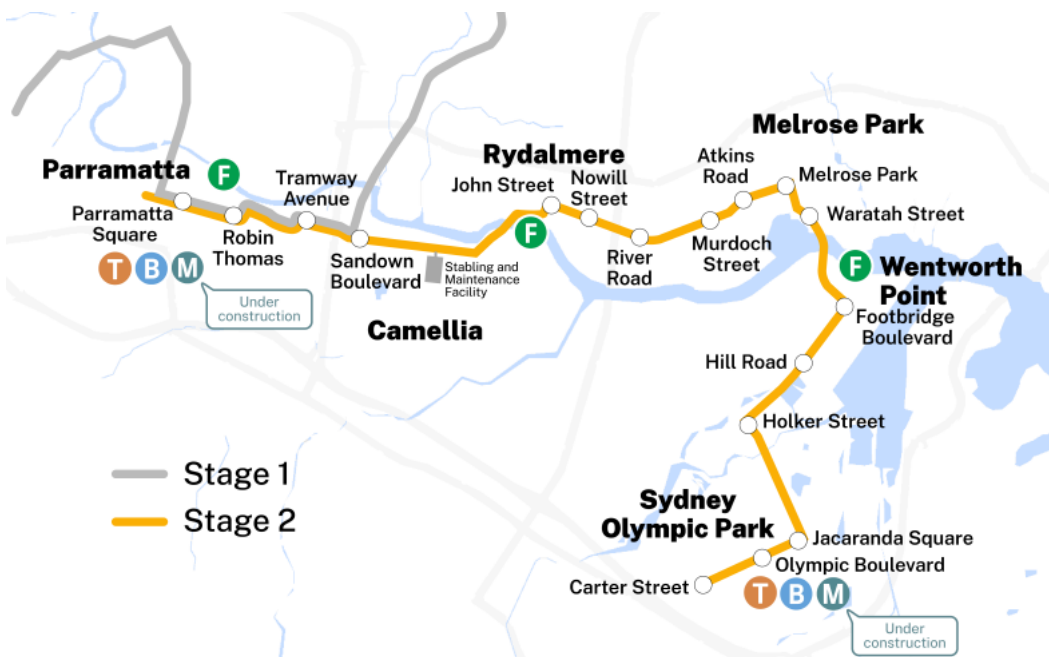


Figure 1 – Overview of the Parramatta Light Rail Stage 2 (Source: TfNSW)





1.2.2. Statutory context

PLR Stage 2 is subject to an approval under Division 5.2 the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) as Critical State Significant Infrastructure (CSSI). PLR Stage 2 is also a controlled action under Section 75 of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) requiring a separate approval from the Australian Minister for the Environment and Water.

The PLR Stage 2 project was assessed as part of the Environmental Assessment Documentation. UMMs are nominated in these assessments to manage the identified impacts.

Approval for the PLR Stage 2 project under the EP&A Act was granted by the Minister for Planning and Public Spaces on 22 February 2024 (SSI-10035). Approval for the PLR Stage 2 project under the EPBC Act was granted by the Australian Government on 19 April 2024 (EPBC 2022/09300).

1.2.3. Delivery strategy

Construction of the PLR Stage 2 project will be staged to align with the procurement and delivery strategy, and achieve project completion in the minimum, practically reasonable time. PLR Stage 2 will be constructed in two stages:

- PLR Stage 2A – Bridge between Melrose Park and Wentworth Point (PLR2 – EW)
- PLR Stage 2B – Main alignment construction works and supply, operate and maintain system works.

1.3. PLR2 – Enabling Works (the Project)

1.3.1. Key features of the Project

The PLR2 – EW includes the delivery of a public and active transport bridge across the Parramatta River and approaches between Wentworth Point and Melrose Park (Figure 2). The bridge over the Parramatta River requires a 320m span over a bend in the Parramatta River to clear environmentally sensitive mangroves and provide an underpass access for road and active transport to established recreational facilities. The key features of the PLR2 – EW scope of works is provided in Table 1 and a detailed description is provided in Section 2 of the CEMP.



Figure 2 – Location of the PLR Stage 2 Enabling Works





Table 1 – Key features of the PLR2 EW scope of works

Worksite	Scope	Description
Melrose Park	Utilities	<ul style="list-style-type: none"> Investigations of utility assets and preparation of Safety Management Study applications for working around the Viva Energy fuel pipeline Relocation and/or protection of utility services
	Site establishment and temporary works	<ul style="list-style-type: none"> Establishment of the main site compound and environmental controls Construction of hardstand for piling platform and crane pad Construction of temporary boat and trailer carpark to enable ramp access on weekends and public holidays
	Main construction	<ul style="list-style-type: none"> Relocation of the existing Viva Energy fuel pipeline to enable bulk earthworks, foundation treatments, and construction of new car park Construction of drainage Construction of Light Rail track slab
Bridge Works	Access tracks and working platforms	<ul style="list-style-type: none"> Installation of erosion and sediment controls, salvage of recorded midden, and progressive clearing of mangroves to root level Construction of temporary platforms in Parramatta River to enable access to Pier 1 and Pier 2
	Main construction	<ul style="list-style-type: none"> Installation of piling and caps Construction of blade walls at piers using pre-assembled formwork Construction of pier head in three phases: base slab, webs and diaphragms, and top slab Installation of bridge deck superstructure
	Finishing works	<ul style="list-style-type: none"> Installation of barrier Completion of final levelling and grouting of the steel railing Installation of the underdeck drainage on the Light Rail side Construction of reinforced concrete upstands (cast in situ) with conduit/cable separators Installation of multi-function poles Surfacing of bridge deck prior to Light Rail track slab construction
Wentworth Point	Site establishment and temporary works	<ul style="list-style-type: none"> Establishment of site compound and environmental controls Clearing and grubbing of vegetation
	Utilities	<ul style="list-style-type: none"> Decommission redundant Ausgrid transition point at Hill Road Relocation and/or protection of utility services
	Main construction	<ul style="list-style-type: none"> Construction of elevated structure spanning the landfill and tie into Sekisui House Construction of remaining spans to tie into Hill Road (including earthworks for new bus corridor and pavement widening on Hill Road) Road works (drainage, pavements and signalised intersection)
Track	Track slabs	<ul style="list-style-type: none"> Pouring of concrete Installation of rail



Worksite	Scope	Description
Finishing and demobilisation	Landscaping and finishing works	<ul style="list-style-type: none"> Installation of architectural treatments, urban design features, landscaping, street furniture, paving, signage, and pavement marking Defect rectification and demobilisation

1.3.2. PLR2 – EW staging

The Project Staging Report identifies that the PLR2 – EW will be carried out in Substages, including:

- Substage A1 – Pre-construction
- Substage A2 – Preliminary construction works
- Substage A3 – Main construction works and testing and commissioning.

This Plan is applicable to Substages A2 and A3 and any activities from Substage A1 that were not completed prior to approval of the CEMP and Sub-plans. Substages will not commence until the relevant Substage is approved to commence by the relevant authority (Section 1.6.2).

1.4. Scope of the Plan

The scope of this MWNMP is to describe how the potential maritime works and navigation impacts will be managed during the construction of the PLR2 – EW. This Plan has been prepared in accordance with the CEMP. In the preparation and ongoing implementation of this Plan, SMART (Specific, Measurable, Achievable, Realistic and Timely) principles have been considered and applied.

This Plan is applicable to all activities during the design and construction of the PLR2 – EW, including all areas where physical works will occur or areas that may otherwise be impacted by the construction works, and under the control of John Holland. This Plan, as approved or endorsed (as relevant), including any minor amendments approved by the ER, will be implemented for the duration of construction.

All John Holland employees, contractors and consultants at workplaces under the control of John Holland are required to operate fully under the requirements of this Plan and related environmental management plans, over the full duration of the construction program. This Plan may also apply to person/s, contractors, consultants and suppliers where compliance with this Plan is a term of their engagement or association with John Holland. If at any time any part of this Plan or actions under it is, or becomes illegal, invalid, or void under the law of any jurisdiction, then that part of this Plan will be severed and will not apply.

Operational maritime works and navigation impacts do not fall within the scope of this Plan.

1.5. Environment and Sustainability Management System

To achieve the intended environmental performance outcomes, John Holland have established, implemented, maintained and continually improved an Environment and Sustainability Management System (ESMS) in accordance with the requirements of ISO14001:2016. The John Holland ESMS, described in Section 3 of the CEMP, will be adopted as the guiding environmental management framework for the PLR2 – EW.

This Plan is an appendix of the CEMP and forms part of the ESMS. Guided by the John Holland Environment and Sustainability Policy, this Plan should be read in conjunction with the CEMP and relevant Sub-plans (Table 2).

Table 2 – CEMP map

Reference	Document	Requirement
Main Body	Construction Environmental Management Plan (CEMP)	NSW CoA C9
A1	Secondary Environmental Requirements	NSW CoA C9
A2	Environment and Sustainability Policy	





Reference	Document	Requirement
A3	Minor Ancillary Facilities checklist template	
A4	Environmental Control Map template	
A5	Environmental Incident Classification and Reporting Procedure	
A6	Environmental Work Method Statement template	
B1	Construction Traffic, Transport and Access Management Sub-plan (CTTAMP)	NSW CoA C14(a)
B2	Maritime Works and Navigation Management Sub-plan (MWNMP)	NSW CoA C14 (b) UMM TT10
B3	Construction Noise and Vibration Management Sub-plan (NVMP)	NSW CoA C14 (c)
B3.1	Noise and Vibration Monitoring Program	NSW CoA C20
B3.2	Land use survey	NSW CoA E30 UMM NV14
B4	Construction Heritage Management Sub-plan (HMP)	NSW CoA C14 (d)
B4.1	Unexpected Heritage Finds and Human Remains Procedure	NSW CoA E15 UMM NAH9
B5	Construction Flora and Fauna Management Sub-plan (FFMP)	NSW CoA C14 (e)
B5.1	Green and Golden Bell Frog Management Plan	UMM BD12
B5.2	Unexpected Threatened Species and Ecological Communities Finds Protocol	NSW CoA E8 UMM BD11
B6	Construction Soil and Water Management Sub-plan (SWMP)	NSW CoA C14 (f)
B6.1	Water Quality Monitoring Program	UMM W11
B6.2	Acid Sulfate Soils Management Plan	UMM CS11
B6.3	Unexpected Contaminated Finds Procedure	UMM CS13
B7	Construction Air Quality Management Sub-plan (AQMP)	UMM AQ1
B7.1	Air Quality, Odour and Landfill Gas Monitoring Program	UMM AQ1
B7.2	Odour Management Strategy	UMM AQ2
B8	Construction Waste and Resources Management Sub-plan (WRMP)	UMM WR3

1.5.1. Interactions with other plans

This Plan has the following interrelationships with other management plans and documents:

- FFMP – details the management and mitigation measures for minimising impacts to marine flora and fauna, including mangroves
- HMP – details the management and mitigation measures for minimising impacts to marine archaeology, including the Unexpected Heritage Finds and Human Remains Procedure
- SWMP – establishes controls for the management of contaminated river sediments
- Maritime Operations Management Plan – details the processes and controls for managing waterway traffic in and around PLR2 – EW during design, construction and commissioning phases
- Communications and Engagement Plan (CEP) – details procedures and processes for community notification, consultation and complaints management





- Marine Users Stakeholder Engagement Plan – guides communication with all marine users, including recreational boating clubs and boat ramp users

1.6. Consultation and approval

1.6.1. Stakeholder consultation

Reflecting the requirements of the Infrastructure Approval and Environmental Assessment Documentation, this Plan has been prepared in consultation with the stakeholders nominated in Table 3. A detailed consultation report, including matters raised by stakeholders and John Holland responses, has been prepared in accordance with NSW CoA A12 (Appendix B).

Table 3 – Consultation requirements

Document	Relevant council(s) ¹	Relevant Road Authority	Relevant Emergency Services	SOPA ²	Ferry operator	TfSNW (maritime operations)	LALCs ³	Heritage NSW	RAPs ⁴	AG DCCEEW ⁵	DPIRD Fisheries ⁶	NPWS ⁷	NSW DCCEEW – Water Group ⁸	BCS ⁹	EPA ¹⁰	Birdlife Australia
CEMP Sub-plans																
CTTAMP	✓	✓	✓	✓												
MWNMP	✓			✓	✓	✓										
NVMP	✓			✓												
HMP	✓			✓			✓	✓	✓							
FFMP	✓			✓						✓	✓	✓	✓	✓		
SWMP	✓			✓				✓			✓		✓			
AQMP																
WRMP																
Construction Monitoring Programs																
Noise and Vibration	✓			✓											✓	
Water Quality	✓			✓											✓	
Air Quality, Odour & Landfill Gas																
Fauna				✓										✓		✓

Notes:

- The relevant council is City of Parramatta Council and City of Ryde Council.
- Sydney Olympic Park Authority (SOPA)
- Local Aboriginal Land Council(s) (LALCs)
- Registered Aboriginal Parties (RAPs)
- Australian Government Department of Climate Change, Energy, the Environment and Water (AG DCCEEW)
- NSW Department of Primary Industries and Regional Development – Fisheries (DPIRD Fisheries)
- NSW National Parks and Wildlife Service, within the NSW Department of Climate Change, Energy, the Environment and Water (NPWS)
- Water Group, of the NSW Department of Climate Change, Energy, the Environment and Water (NSW DCCEEW – Water Group)



9. Biodiversity Conservation and Science group of the NSW Department of Climate Change, Energy, the Environment and Water (BCS)
10. NSW Environment Protection Authority (EPA)

Ongoing consultation between TfNSW, John Holland, other PLR contractors, nearby construction projects, the community and relevant stakeholders will be undertaken as required during the PLR2 – EW construction. This may include the establishment of a committee or forum to facilitate information sharing and to obtain timely feedback from key stakeholders, including:

- TfNSW (Maritime)
- Port Authority of New South Wales (PANSW)
- Transdev Sydney Ferries (Ferries Operator)
- Harbour Master
- Boating Industry Association
- Relevant Councils
- SOPA
- Royal Agricultural Society of NSW
- Emergency services
- Bus operators
- Commercial operators and owners of private jetties.

The process for consultation will be consistent with the Community Communication Strategy (CCS) and as described in the Communications and Engagement Plan (CEP) and Marine Users Stakeholder Engagement Plan. John Holland will provide timely, accurate, relevant and accessible information about construction activities that may impact upon navigation and the maritime environment, with provision for feedback through a complaints line, postal address and email address.

Additional measures identified as an outcome of consultation will be implemented during construction, where practicable. This will include modifying work areas, activities and construction access arrangements to address marine traffic flow and access issues identified by key stakeholders, where practicable.

1.6.2. Plan endorsement and approval

In accordance with the risk assessment outlined in the CEMF, this Plan will be endorsed by the Environmental Representative (ER) prior to the commencement of Substage A2. Prior to the commencement of Substage A3, this Plan will be endorsed by the ER and submitted to the Planning Secretary for approval no later than one month before the commencement of construction of Substage A3.

Construction of each Substage will not commence until the CEMP, Sub-plans and monitoring programs have been approved by the Planning Secretary or endorsed by the ER (as applicable and as identified in the CEMF). The CEMPs, Sub-plans and monitoring programs, as approved by the Planning Secretary or endorsed by the ER (whichever is applicable), including any minor amendments approved by the ER, will be implemented for the duration of the PLR2 – EW.

1.7. Plan structure

Table 4 – Plan structure

Part	Details
Section 1	PLR2 and PLR2 – EW overview, scope, systems, consultation, and endorsement/approvals
Section 2	Environmental requirements including relevant legislation, guidelines, conditions, licences, objectives, targets and key performance indicators





Part	Details
Section 3	Existing environment
Section 4	Environmental aspects and impacts
Section 5	Environmental management and mitigation measures
Section 6	Compliance management, including roles and responsibilities applicable for this Plan, training, inspections, monitoring, auditing and reporting
Section 7	Review and improvement
Appendices	<ul style="list-style-type: none"> • Appendix A: Secondary environmental requirements • Appendix B: Consultation Report • Appendix C: ER Endorsement





2. Environmental requirements

In accordance with NSW CoA A7, references in the terms of this Plan to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Australian Standards or policies in the form they are in as at the date of the Infrastructure Approval (CSSI-10035), unless otherwise approved or required by the Planning Secretary.

2.1. Relevant legislation and guidelines

2.1.1. Legislation

This Plan has been prepared in accordance with the:

- EP&A Act
- *Protection of the Environment Operations Act 1997* (POEO Act)
- *Navigation Act 2012*
- *Marine Safety Act 1998*
- *Marine Safety Regulation 2016*.

2.1.2. Guidelines and standards

The main guidelines, specifications and policy documents of relevance to this Plan include:

- *NSW Boating Handbook* (Transport for NSW, 2021b).

2.2. Construction Environmental Management Framework

The CEMF has been developed by TfNSW to facilitate the preparation and approval of PLR Stage 2 CEMPs, Sub-plans and monitoring programs. This Plan has been prepared in accordance with relevant requirements of the CEMF, including the following maritime works and navigation performance outcomes that will apply throughout construction:

- Ensure appropriate controls and procedures are implemented to minimise potential impacts on navigation and access along the Parramatta River
- Ensure appropriate controls are implemented to minimise potential impacts on marine recreational assets
- Ensure safe access along the Parramatta River is maintained
- Provide alternative transport measures, as required.

The example mitigation measures detailed in the CEMF have been considered and addressed in Section 5.





2.3. Ministers Conditions of Approval

The primary NSW CoA of relevance to the development of this Plan are listed in Table 5. A cross reference is also included to indicate where the NSW CoA is addressed in this Plan or other Project management documents. Secondary NSW CoA of relevance to this Plan are listed in Appendix A: Secondary environmental requirements.

Table 5 – Primary NSW CoAs

NSW CoA	Condition	Plan reference	How addressed
C14	<p>Except as provided by Condition C1, the following CEMP Sub-plans must be prepared in consultation with the relevant government agencies and council(s) identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A12.</p> <ul style="list-style-type: none"> (a) Traffic, Transport and Access - Relevant council(s), relevant road authority, relevant Emergency Services, SOPA (b) Maritime works and Navigation - Relevant council(s), Ferry operator, Transport for NSW (maritime operations), SOPA (c) Noise and Vibration - Relevant council(s), SOPA (d) Heritage (including Aboriginal and non-Aboriginal heritage) - Relevant council(s), SOPA, LALCs, Heritage NSW, and RAPs (e) Flora and Fauna - Relevant council(s), AG DCCEEW, DPI Fisheries, NPWS, NSW DCCEEW – Water Group, BCS and SOPA (f) Soil and water - Relevant council(s), NSW DCCEEW – Water Group, DPI Fisheries, SOPA and Heritage NSW <p>Notes:</p> <ul style="list-style-type: none"> 1. CEMP Sub-plan(s) may reflect the Construction of the project through geographical activities, temporal activities or activity based contracting and staging. 2. Nothing in this condition prevents the Proponent from combining any of the above CEMP Sub-plans. 	<p>Section 1.6.1 Appendix B</p>	<p>This Plan has been prepared in consultation with the government agencies and council(s) nominated in NSW CoA C14. A detailed consultation report, including matters raised by stakeholders and John Holland responses is provided in Appendix B.</p>





NSW CoA	Condition	Plan reference	How addressed
	<p>3. Where reviewed by an EPA accredited Site Auditor, the Planning Secretary will consider Interim Audit Advice or a Section B Site Audit Statement provided with CEMP sub-plans for approval.</p> <p>4. Consultation with SOPA is only relevant where there is SOPA affected lands being impacted.</p> <p>5. The Flora and Fauna CEMP Sub-Plan must be consistent with goals and objectives, mitigation measures and monitoring requirements of the Commonwealth approved conservation advice and any Recovery Plans for all Matters of National Environmental Significance.</p>		
C15	The CEMP Sub-plans must state how:	Section 2	The applicable environmental requirements which have informed the development of this Plan are identified in Section 2 along with details of how these requirements have been addressed. The key objectives, targets and key performance indicators (KPI's) for this Plan are provided in Section 2.5.
	(a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved;		
	(b) the mitigation measures identified in the documents listed in Condition A1 will be implemented;	Section 2.4 Section 5 Appendix A	The primary UMM applicable to the development of this Plan are listed in Section 2.4 along with details of how these requirements have been addressed. Secondary UMM of relevance to this Plan are listed in Appendix A. The relevant mitigation measures identified in the Environmental Assessment Documentation have been reflected in Section 5.
	(c) the relevant terms of this approval will be complied with; and	Section 2.3 Appendix A	The primary NSW CoA applicable to the development of this Plan are listed in Section 2.3 along with details of how these requirements have been addressed. Secondary NSW CoA of relevance to this Plan are listed in Appendix A.
	(d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.	Section 1.4	As detailed in Section 1.4, SMART (Specific, Measurable, Achievable, Realistic and Timely) principles have been considered and applied in the preparation and ongoing implementation of this Plan.





2.4. Updated Mitigation Measures

The primary UMMs of relevance to the development of this Plan are listed in Table 6. A cross reference is also included to indicate where the UMM is addressed in this Plan or other Project management documents. Secondary UMMs of relevance to this Plan are listed in Appendix A: Secondary environmental requirements.

Table 6 – Primary UMMs

UMM	Requirement	Plan reference	How addressed
TT10	<p>A maritime works and navigation management plan will be prepared prior to construction and implemented as part of the CEMP. The plan will detail processes and responsibilities to manage marine construction vessels and impacts on navigation during construction of the bridges over the Parramatta River.</p> <p>The plan will include, as appropriate, additional reasonable and feasible measures identified as an outcome of consultation (in accordance with mitigation measure TT12).</p>	<p>This Plan</p> <p>Section 2</p> <p>Section 5 (Table 8)</p> <p>Section 6.1</p> <p>Appendix B</p>	<p>This Plan was prepared in accordance with the requirements of UMM TT10, and the environmental requirements detailed in Section 2 of this Plan. Key processes, responsibilities and measures to manage potential maritime works and navigation impacts during construction are detailed in Section 5 (Table 8). Roles and responsibilities for the management of marine construction vessels and impacts on navigation during bridge construction are detailed in Section 5 (Table 8) and Section 6.1.</p> <p>As detailed in the Consultation Report (Appendix B), any additional practicable measures identified as an outcome of consultation have been incorporated into this Plan.</p>





2.5. Objectives, targets and key performance indicators

The objectives, targets and key performance indicators relevant to this Plan are detailed in Table 7. The objectives, targets and key performance indicators have been sourced from the Environmental Assessment Documentation, the CEMF and relevant guidelines.

Table 7 – Objectives, targets and key performance indicators

Objectives	Targets	Key Performance Indicators
Minimise potential impacts on navigation and access along the Parramatta River Maintain safe access along the Parramatta River	No non-compliances associated with navigation and access	Number of non-compliances associated with navigation and access
Minimise potential impacts on marine recreational assets	No non-compliances associated with marine recreational assets	Number of non-compliances associated with marine recreational assets
Provide alternative transport measures, as required	100% of F3 Parramatta River ferry services impacted by marine channel closures provided with alternate transport services by TfNSW	Percentage of F3 Parramatta River ferry services impacted by marine channel closures provided with alternate transport services by TfNSW



3. Existing environment

3.1. Navigation and river users

The section of the Parramatta River in the vicinity of the PLR2 – EW construction is used by a range of commercial and recreational users, including:

- Parramatta River ferry (operated by Transdev)
- Recreational power boating and fishing
- Non-powered boating activities, including sailing, rowing, dragon boating and kayaking
- Commercial vessels (e.g., fuel, spoil and crane barges) used for marine salvage and maintenance works to river structures.

The F3 Parramatta River ferry operates between Parramatta and Circular Quay, with ferry services generally hourly in each direction between the hours of 8am and 5pm weekdays and on weekends. Note that ferry services between Sydney Olympic Park Wharf and Circular Quay are downstream of the Project and are not impacted by the works.

Tidal conditions prevent up to 10 per cent of ferry services from operating to Parramatta Wharf. During such conditions, ferries terminate at Rydalmere Wharf and a shuttle bus replacement service operates between Rydalmere and Parramatta. Parramatta Wharf and Rydalmere Wharf are located upstream of the PLR2 – EW site.

Recreational users can access the river in the vicinity of the PLR2 – EW site via the Ermington Boat Ramp (described in Section 3.2).

Channel markers are generally present at regular intervals along the Parramatta River to guide marine traffic to the deepest parts of the waterway.

3.2. Maritime facilities

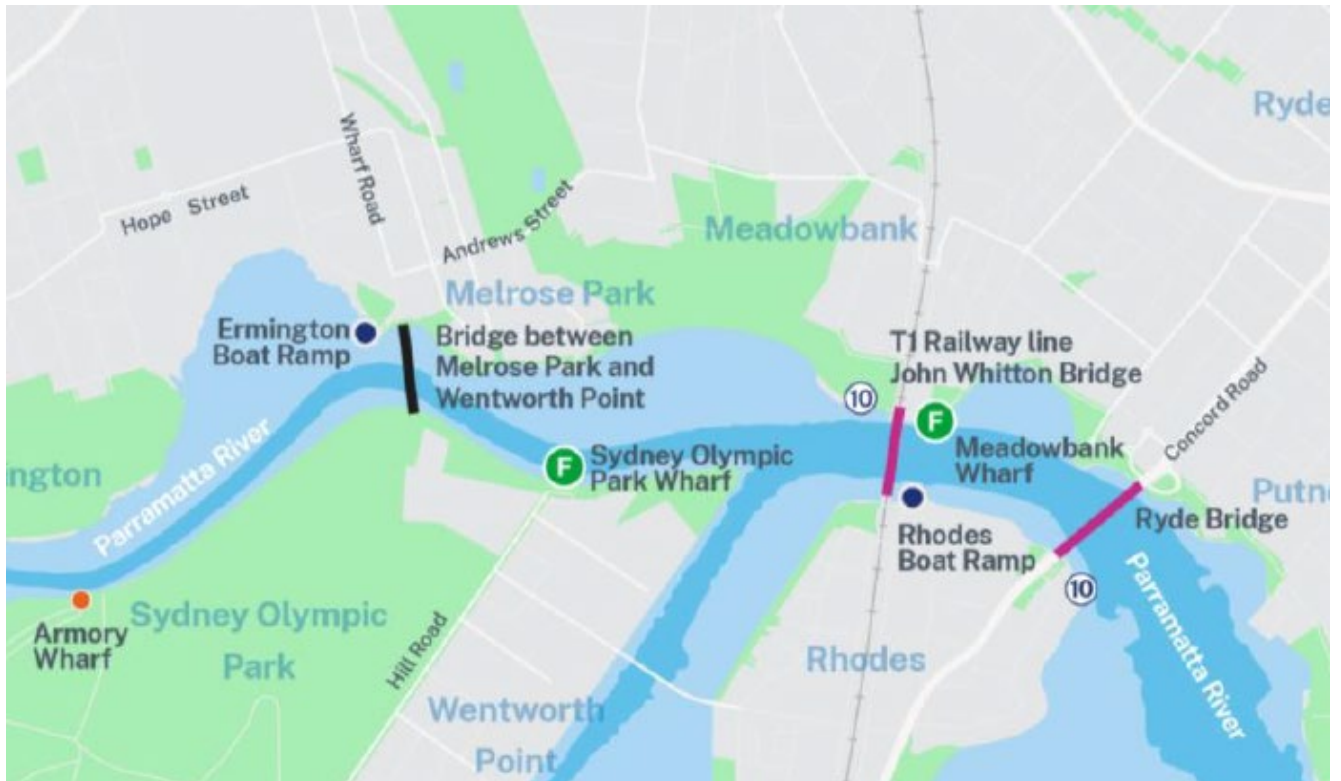
The following wharves and boat ramps are located in proximity to the PLR2 – EW (Figure 3):

- Sydney Olympic Park Wharf (used by the F3 Parramatta River ferry) – located on the southern bank of the Parramatta River about 475 metres downstream of the proposed bridge between Melrose Park and Wentworth Point, accessed via Hill Road in Wentworth Point
- Ermington Boat Ramp (public boat ramp) – located on the northern bank of the Parramatta River about 75 metres upstream of the proposed bridge between Melrose Park and Wentworth Point, accessed via Wharf Road in Melrose Park.

The following additional maritime facilities are located in wider study area:

- Rydalmere ferry wharf
- Meadowbank ferry wharf
- Armory Wharf (public jetty) located approximately midway between the PLR2 – EW and the existing bridge over Silverwater Road and currently in use by water taxis and private craft only
- Viva Energy Australia wharf on the southern foreshore immediately upstream of the intersection with Duck River
- Lubrizol International Inc wharf, located approximately 600 metres upstream on Duck River
- Silverwater Boat Ramp, Silverwater Park
- Blaxland Road Boat Ramp, Rhodes
- Kissing Point Park Boat Ramp, Putney.





LEGEND



Figure 3 – Location of public and private maritime facilities in the vicinity of the PLR2 – EW works (source: Parramatta Light Rail Stage 2 Parramatta River Bridges Background Report, GHD, October 2022)





4. Environmental aspects and impacts

4.1. Construction activities

Key aspects of the PLR2 – EW that could result in adverse maritime and navigation impacts include:

- Construction of temporary rock causeways in Parramatta River to enable access to Pier 1 and Pier 2 (subject to approval of a consistency assessment)
- Installation of piling and caps
- Construction of blade walls at piers using pre-assembled formwork
- Construction of pier head
- Installation of bridge deck superstructure
- Boat and barge movements, including loading and unloading facilities for bridge works.

4.2. Marine and navigation impacts

In accordance with NSW CoA E90 and UMM TT11, opportunities to minimise impacts to recreational users of the Parramatta River has been considered during pre-construction planning. Identified opportunities to mitigate the cumulative impacts of the closure of the Ermington boat ramp and the closure of the navigation channel between the Silverwater boat ramp and the Ermington boat ramp are detailed below.

While the EAD predicted two, three-month closures of the Parramatta River navigation channel during bridge works, the proposed construction methodology for the PLR2 – EW enables the channel to remain largely open. Impacts to marine users and the waterway will be limited to:

- Transmission power line relocation – Short-term closure of the waterway on two occasions to enable stringing of the relocated transmission power line (approximately two, one-week periods). The exact duration of the waterway closures during stringing of the relocated transmission power line will be determined during detailed design in consultation with key stakeholders, with the aim of minimising impacts.
- Ermington Boat Ramp closure – Closure of the Ermington Boat Ramp is proposed to occur on weekdays for a period of up to three years which represents a significant improvement from the Environmental Assessment Documentation which anticipated a full closure for three years. The Ermington Boat Ramp will remain open on weekends, public holidays and during the Christmas period site shutdown (exact dates will vary each year) except for around eight closures per year to enable specific construction activities to occur while ensuring the safety of the construction workforce and community. These activities include:
 - Ausgrid tower relocation and transmission line realignment
 - Installation of site access and pavement strengthening across Wharf Road
 - Viva Energy fuel pipeline relocation works including installation of cover slab across Wharf Road
 - Erection and dismantling of large cranes
 - Falsework and formwork panel installation
 - Bridge segment construction where the traveller conflicts with vehicle clearance to the boat ramp
 - Installation of falsework to construct the *in situ* section that adjoins the northern abutment.
- Ermington Boat Ramp parking – There would be a loss of boat trailer parking at the Ermington Boat Ramp during the PLR2 – EW construction. John Holland will undertake a review of the cumulative impact / loss of parking of the closure of the Ermington Boat Ramp in consultation with City of Parramatta Council. Refer to the CTTAMP for further details on parking impacts, including management and mitigation measures and compliance with NSW CoA E90.





Impacts to marine users will be communicated in accordance with the Marine Users Stakeholder Engagement Plan (Table 8, measure MN12).

4.2.1. Impacts on ferries and commercial operators

During the waterway closures (approximately two, one-week periods to enable stringing of the relocated transmission power line), ferry services will terminate at Sydney Olympic Park Wharf and passengers (around 650 on each weekday and 900 each weekend) will board alternate transport services provided by TfNSW in conjunction with the operator of the F3 Parramatta River ferry service.

Navigation upstream of the bridge crossing site for commercial operators and the owners of private jetty facilities will be arranged in advance by John Holland.

Commercial operators and owners of private jetties such as Viva Energy Australia, Lubrizol International Inc and Armory Wharf will be directly affected during the short-term closure of the navigation channel (approximately two, one-week periods) and will not be able to access their facilities. This may also affect the ability for current TfNSW construction projects to barge excess spoil to Clyde for removal by road.

Access to pontoons stored on land upstream of Duck River for boat shows may also be affected during short-term closures (approximately two, one-week periods).

Maintenance of ferry piers, upstream salvage works, removal of debris, works/maintenance of drainage outlets, private wharves, seawalls, utility bridges or other structures that are necessary to be undertaken from the water will not be able to be undertaken during the brief closure periods.

4.2.2. Impacts to recreational activities

Rowing courses in the Upper Parramatta River are designated in the area downstream of the PLR2 – EW, between Huntley's Point and Homebush Bay. While it is possible that informal use may occur to the west of this location, the river narrows appreciably upstream of Wentworth Point and it is therefore unlikely to be preferable for use compared to downstream locations.

The impacts to recreational activities will therefore be limited to fishing and potential rowing and yachting activities for users of the Silverwater Road Boat Ramp, Armory Wharf and Ermington Boat Ramp.

During the limited closures of the navigation channel, access for recreational boating activities to Sydney Harbour from both the Silverwater and Ermington boat ramps will be restricted.



5. Environmental management and mitigation measures

Performance outcomes, commitments and management measures identified in the Environmental Assessment Documentation, UMMs and relevant TfNSW documents to minimise marine work and navigation impacts are outlined in Table 8.

In addition to the requirements of Table 8, location and activity specific Environmental Work Method Statements (EWMS) will be prepared for the PLR2 – EW marine works. The marine works EWMS will describe the scope of marine works (including temporary works), assess risks, provide site specific mitigation measures, and detail consultation and contingency planning.

Key requirements and matters which are to be addressed in the marine EWMS include:

- Risk assessment
- Temporary works and marine access
- Construction, demolition and restoration methodologies
- Marine works equipment
- Marine works access and working diagram
- Assessment of flow velocities and direction
- Assessment of flood characteristics
- River morphology
- Measures to mitigate the impacts and risks of the works
- Measures to protect adjacent mangroves
- Navigational channel management
- Superstructure construction
- Rehabilitation
- Notification and reporting requirements
- Proactive supervision and full-time monitoring during construction, operation, maintenance and removal, including authorities to stop works. Dedicated personnel must, as a minimum be suitably trained and qualified for the role
- Biosecurity.

The marine EWMS will be prepared in accordance with Section 3.3.3 of the CEMP, contractual requirements (including the Scope and Performance Requirements (SPR) Appendix G, clause 2.3 (a)), and in consultation with TfNSW, the ER, the EPA and DPIRD Fisheries.



Table 8 – Environmental management and mitigation measures

ID	Management and mitigation measures	Timing	Responsibility	Reference or source	Evidence of implementation
MN01	An initial risk assessment for the PLR2 – EW has been undertaken as part of the CEMF. This initial risk assessment and the outcomes of the Environmental Risk and Opportunities Workshop (detailed in Section 4.1.1 of the CEMP) have informed the development of this Plan. As part of detailed construction planning, conduct an additional risk assessment of the potential impacts of construction on maritime traffic, including commercial shipping, recreational vessels, and emergency services.	Pre-construction	Construction Manager (or nominated delegate)	Best practice	Risk Assessment EWMS
MN02	Plan construction activities and use techniques which minimise the duration of closure of the Parramatta River channel.	Pre-construction	Construction Manager (or nominated delegate)	Best practice	EWMS
MN03	Schedule using construction maritime vessels / traffic to avoid times and locations of high maritime traffic, where practicable.	Pre-construction Construction	Construction Manager (or nominated delegate)	UMM TT10	EWMS
MN04	Ensure construction vessels are skippered by suitably qualified and experienced Coxswains, operating under the direction of the vessel Safety Management System.	Pre-construction Construction	Construction Manager (or nominated delegate)	Best practice	Training records
MN05	Define clear roles and responsibilities for the management and co-ordination of works and provide a centralised point of contact for stakeholders and all related marine issues. Key responsibilities to be allocated include: <ul style="list-style-type: none"> Ensuring compliance with all required legislation and permits Undertaking notifications to all relevant stakeholders including the Harbour Master prior to establishment of exclusion zones Facilitating changes to channel markers. 	Pre-construction Construction	Construction Manager (or nominated delegate)	CEMF UMM TT12	Position Description
MN06	Request additional patrols by TfNSW (Maritime) during periods of expected high recreational boating activity.	Construction	Construction Manager (or nominated delegate)	UMM TT10	Communication records





ID	Management and mitigation measures	Timing	Responsibility	Reference or source	Evidence of implementation
MN07	Clearly designate areas of reduced clearance, restricted areas, shallow waters and temporary routes with signage and navigation aids (e.g. buoys, lights, flagging, etc). Floating signage will be equipped with 1-2 nautical mile yellow flashing lights and readable from 50m distance. All marine signage and markers will be procured as per the Waterways Management Plan.	Construction	Site Supervisors	CEMF UMM TT10	EWMS Environmental Control Map (ECM)
MN08	Establish an exclusion zone which extends from the downstream extent of the PLR2 – EW site to the upstream extent of the site, with a demarcated navigation channel to allow vessels to pass safely through the exclusion zone.	Pre-construction	Construction Manager (or nominated delegate)	Best practice	EWMS
MN09	Undertake a review of all approvals including secondary approvals required to construct the bridge.	Pre-construction	Construction Manager (or nominated delegate)	UMM TT10	EWMS
MN10	<p>Pre-plan and coordinate all proposed navigation channel closures and exclusion zones with key stakeholders, including:</p> <ul style="list-style-type: none"> ▪ TfNSW (Maritime) ▪ PANSW ▪ Transdev Sydney Ferries (Ferries Operator) ▪ Harbour Master ▪ Boating Industry Association ▪ Councils ▪ SOPA ▪ Royal Agricultural Society of NSW ▪ Emergency services ▪ Bus operators ▪ Commercial operators and owners of private jetties. <p>Conduct ongoing and regular coordination with affected stakeholders throughout the construction period to ensure safe navigation and minimise disruption to transport customers and commercial and recreational operators.</p>	Pre-construction Construction	Construction Manager (or nominated delegate)	UMM TT12	Communication records





ID	Management and mitigation measures	Timing	Responsibility	Reference or source	Evidence of implementation
MN11	Based on a review of the usage of the facilities at Ermington Boat Ramp and at other existing boat ramps in the vicinity of the PLR2 – EW, opportunities to minimise impacts to recreational use of the Parramatta River have been considered during construction planning and are detailed in Section 4.2. Further opportunities to minimise impacts to recreational use of the Parramatta River will be considered during the preparation of the marine works EWMS (Section 5).	Pre-construction Construction	Construction Manager (or nominated delegate)	UMM TT11	Section 4.2 EWMS
MN12	Develop and implement a Marine Users Stakeholder Engagement Plan to guide communication with all marine users, including recreational boating clubs and boat ramp users. Key issues to communicate include waterway restrictions, speed limit restrictions, and general safety around the PLR2 – EW site. All communication will be consistent with the CEP and CCS.	Construction	Stakeholder and Communications Manager	CEMF UMM TT10	Communication records
MN13	Install double silt curtains around the perimeter of the marine works to contain any silt or sediment disturbed or released by the construction operations. Deploy lit yellow aqua buoys 10m in stream from the obstruction / silt curtain.	Construction	Site Supervisors	Best practice	ECM Site inspections
MN14	Establish and maintain marine spill kits at the river edge and on safety punt / work punt / pontoon.	Construction	Site Supervisors	Best practice	ECM Site inspections
MN15	Do not to destroy, modify or otherwise affect any heritage item or Aboriginal heritage item, unless the identified impacts are described in the Environmental Assessment Documentation. Unexpected heritage finds identified during PLR2 – EW works must be managed in accordance with the Unexpected Heritage Finds and Human Remains Procedure (Appendix B of the HMP).	Construction	Environment and Sustainability Manager All construction personnel	NSW CoA E14 UMM NAH9	Unexpected Heritage Finds and Human Remains Procedure (Appendix B of the HMP) and records of compliance Site inspections





ID	Management and mitigation measures	Timing	Responsibility	Reference or source	Evidence of implementation
MN16	<p>Develop and implement a Biosecurity EWMS to prevent introduction of, or mitigate the ingress of, matters listed under the <i>Biosecurity Act 2015</i>. The Biosecurity EWMS will be prepared in accordance with contractual requirements (including the Scope and Performance Requirements (SPR) Appendix G, clause 7(c)) and include:</p> <ul style="list-style-type: none"> ▪ A process for mapping weeds in the Project corridor ▪ A process for treating and removing weeds prior to clearing and grubbing ▪ A process for ongoing weed management that is implemented during construction and compliments the landscaping and rehabilitation plan ▪ Stockpile management, including disposal requirements ▪ Hygiene controls for fungal spores ▪ Management of marine vessels, including risk assessment and management of marine vessels and movements to ensure biosecurity risks are known and managed in accordance with the Infrastructure Approval and the Biosecurity Act 2015. 	Pre-construction	Environment and Sustainability Manager	SPR, Appendix G, clause 7(c)	Biosecurity EWMS





6. Compliance management

6.1. Roles and responsibilities

The organisational structure for the PLR2 – EW Project and key roles and responsibilities are outlined in Section 5.1 of the CEMP.

Responsibilities for the management of marine construction vessels and impacts on navigation during bridge construction will vary based on the phase and scope of works. As such, responsibilities for the implementation of environmental controls (as detailed in Section 5 of this Plan) are largely allocated to the Construction Manager who will delegate requirements as appropriate to the works.

The Environment and Sustainability Manager will communicate the requirements of this Plan to the responsible person.

6.2. Training

To ensure that this Plan is effectively implemented, all site personnel (including sub-contractors) will undergo site induction training prior to commencement of construction. The induction training will address elements related to maritime works and navigation, including:

- Existence and requirements of this Plan
- Relevant legislation and regulations
- Incident response, management and reporting
- Environmentally sensitive locations and exclusion zones.

Targeted training in the form of toolbox talks and role-specific training on the operation of construction vessels or other high-risk activities will also be provided to key personnel.

Daily pre-start meetings conducted by the Superintendent / Site Supervisor (or delegate) will inform the site workforce of any environmental issues relevant to marine works and navigation that could potentially be impacted by, or impact on, daily activities.

Further details regarding staff induction and training are provided in Section 5.3 of the CEMP.

6.3. Inspections and monitoring

Inspection and monitoring requirements relevant to marine works and navigation are summarised in Table 9. Works in the waterway will be proactively supervised and monitored full-time during their construction, operation, maintenance, and removal by dedicated personnel. The dedicated personnel must, as a minimum be suitably trained and qualified for the role.

Site inspections will be recorded (along with actions and issues observed) and actioned appropriately within agreed timeframes. These inspections will be recorded as part of the Weekly Environmental Inspection Checklist and will also be used as a record of activities and observations related to marine works and navigation. Additional requirements and responsibilities in relation to inspections are documented in Section 7.1 of the CEMP.

Routine environmental inspections by TfNSW, regulators (such as DPHI and/or EPA), and the ER will also occur throughout construction. Details on the nature and frequency of these inspections are documented in Section 7.1.1 of the CEMP.

Table 9 – Inspections and monitoring relevant to this Plan

Item	Timing	Frequency	Responsibility	Records
Environmental Site Inspection	Construction	Weekly	Site Supervisor Environment and Sustainability Manager	Environmental Inspection checklist





Item	Timing	Frequency	Responsibility	Records
Supervision and monitoring	Construction	Daily	Site Supervisor	Site diary
Exclusion zone and speed zone inspection	Construction	Weekly	Viaduct Engineer	Working on and Over Water Procedure and Work Over Water Inspection Checklist
Pre-start Inspections	Construction	Daily	Supervisor Coxswain	Pre-start Inspection (Project Safety System)

6.4. Auditing

Audits (internal and external) will be undertaken to evaluate the adequacy and effectiveness of environmental controls, and to assess compliance against the environmental requirements detailed in this Plan. Additional details on internal and external audits are provided in Section 7.4 of the CEMP.

6.5. Compliance tracking and reporting

Compliance tracking and reporting requirements and responsibilities are documented in Section 7.3 of the CEMP.

6.6. Non-compliance

A non-compliance is an occurrence, set of circumstances or development that is a breach of the Infrastructure Approval. Where a non-compliance is detected which is directly attributable to the Project and exceeds the management criteria set out in this Plan, a Non-compliance Report will be raised, managed and reported as outlined in Section 7.3 of the CEMP.

Where a non-compliance is also an environmental incident, John Holland will implement the relevant notification procedures for both non-compliances and incidents (refer to Section 6 of the CEMP).

Where a non-compliance is raised as part of an audit, inspection, incident investigation or complaint investigation, the relevant process may be used to close out the non-compliance and it is not necessary to raise a separate Non-compliance Report.



7. Review and improvement

7.1. Continual improvement

Continual improvement of this Plan will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets. The continual improvement process has been designed to:

- Identify opportunities for improvement of environmental management and performance
- Determine the cause or causes of non-compliances and deficiencies
- Develop and implement a plan of corrective and preventative action to address any non-compliances and deficiencies
- Verify the effectiveness of the corrective and preventative actions
- Document any changes in procedures resulting from process improvements
- Make comparisons with objectives and targets.

The Environment and Sustainability Manager is responsible for ensuring that activity and location specific environmental risks and opportunities are identified throughout the construction, as part of the continuous improvement process. The process for ongoing risk identification and management during construction is outlined in Section 4.1.2 of the CEMP.

7.2. Plan review and amendment

The processes described in Sections 7.7 and 7.8 of the CEMP may result in the need to update or revise this Plan. This will occur as needed. Any revisions to this Plan or other Sub-plans will be in accordance with the process outlined in Section 1.9 of the CEMP.

Any minor amendments made to this Plan that are of an administrative nature, consistent with the terms of the Infrastructure Approval, and consistent with the management plans and monitoring programs approved by the Planning Secretary, may be approved by the ER.

A copy of the updated Plan and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure (Section 7.6.2 of the CEMP).



Appendix A: Secondary environmental requirements

Secondary requirements that are related, but not specific to, the development of this Plan are outlined in this appendix. Cross references are provided to indicate where the requirements are addressed in this Plan or other Project management documents. This includes:

- Secondary NSW CoA which are listed in Table 10
- Secondary UMM which are listed in Table 11.



Table 10 – Secondary Conditions of Approval

NSW CoA	Condition	Plan reference	How addressed
A10	Any document required by this approval, and which requires the Planning Secretary's approval, must be approved by the Planning Secretary before the commencement of Works associated with that document.	Section 1.6.2	The endorsement and approval process for this Plan is detailed in Section 1.6.2.
A11	Any document required to be prepared by this approval, must be implemented unless otherwise agreed by the Planning Secretary.	Section 1.4	This Plan will be implemented for the duration of the PLR2 – EW construction.
A12	<p>Where the terms of this approval require a document or monitoring program to be prepared, or a review to be undertaken in consultation with relevant parties, evidence of the consultation undertaken must be submitted to the Planning Secretary and ER (as relevant) with the corresponding documentation. The evidence must include:</p> <ul style="list-style-type: none"> (a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval; (b) a log of the dates of engagement or attempted engagement with the identified party; (c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; (d) outline of the issues raised by the identified party and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed. 	Section 1.6.1 Appendix B	Reflecting the requirements of the Infrastructure Approval and Environmental Assessment Documentation, this Plan has been prepared in consultation with the stakeholders nominated in Table 3. A detailed consultation report, including matters raised by stakeholders and John Holland responses, has been prepared in accordance with NSW CoA A12 (Appendix B).
A19	<p>Strategies, plans or programs required by this approval can be submitted on a progressive basis, with the agreement of the Planning Secretary.</p> <p>With the agreement of the Planning Secretary, the Proponent may prepare the updated strategy, plan or program without undertaking all the consultation required under the applicable condition in this approval.</p> <p>Notes:</p> <ol style="list-style-type: none"> 1. While a strategy, plan or program may be submitted on a progressive basis, the Proponent must ensure that the activities on site are covered by suitable strategies, plans or programs at all times; and 	Section 1.6.2	John Holland will prepare strategies, plans and programs in accordance with the Project Staging Report and the CEMF.



NSW CoA	Condition	Plan reference	How addressed
	2. <i>If a strategy, plan or program is to be submitted on a progressive basis, then the relevant strategy, plan or program must clearly describe the specific stage / activities to which strategy, plan or program applies, the relationship of this stage / activity to future stages / activities, and the trigger for updating the strategy, plan or program.</i>		
B6	The following information must be available to facilitate community enquiries and manage complaints one month before the commencement of Work and for 12 months following the completion of construction:	CCS	The requirements of this NSW CoA have been addressed by TfNSW and will be maintained for 12 months following completion of construction. Refer to the CCS for further details on communication processes.
	(a) a 24- hour telephone number for the registration of complaints and enquiries about the CSSI;		
	(b) a postal address to which written complaints and enquires may be sent;		
	(c) an email address to which electronic complaints and enquiries may be transmitted; and		
	(d) "a mediation system for complaints unable to be resolved.		
	This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.		
B7	A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any Work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the:	CCS	The requirements of this NSW CoA have been addressed by TfNSW and will be maintained for 12 months following completion of construction. Refer to the CCS for further details on the Complaints Register.
	(a) number of complaints received;		
	(b) the date and time of the complaint;		
	(c) the method by which the complaint was made;		
	(d) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect;		
	(e) nature of the complaint;		





NSW CoA	Condition	Plan reference	How addressed
	(f) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and		
	(g) "if no action was taken, the reason(s) why no action was taken.		
C11	CEMP(s) (and relevant CEMP sub-plans) must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMF approved by the Planning Secretary under Condition C1.	Section 1.6.2	The endorsement and approval process for this Plan is detailed in Section 1.6.2.
C12	Where a CEMP (and relevant CEMP sub-plans) requires Planning Secretary's approval, the CEMP (and relevant CEMP sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one month before the commencement of construction, or where construction is staged, no later than one month before the commencement of each stage.	Section 1.6.2	The endorsement and approval process for this Plan is detailed in Section 1.6.2.
C13	CEMP(s) (and relevant CEMP sub-plans) not requiring the Planning Secretary's approval, but requiring ER endorsement, must be submitted to the ER no later than one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage. The CEMPs (and relevant CEMP sub-plans) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	Section 1.6.2	The endorsement and approval process for this Plan is detailed in Section 1.6.2.
C15	Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C1).	Section 1.6.2	Construction of the PLR2 – EW will not commence until the CEMP and Sub-plans have been approved by the Planning Secretary or endorsed by the ER (as per the CEMF).
C16	The CEMP(s) and CEMP Sub-plans as approved or endorsed (as relevant), including any minor amendments approved by the ER, must be implemented for the duration of construction.	Section 1.4 Section 7.2	Following endorsement or approval (as relevant), this Plan will be implemented for the duration of construction. Review of this Plan will be undertaken in accordance with the processes outlined in Section 7.2.
E90	During Construction of the CSSI, reasonably practicable measures must be implemented to minimise boat trailer parking removed due to Construction in consultation with relevant council(s) and affected landowners. This can include the provision of temporary trailer parking or other measures to improve capacity at other boat ramps and must consider the cumulative impact / loss of trailer parking of the	Section 4.2 CTTAMP	John Holland will implement reasonably practicable measures to minimise the loss of boat trailer parking at the Ermington Boat Ramp during the PLR2 – EW construction. Refer to the





NSW CoA	Condition	Plan reference	How addressed
	closure of the Ermington boat ramp and the closure of the navigation channel between the Silverwater boat ramp and the Ermington boat ramp. Where possible, trailer parking mitigation should avoid impacts to the public amenity and user experience of open space.		<p>CTTAMP for further details on boat trailer parking, including management and mitigation measures.</p> <p>The cumulative impact of the closure of the Ermington boat ramp and the closure of the navigation channel between the Silverwater boat ramp and the Ermington boat ramp has been considered in pre-construction planning and is discussed in Section 4.2 of this Plan.</p>





Table 11 – Secondary Updated Mitigation Measures

UMM	Measure	Plan reference	How addressed
TT11	Opportunities to minimise impacts to recreational use of the Parramatta River will be considered during construction planning, based on a review of the usage of the facilities at Ermington Boat Ramp and at other existing boat ramps in the vicinity of the project site.	Section 4.2 Section 5	The requirements of this UMM are included in Section 5 (Table 8, MN11) and implementation will be evidenced by ECMs and site inspections.
TT12	<p>Consultation with relevant stakeholders will be undertaken regularly to facilitate the efficient delivery of the project and to minimise impacts on road, river and transport infrastructure customers and users. Stakeholders will include the City of Parramatta and City of Ryde councils, Sydney Olympic Park Authority, Royal Agricultural Society of NSW, bus and ferry operators, emergency services, and recreation groups.</p> <p>Additional measures identified as an outcome of consultation will be implemented during construction, where practicable. This will include modifying work areas, activities and construction access arrangements to address traffic flow and access issues identified by key stakeholders, where practicable.</p>	Section 1.6 CEP Marine Users Stakeholder Engagement Plan	<p>This Plan has been prepared in consultation with the government agencies and council(s) nominated in NSW CoA C14. A detailed consultation report, including matters raised by stakeholders and any additional measures identified by stakeholders, is provided in Appendix B.</p> <p>During construction, consultation will be undertaken with relevant stakeholders nominated in UMM TT12 to facilitate the efficient delivery of PLR2 – EW and to minimise impacts on road, river and transport infrastructure customers and users. Stakeholder consultation will be undertaken in accordance with the Marine Users Stakeholder Engagement Plan and the CEP.</p>





Appendix B: Consultation Report



Consultation Report

Maritime Works and Navigation Sub-Plan

Project Name: Parramatta Light Rail Stage 2 Enabling Works

Contract Number: PD-22-12894

Document Number: PLR2EW-JHGRP-NWW-EV-RPT-000002

Revision: 0

Revision Date: 21 January 2025





Document Control

The controlled master version of this document will be maintained on the Project Data and Collaboration System (PDCS). All circulated hard copies are deemed to be uncontrolled.

Document History and Status

Rev	Date	Prepared By	Reviewed By	Approved By	Remarks
A	19/12/2024				For ER endorsement
0	21/01/2025				For ER endorsement





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1. Introduction

1.1. Purpose

Transport for New South Wales (TfNSW) have engaged John Holland to design and construct the Parramatta Light Rail Stage 2 Enabling Works (PLR2 – EW or the ‘Project’) as part of the Stage 2 extension of the Parramatta Light Rail network.

Reflecting the requirements of the SSI 10035 Infrastructure Approval (Infrastructure Approval), this report has been prepared to provide evidence of consultation with identified parties during the development of the Maritime Works and Navigation Management Sub-Plan (PLR2EW-JHGRP-NWW-PM-MPL-000026), Revision A (Subject Document).

1.2. Consultation requirements

1.2.1. Ministers Conditions of Approval

The conditions of approval (NSW CoA) of relevance to stakeholder consultation on the Subject Document are listed in Table 1.

Table 1 – Conditions of Approval

CoA	Condition
A12	<p>Where the terms of this approval require a document or monitoring program to be prepared, or a review to be undertaken in consultation with relevant parties, evidence of the consultation undertaken must be submitted to the Planning Secretary and ER (as relevant) with the corresponding documentation. The evidence must include:</p> <ul style="list-style-type: none"> (a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval; (b) a log of the dates of engagement or attempted engagement with the identified party (c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; (d) outline of the issues raised by the identified party and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.
C14	<p>Except as provided by Condition C1, the following CEMP Sub-plans must be prepared in consultation with the relevant government agencies and council(s) identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A12.</p> <ul style="list-style-type: none"> (a) Traffic, Transport and Access – Relevant council(s), relevant road relevant Emergency Services, SOPA (b) Maritime works and Navigation – Relevant council(s), Ferry operator, Transport for NSW (maritime operations), SOPA (c) Noise and Vibration – Relevant council(s), SOPA (d) Heritage (including Aboriginal and non-Aboriginal heritage) – Relevant council(s), SOPA, LALCs, Heritage NSW, and RAPs (e) Flora and Fauna – Relevant council(s), AG DCCEEW, DPI Fisheries, NPWS, NSW DCCEEW– Water Group, BCS and SOPA (f) Soil and water – Relevant council(s), NSW DCCEEW– Water Group, DPI Fisheries, SOPA and Heritage NSW <p>Notes:</p> <ol style="list-style-type: none"> 1. CEMP Sub-plan(s) may reflect the Construction of the project through geographical activities, temporal activities or activity based contracting and staging.





CoA	Condition
	<ol style="list-style-type: none"> Nothing in this condition prevents the Proponent from combining any of the above CEMP Sub-plans. Where reviewed by an EPA accredited Site Auditor, the Planning Secretary will consider Interim Audit Advice or a Section B Site Audit Statement provided with CEMP sub-plans for approval. Consultation with SOPA is only relevant where there is SOPA affected lands being impacted. The Flora and Fauna CEMP Sub-Plan must be consistent with goals and objectives, mitigation measures and monitoring requirements of the Commonwealth approved conservation advice and any Recovery Plans for all Matters of National Environmental Significance.

1.2.2. Updated Mitigation Measures

The Updated Mitigation Measures (UMM) of relevance to stakeholder consultation on the Subject Document are listed in Table 2.

Table 2 – Updated Mitigation Measures

UMM	Requirement
TT10	<p>A maritime works and navigation management plan will be prepared prior to construction and implemented as part of the CEMP. The plan will detail processes and responsibilities to manage marine construction vessels and impacts on navigation during construction of the bridges over the Parramatta River.</p> <p>The plan will include, as appropriate, additional reasonable and feasible measures identified as an outcome of consultation (in accordance with mitigation measure TT12).</p>





2. Consultation summary

In accordance with the Infrastructure Approval, the Subject Document has been prepared in consultation with the identified parties. A summary of the consultation is provided in Table 2. Detailed consultation records are provided in the appendices of this report.

Table 3 – Consultation Summary

Stakeholder	Consultation Summary	Status	Reference
City of Parramatta Council	There were no comments received from City of Parramatta Council despite repeated requests and an extension of the consultation period.	N/A	Appendix A: City of Parramatta Council consultation evidence
City of Ryde Council	Issues raised have been adequately addressed in the Subject Document; there are no outstanding issues.	Addressed and closed.	Appendix B: City of Ryde Council consultation evidence
Sydney Olympic Park Authority (SOPA)	There were no comments received from SOPA despite repeated requests and an extension of the consultation period.	N/A	Appendix C: SOPA consultation evidence
Ferry Operator	Stakeholder confirmed they have no comments on the Subject Document.	N/A	Appendix D: Ferry operator consultation evidence
TfNSW (Maritime Operations)	Issues raised have been adequately addressed in the Subject Document; there are no outstanding issues.	Addressed and closed.	Appendix E: TfNSW (Maritime Operations) consultation evidence





Appendix A: City of Parramatta Council consultation evidence

Table 4 – Consultation Log

In/out	Date	Medium	Details of contact
Out	12/11/2024	Letter	Subject Document provided to stakeholder for review and comment
Out	15/11/2024	Teambinder Transmittal	Subject Document re-sent to stakeholder via Teambinder Transmittal
Out	29/11/2024	Teambinder General Correspondence	Request to provide comments on the Subject Document by 3 December 2024. An offer was extended to City of Parramatta Council to meet with technical experts to discuss the Subject Document.
Out	12/12/2024	Email	Reminder email send to stakeholder, providing an extension of the consultation period and asking for comments to be received by 13 December 2024.

Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - City of Parramatta Council



Reply
 Reply All
 Forward

Tue 12/11/2024 6:21 PM



Dea

As part of the Parramatta Light Rail Stage 2 – Enabling Works (PLR2 - EW) project involving the design and construction of a new bridge over the Parramatta River between Melrose Park and Wentworth Point, John Holland are preparing the Construction Environmental Management Plan (CEMP), and its Sub-plans and Monitoring Programs. With the aim of preparing these documents collaboratively, and to ensure compliance with the Project Approval (SSI-10035) and Updated Mitigation Measures (UMMs), John Holland provide the below link to documents for consultation and invite comments from your agency.

[CoPC Documentation](#)

It is requested that comments (or confirmation of no comments) are provided by **3 December 2024**. In addition, if you would like to discuss the sub-plan details, please advise and we can arrange a specific meeting with our technical specialists.

Please contact the undersigned if you have any queries on the consultation process or would like to request a meeting to discuss the PLR2 - EW project.

Regards



Environment & Approvals Manager
 Infrastructure NSW/ACT

**JOHN
HOLLAND**





Document Transmittal

Transmittal No: PLR2EW-JHGRP-TX-000047

Date: 15 November 2024 04:29 PM
Reason for Issue: Issued For Review
Subject: PLR2EW - CEMP Sub-plans for Consultation - CoPC
Contract No: PLR2EW - Enabling Works Detailed Design and Construction
Message:

Des [REDACTED]

Following previous email correspondence sent on 12 November 2024 (email titled, *Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - City of Parramatta Council*), please accept this Teambinder transmittal detailing the request for consultation with City of Parramatta Council (CoPC) on the following CEMP Sub-plans and Monitoring Programs. This consultation and review of documents is undertaken in accordance with Condition C14 and C20 of the Infrastructure Approval (SSI-10035) and the Updated Mitigation Measures (UMMs) from the PLR2 Environmental Impact Statement (EIS), Submissions Report and Amendment Report:

- Traffic and Transport Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000015)
- Marine Works and Navigation Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000026)
- Noise and Vibration Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000027)
 - Noise and Vibration Monitoring Program (PLR2EW-JHGRP-NWW-NV-PLN-000001), included in Appendix B of the Noise and Vibration Management Plan
- Heritage Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000028), detailing both Aboriginal heritage and non-Aboriginal heritage
- Flora and Fauna Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000029), also referred to as Biodiversity Management Plan
- Soil and Water Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000030)
 - Water Quality Monitoring Program (PLR2EW-JHGRP-NWW-WA-PLN-000001), included in Appendix B of the Soil and Water Management Plan

As per previous email correspondence mentioned above (and letter attached that accompanied that email correspondence), John Holland request that comments (or confirmation of no comments) are provided by 3 December 2024, utilising the attached comments sheet. In addition, if you would like to discuss the sub-plan details, please advise and we can arrange a specific meeting with our technical specialists.

Regards,

[REDACTED]
Contractors Representative

Please submit your comments by 03 December 2024



Transmitted to:

Company	Name
City of Parramatta Council	[REDACTED]

Transmitted cc:

Company	Name
City of Parramatta Council	[REDACTED]
Transport for NSW	[REDACTED]
Transport for NSW	[REDACTED]
Transport for NSW	[REDACTED]
John Holland Group	[REDACTED]
John Holland Group	[REDACTED]
Transport for NSW	[REDACTED]
Transport for NSW	[REDACTED]

[Click here to download all Transmittal files.](#)

Click on Document Nos to download them individually.

Item	Document No	Rev	Sts	Title	Contract No	Design Package No
1	PLR2EW-JHGRP-NWW-PM-PLN-000015	B.01	S3	Parramatta Light Rail - Stage 2 - Enabling Works - Construction Traffic, Transport and Access Management Plan	PLR2EW	
2	PLR2EW-JHGRP-NWW-PM-PLN-000026	B.01	S3	Parramatta Light Rail - Stage 2 - Enabling Works - Maritime Works and Navigation Management Sub-plan	PLR2EW	
3	PLR2EW-JHGRP-NWW-PM-PLN-000027	A.01	S3	Parramatta Light Rail - Stage 2 - Enabling Works - Noise and Vibration Management Sub-plan	PLR2EW	
4	PLR2EW-JHGRP-NWW-PM-PLN-000028	A.01	S3	Parramatta Light Rail - Stage 2 - Enabling Works - Heritage Management Plan	PLR2EW	
5	PLR2EW-JHGRP-NWW-PM-PLN-000029	A.01	S3	Parramatta Light Rail - Stage 2 - Enabling Works - Flora and Fauna Management Sub-plan	PLR2EW	
6	PLR2EW-JHGRP-NWW-PM-PLN-000030	B.01	S3	Parramatta Light Rail - Stage 2 - Enabling Works - Soil and Water Management Sub-plan	PLR2EW	

Transmitted by: [REDACTED] John Holland Group

General Correspondence

Reference No.: PLR2EW-JHGRP-COP-CORR-000001
 Contract No: PLR2EW - Enabling Works Detailed Design and Construction

Date: 29 November 2024, 09:51
 To: [REDACTED] City of Parramatta Council
 Cc: [REDACTED]

From: [REDACTED]
 Subject: RE: PLR2EW - CEMP Sub-plans for Consultation - CoPC

Following on from my previous email correspondence sent on 12 November 2024, which was followed up with the below Document Transmittal (PLR2EW-JHGRP-TX-000047), I wanted to check in to see how the review of the CEMP Sub-plans is progressing, noting that the proposed consultation period of 3 December 2024 ends next Tuesday. I also wanted to provide a reminder that we are open to arranging a meeting to facilitate the consultation process. If that is something you think would be beneficial, please let me know.

Regards,

[REDACTED]





RE: Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - City of Parramatta Council

[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [...](#)

Thu 12/12/2024 2:11 PM

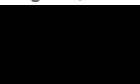
Hi [REDACTED]

Hope you're well.

I wanted to reach out to follow up on the below email sent on 12 November 2024, as well as the two Teambinder correspondences, sent on 15 November (PLR2EW-JHGRP-TX-000047) and 29 November (PLR2EW-JHGRP-COP-CORR-000001), and request that any comments, or confirmation of no comments, are received by this Friday (13 December 2024) so that we can ensure they are incorporated into the CEMP Sub-plan documentation.

If we receive any commentary after that date, we can ensure it is considered in the next revision of the documentation.

Regards,



Environment & Approvals Manager
Infrastructure NSW/ACT

**JOHN
HOLLAND**



Appendix B: City of Ryde Council consultation evidence

Table 5 - Consultation Log

In/out	Date	Medium	Details of contact
Out	29/11/2024	Letter	Subject Document provided to stakeholder for review and comment
In	06/12/2024	Letter	Stakeholder provided comments on the Subject Document
Out	21/01/2025	Email	Revised Subject Document provided to the stakeholder for information

Table 6 – Issues raised by Stakeholder

No.	Issues raised	How addressed	Subject Document Reference
Maritime Works and Navigation Management Sub-plan			
1	<p>Deed of Variation</p> <p>There is a Deed of Variation between Transport for NSW and the City of Ryde concerning the Ermington Boat Ramp. This agreement is currently under review and has not been finalised to date. Ongoing consultation with Transport for NSW is essential to address related terms and conditions and ensure alignment with the proposed works.</p>	<p>Comment noted.</p> <p>Consultation will be undertaken as part of the Deed of Variation process.</p>	<p>No changes to Subject Document.</p>
2	<p>Public domain recommendations</p> <p>A Pre-Construction Dilapidation Report ensures Council's infrastructure is adequately protected. A pre-construction dilapidation report on the existing public infrastructure in the vicinity of the Wharf Road corridor and along the travel routes of all construction vehicles (up to 100m either side of the development site), is to be submitted to Council.</p> <p>The report shall detail, but not be limited to, the location, description and photographic record (in colour) of any observable defects to the following infrastructure, where applicable, road pavement, kerb and gutter, footpath, drainage pits, traffic signs, and any other relevant infrastructure. The report is to be dated and submitted to Council's City Infrastructure Group, prior to any work commencing.</p>	<p>As detailed in the Noise and Vibration Management Sub-plan (Section 6.5.1, Pre-Condition Surveys), and the Construction Traffic, Transport and Access Management Sub-plan (Section 6.2, Pre-construction Condition Survey and Road Dilapidation Reports), road dilapidation reports / pre-construction condition surveys will be prepared for all existing roads, existing property, footpaths, infrastructure and other Council assets within 100m metres of the PLR2 – EW where the physical condition is likely to be adversely affected or damaged by the PLR2 – EW. The reports will be prepared prior to commencement of works</p>	<p>Construction Traffic, Transport and Access Management Sub-plan (Section 6.2, Pre-construction Condition Survey and Road Dilapidation Reports)</p>





No.	Issues raised	How addressed	Subject Document Reference
		and provided to the asset owner within three weeks of completion of the survey and no later than one month before the commencement of the PLR2 – EW works. Section 6.2 of the Construction Traffic, Transport and Access Management Sub-plan has been revised to include the reporting details requested by council.	
3	<p>Public utilities and service alterations</p> <p>All mains, services, poles, etc., which require alteration due to works associated with the site, shall be altered at the applicant's expense. The applicant shall comply with the requirements (including financial costs) of the relevant utility provider (e.g. Energy Australia, Sydney Water, Telstra, RMS, Council, etc) in relation to any connections, works, repairs, relocation, replacement and/or adjustments to public infrastructure or services affected by the development.</p> <p>With the increased residential and commercial demand for the precinct and expectancy to high user demand to utility service connections, the applicant is requested to provide a concept utility connection plan. The plan is to demonstrate proposed connections in locations and areas where existing systems are expecting upgrades.</p> <p>From public domain perspective, City of Ryde council will not be supportive of any newly constructed overhead poles for utilities and / or sub-station kiosks within the local road reserve.</p>	<p>In accordance with NSW CoA A83, John Holland must identify the utilities and services potentially affected by construction to determine requirements for diversion, protection and/or support. Alterations to services must be determined by negotiation between John Holland and the service providers.</p> <p>As required by NSW CoA E130, John Holland must prepare a Utilities Management Strategy in consultation with City of Ryde Council, City of Parramatta Council, SOPA, and relevant utilities providers. This document will be provided to City of Ryde Council in the next month for review.</p>	No changes to Subject Document.
4	<p>Public areas and restoration works</p> <p>Public areas must be maintained in a safe condition at all times. Restoration of disturbed road and footway areas for the purpose of connection to public utilities, including repairs of damaged infrastructure as a result of the construction works associated with this development site, shall be undertaken by the applicant in accordance with Council's standards and specifications, and DCP 2014 Part 8.5 Public Civil Works, to the satisfaction of Council. Any proposed road closures and footpath closures within the road reserve of City of Ryde must be consulted and approved through Council's Traffic Services Department.</p>	As detailed in the Construction Traffic, Transport and Access Management Sub-plan (Section 6.2, Pre-construction Condition Survey and Road Dilapidation Reports), John Holland will repair any damage that is demonstrated to result from the construction of the PLR2 – EW in accordance with NSW	No changes to Subject Document.



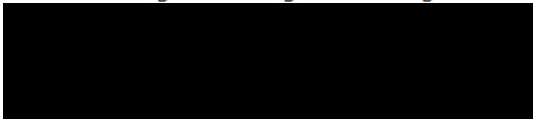


No.	Issues raised	How addressed	Subject Document Reference
	<p>Council's standards and specifications are available on the Council website.</p> <p>These recommendations are aligned with City of Ryde's standard conditions for public domain works and aim to ensure minimal impact on Council assets and the community. Please contact City of Ryde should further clarification or support be required.</p>	<p>CoA E115 and UMM TT19. At the discretion of the relevant road authority, repair may occur through compensation to the asset owner or through restoring the item to its condition prior to the damage.</p> <p>As detailed in the Construction Traffic, Transport and Access Management Sub-plan (Section 7.2.1, Traffic and Transport Liaison Group), the Traffic, Transport and Liaison Group provides a forum for discussion of all traffic, transport and road safety matters associated with the PLR 2 – EW. Membership of the Traffic, Transport and Liaison Group includes the City of Ryde Council.</p>	





Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - City of Ryde Response



[Reply](#) [Reply All](#) [Forward](#) [...](#)

Fri 6/12/2024 2:43 PM



From: [Redacted]
Sent: Friday, 29 November 2024 9:31 AM
To: [Redacted]
Subject: RE: Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - City of Ryde

EXTERNAL EMAIL - This email was sent by a person from outside our organisation. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

H [Redacted]

Thanks for reaching out and thank you for striving to meet the proposed timeframe. Appreciate the early consultation with regards to the proposed timeframe and we are happy to continue to receive review comments up until the end of next week (Fri 6 Dec 2024).

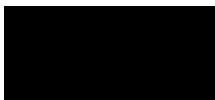
Please feel free to send through completed reviews for individual CEMP Sub-plans as they become available.

Regards,



Environment & Approvals Manager
Infrastructure NSW/ACT

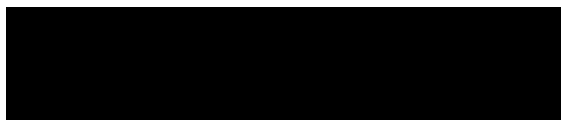
**JOHN
HOLLAND**





Reply Reply All Forward ...

Fri 6/12/2024 2:43 PM



PLR-S2ResponseBridgeConstructionFinal1124.pdf
.pdf File

Hello

Please find attached a response to the CEMP Sub-plans, as requested.

I look forward to on-going consultation on this important public infrastructure project.

Regards David Anderson

Senior Coordinator Transport Planning
TRAFFIC SERVICES



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The City of Ryde wishes to acknowledge the Traditional Custodians of the Land on which we work and pay our respect to the Elders past, present and emerging, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

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3 December 2024

Environment and Approvals Manager
John Holland

Parramatta Light Rail Stage 2 Enabling Works
Sub – Plans for Consultation
Ref: PLR2EW-JHGRP-LET-0002

I refer to your letter dated 12 November 2024 to me in my capacity of Parramatta Light Rail – Stage 2 Community Reference Group (City of Ryde representative) inviting comments and feedback on various sub-plans in relation to the construction of a new bridge across the Parramatta River between Melrose Park and Wentworth Point.

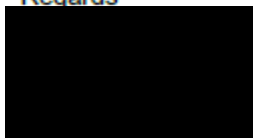
The construction of a new Parramatta River crossing and approaches (1.2 kilometres) is an important step forward in providing an integrated light rail service, capable of increasing public and active transport while reducing reliance on private vehicles for a variety of trips. Parramatta Light Rail – Stage 2 has the potential to influence the travel behaviour of new residents in high-density developments, while providing access to a wide range of employment opportunities.

The sub-plans released for review are comprehensive, with a strong focus on planning, consultation and mitigation strategies to address any issues that may arise. Please find attached a response to the following sub-plans, including:

- Traffic and Transport Management Plan
- Marine Works and Navigation Management Plan
- Noise and Vibration Management Plan
- Heritage Management Plan
- Flora and Fauna Management Plan
- Soil and Water Management Plan.

May I take this opportunity to congratulate John Holland on being selected as the preferred builder for this important public transport infrastructure. In the interest of our residents, City of Ryde looks forward to on-going consultation for the successful delivery of this important public infrastructure project.

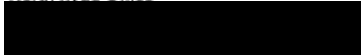
Regards



Senior Coordinator – Transport Planning

Customer Service Centre

North Ryde Office



www.ryde.nsw.gov.au
ABN 81 621 292 610

Response to PLR2-EW sub-plans

Traffic & Transport Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000015)

- The staged delivery plans for the PLR-S2 project are noted, with construction of a bridge spanning Parramatta River between Melrose Park and Wentworth Point to occur as Stage A. Construction of the approaches on either side of the bridge as part of Stage A are supported, providing the capacity to use the bridge as a new public and active transport link should there be any delay to the construction of PLR-S2 rail infrastructure.
- Final route selection that has avoided the need to acquire private property and demolish existing homes on Wharf Road is acknowledged, while retaining sensitive mangrove eco-systems. It is anticipated that the community will benefit from plans to restore the existing Ermington Boat Ramp at the end of Wharf Road, while infrastructure improvements are provided along the Parramatta River foreshore. Additional information regarding City of Ryde's input into planning of the PLR-S2 project are available in two previous submissions made during the EIS stage.
- The proposed plan to take an overarching traffic management approach in order to minimise disruption to the existing road / path networks, minimise the impact on vehicular traffic during peak periods, minimise the impact on local public transport operations, while minimising the impact on the local community, is supported.
- Section 3.1 - Traffic volumes reference surveys dated 2019. Updated surveys are required (outside of school days) to determine if there are any fluctuations to traffic demand on the public road network, which may influence the measures proposed in the CTTAMP.
- On-going construction activity associated with new developments located to the west of Wharf Road are already generating significant heavy vehicle traffic along this important local road. In order to minimise the concentration of construction vehicle movements on Wharf Road, it is recommended that vehicles arriving / departing to or from the east use Wharf Road and vehicles arriving / departing to or from the west use Spurway Street, Boronia Street, Atkins Road, Hope Street and Waratah Street (see illustration following for reference). Significant PLR-S2 construction traffic volumes of up to 175 light vehicles and 50 heavy vehicles along Wharf Road daily are noted.

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- Any temporary traffic and parking changes on Wharf Road and / or other local streets within City of Ryde to facilitate construction works associated with PLR2 – EW proposed to be longer than 12 months will need to be referred to the Ryde Local Traffic Committee and a subsequent Council meeting for consideration and approval.
- The contractor will be required to apply for relevant road activity permits for various construction activities that impact on different road users on the public road network. Please refer to Council's *Road Activity Checklist* which can be found on Council's website via the following link, under the Construction and Mandatory Inspections tab:

<https://www.ryde.nsw.gov.au/Council/Forms-and-Documents-Library>

- Proposed arrangements to allow on-going public access to the existing boat ramp during weekends and public holidays, including a temporary trailer parking facility, is supported. Maintaining access to public facilities and private property, while minimising the traffic impacts on the Melrose Park, have been key community issues associated with the PLR-S2 project to date. Efforts to monitor and address cumulative transport, traffic and access impacts in consultation with a wide range of key stakeholders, including City of Ryde, are supported.



www.ryde.nsw.gov.au
ABN 81 621 292 610





- The CTTAMP provides insufficient information on the peak parking demand and specific measures to mitigate parking impacts. Section 6.4 of the document suggests that this matter will be further investigated once construction has commenced. Council does not consider this to be an acceptable approach and requests that the CTTAMP be updated to incorporate committed parking measures / strategies (e.g. provision of a dedicated off-street carpark close to the site, park and ride treatments, etc.) to address parking issues caused by associated construction works. These measures / strategies need to be in place prior to the commencement of construction.
- In relation to heavy vehicle compliance with speed limits, local residents have recently reported excessive speeding associated with construction of new high density residential developments occurring to west of Wharf Road, Melrose Park. These concerns have been communicated to the Police Local Area Command resulting in increased monitoring and enforcement activity, in the interests of maintaining local road safety. Planned efforts to communicate compliance expectations to all employees, including heavy vehicle operators, are appreciated.
- The planned preparation of a *Construction Parking Strategy*, including strategies to minimise parking on public roads and minimising idling / queueing of construction vehicles, is supported on all roads, including local roads. The identification of additional locations for off-street parking for the workforce, as well as providing shuttle bus services from public transport hubs to help limit the use of private vehicles, is supported. Proposed efforts to survey the travel routes of workers as a means of assessing parking requirements and demand for additional services is acknowledged, as is the provision of end-of-journey facilities such as showers and bicycle storage to encourage active transport use. Plans to promote of car-pooling are noted.
- Proposed plans to address repeat worker behaviour impacting the amenity of local residents, including inappropriate parking of private vehicles, by requiring re-attendance at induction training and exposure to possible sanctions, are supported.
- Provision of alternative pedestrian and vehicular access routes due to construction activities is noted, including providing ongoing access to Archer Park and Melrose Park playground. Not allowing the queueing of delivery vehicles outside the construction site before construction hours, while only using lay-bys, is a sensible requirement assisting local communities.
- Adoption of a 'no surprise' approach to traffic management will benefit the local community, including key stakeholders and the general public. The commitment to engage in 'pro-active' consultation with all key stakeholders, including local communities and relevant Councils, prior to any changes to traffic management is appropriate.



- In terms of stakeholder communication and engagement, the proposed formation of both a *Traffic and Transport Liaison Group* and a *Traffic Coordination Group* should provide the structure necessary to identify and address emerging issues in an efficient and timely matter. City of Ryde welcomes the opportunity to participate on both groups, along with other key stakeholders. City of Ryde has previously recognised and acknowledged the efforts of Transport for New South Wales to release interactive information about the PLR-S2 project, while engaging in collaborative consultation.

Marine Works & Navigation Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000026)

- Deed of Variation

There is a Deed of Variation between Transport for NSW and the City of Ryde concerning the Ermington Boat Ramp. This agreement is currently under review and has not been finalised to date. Ongoing consultation with Transport for NSW is essential to address related terms and conditions and ensure alignment with the proposed works.

- Public domain recommendations

A Pre-Construction Dilapidation Report ensures Council's infrastructure is adequately protected. A pre-construction dilapidation report on the existing public infrastructure in the vicinity of the Wharf Road corridor and along the travel routes of all construction vehicles (up to 100m either side of the development site), is to be submitted to Council.

The report shall detail, but not be limited to, the location, description and photographic record (in colour) of any observable defects to the following infrastructure, where applicable, road pavement, kerb and gutter, footpath, drainage pits, traffic signs, and any other relevant infrastructure. The report is to be dated and submitted to Council's City Infrastructure Group, prior to any work commencing.

- Public utilities and service alterations

All mains, services, poles, etc., which require alteration due to works associated with the site, shall be altered at the applicant's expense. The applicant shall comply with the requirements (including financial costs) of the relevant utility provider (e.g. Energy Australia, Sydney Water, Telstra, RMS, Council, etc) in relation to any connections, works, repairs, relocation, replacement and/or adjustments to public infrastructure or services affected by the development.

With the increased residential and commercial demand for the precinct and expectancy to high user demand to utility service connections, the applicant is requested to provide a concept utility connection plan. The plan is to demonstrate proposed connections in locations and areas where existing systems are expecting upgrades.

From public domain perspective, City of Ryde council will not be supportive of any newly constructed overhead poles for utilities and / or sub-station kiosks within the local road reserve.

- Public areas and restoration works

Public areas must be maintained in a safe condition at all times. Restoration of disturbed road and footway areas for the purpose of connection to public utilities, including repairs of damaged infrastructure as a result of the construction works associated with this development site, shall be undertaken by the applicant in accordance with Council's standards and specifications, and DCP 2014 Part 8.5 Public Civil Works, to the satisfaction of Council. Any proposed road closures and footpath closures within the road reserve of City of Ryde must be consulted and approved through Council's Traffic Services Department. Council's standards and specifications are available on the Council website.

These recommendations are aligned with City of Ryde's standard conditions for public domain works and aim to ensure minimal impact on Council assets and the community. Please contact City of Ryde should further clarification or support be required.

Noise & Vibration Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000027)

- The key objectives of the plan, including minimisation of noise and vibration on residents and businesses, avoidance of damage to buildings and heritage items, while maintaining 'positive and cooperative' relationships with all key stakeholders, are supported. The proposed development and use of a construction noise and vibration tool, allowing defined work areas and activities to be planned, is appropriate.
- Plans to schedule work activities between approved standard hours, where possible, are noted. The use of a hierarchy for preferred work hours outside of normal work hours is appropriate, unless otherwise agreed with affected community through consultation.
- Plans for regular engagement with the community, with consideration of the likely impact on community amenity, are noted. Efforts to keep the community informed of the dates of intended works, sequencing, timing and levels of noisy or vibration intensive events (at least seven days in advance of the activity being undertaken) is supported. In terms of community notifications, it would be beneficial to letter box drop (or email) directly impacted residents, rather than rely on providing details on Transport for NSW website or public notices in newspapers.
- The option of arranging alternative accommodation in special circumstances involving prolonged and excessive noise levels is welcomed.



Heritage Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000028)

- Adoption of an *Artefact Conservation Management Plan* is noted, as an appropriate means of providing guidance for the protection of both aboriginal and non-aboriginal heritage.
- Appropriate training for all employees, contractors and sub-contractors on relevant legislation and guidelines, location of heritage sites, cultural awareness and inadvertent impacts from vehicles and equipment, is appropriate.
- Measures to use barrier fencing, with appropriate signage, to delineate heritage structures to be protected are supported.

Flora and Fauna Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000029)

- Adoption of a comprehensive *Environment and Sustainability Management System* is noted, as an appropriate means of achieving desired flora and fauna outcomes.
- Plans to identify, monitor and protect the existing bio-diverse systems are noted, including preservation of protected and sensitive lands, are noted. Current environmental practices such as conducting post clearing surveys, reuse of timber and vegetation, fauna rescue and release programs, weed and pest management, are appropriate to the project.
- Measures to washdown and inspect all vehicles prior to leaving the site, as part of the pathogen management strategy, are appropriate. Measures to use a 'closed' washdown area, preventing any water or soil from entering the surrounding area, are supported. Similarly, training and education on the need to wash boots to minimise the risk of spreading disease to local fauna are noted.
- Measures to rehabilitate and reinstate areas affected by construction activity, guided by a *Habitat Restoration and Revegetation Plan*, are supported.

Soil and Water Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000030)

- Adoption of an *Environment and Sustainability Management System* is noted, as a means of achieving desired environmental performance outcomes.





- The *Soil and Management Plan* notes that, following site investigations, reportable concentrations of dioxins were considered to be representative of background concentrations in the Parramatta River and likely due to former industrial activities. The Plan further notes that there are no established criteria for this type of contaminant, indicating that specialised local procedures will be needed deal with these types of hazardous chemicals.
- Measure SW26 relating to the establishment of suitable areas within the approved boundary to allow contingent management of 'unexpected contaminated' materials (designed to be impervious to the ground and covered to avoid cross-contamination / run-off) is considered an appropriate strategy.

(ends)



www.ryde.nsw.gov.au
ABN 81 621 292 610



From: [REDACTED]
Sent on: Tuesday, January 21, 2025 12:56:09 AM
To: [REDACTED]
Subject: PLR2 Enabling Works - MWNMP (Rev C) - City of Ryde Council
Attachments: PLR2EW-JHGRP-NWW-PM-PLN-000026_MWNMP_Rev C_Clean.pdf (3.32 MB)

Hi [REDACTED]

Following the consultation period for the Maritime Works and Navigation Management Plan, John Holland have revised the document in response to comments received, which is attached for your information. Specifically, please see the Consultation Report in Appendix B, which provides details of any changes made and responses to consultation undertaken.

At this time, nothing further is required, and I thank you for your time during the recent consultation efforts.

Regards,



Environment & Approvals Manager
Infrastructure NSW/ACT

**JOHN
HOLLAND**





Appendix C: SOPA consultation evidence

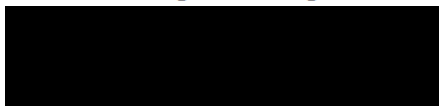
Table 7 – Consultation Log

In/out	Date	Medium	Details of contact
Out	12/11/2024	Letter	Subject Document provided to stakeholder for review and comment
Out	15/11/2024	Teambinder	Subject Document provided to stakeholder for review and comment
Out	29/11/2024	Teambinder	Subject Document provided to stakeholder for review and comment
In	03/12/2024	Email	Stakeholder did not provide comments on the Subject Document.





Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - SOPA



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [⋮](#)

Tue 12/11/2024 6:29 PM



PLR2EW-JHGRP-LET-0011 - SOPA Consultation Letter.pdf
.pdf File

Dear [REDACTED]

As part of the Parramatta Light Rail Stage 2 – Enabling Works (PLR2 - EW) project involving the design and construction of a new bridge over the Parramatta River between Melrose Park and Wentworth Point, John Holland are preparing the Construction Environmental Management Plan (CEMP), and its Sub-plans and Monitoring Programs. With the aim of preparing these documents collaboratively, and to ensure compliance with the Project Approval (SSI-10035) and Updated Mitigation Measures (UMMs), John Holland provide the below link to documents for consultation and invite comments from your agency.

[📄 SOPA Documentation](#)

It is requested that comments (or confirmation of no comments) are provided by **3 December 2024**. In addition, if you would like to discuss the sub-plan details, please advise and we can arrange a specific meeting with our technical specialists.

Please contact the undersigned if you have any queries on the consultation process or would like to request a meeting to discuss the PLR2 - EW project.

Regards



Environment & Approvals Manager
Infrastructure NSW/ACT

**JOHN
HOLLAND**





Document Transmittal

Transmittal No: PLR2EW-JHGRP-TX-000046

Date: 15 November 2024 04:26 PM

Reason for Issue: Issued For Review

Subject: PLR2EW - CEMP Sub-plans for Consultation - SOPA

Contract No: PLR2EW - Enabling Works Detailed Design and Construction

Message:

Dear [REDACTED]

2

Following previous email correspondence sent to [REDACTED] on 12 November 2024 (email titled, *Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - SOPA*), please accept this Teambinder transmittal detailing the request for consultation with Sydney Olympic Park Authority (SOPA) on the following CEMP Sub-plans and Monitoring Programs. This consultation and review of documents is undertaken in accordance with Condition C14 and C20 of the Infrastructure Approval (SSI-10035) and the Updated Mitigation Measures (UMMs) from the PLR2 Environmental Impact Statement (EIS), Submissions Report and Amendment Report:

- Traffic and Transport Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000015)
- Marine Works and Navigation Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000026)
- Noise and Vibration Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000027)
 - Noise and Vibration Monitoring Program (PLR2EW-JHGRP-NWW-NV-PLN-000001), included in Appendix B of the Noise and Vibration Management Plan
- Heritage Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000028), detailing both Aboriginal heritage and non-Aboriginal heritage
- Flora and Fauna Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000029), also referred to as Biodiversity Management Plan
- Soil and Water Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000030)
 - Water Quality Monitoring Program (PLR2EW-JHGRP-NWW-WA-PLN-000001), included in Appendix B of the Soil and Water Management Plan

As per previous email correspondence mentioned above (and letter attached that accompanied that email correspondence), John Holland request that comments (or confirmation of no comments) are provided by 3 December 2024, utilising the attached comments sheet. In addition, if you would like to discuss the sub-plan details, please advise and we can arrange a specific meeting with our technical specialists.

Regards,



General Correspondence

Reference No.: PLR2EW-JHGRP-SOP-CORR-000001
Contract No: PLR2EW - Enabling Works Detailed Design and Construction

Date: 29 November 2024, 17:54
To: [REDACTED] Sydney Olympic Park Authority
Cc: [REDACTED]

1

From: [REDACTED]
Subject: RE: PLR2EW - CEMP Sub-plans for Consultation - SOPA

Hi [REDACTED]

Following on from my previous email correspondence sent on 12 November 2024, as well as the below Document Transmittal (PLR2EW-JHGRP-TX-000046), I am following up to see if you had any questions about the review process, noting the proposed consultation period ends next week. If not, please send through any queries or comments you may have.

Alternatively, if you could please confirm that you have no comments in reply to the previous Document Transmittal (PLR2EW-JHGRP-TX-000046) or this General Correspondence, that would be appreciated.

Regards,

[REDACTED]



From: [REDACTED]
Sent: Tuesday, 3 December 2024 2:36 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: PLR2EW - CEMP Sub-plans for Consultation - SOPA
Attachments: PLR2EW - CEMP Document Comments_SOPA_03122024.xlsx

Hi [REDACTED]

I am trying to send the comments register for the CEMP documents through TeamBinder, but I'm having difficulty finding where/ how to do it. I don't have time today to scroll through the tutorials to figure it out.

I am happy to load it up once I have time or if someone from [REDACTED] could talk me through it.

In the meantime, the comments are attached. We only received 2 sets of comments – from Manager Environment – [REDACTED] and Manager Remediated Lands [REDACTED]

Thanks,

[REDACTED]
Principal Public Domain Designer
[REDACTED]



REVIEW COMMENTS SHEET

DOCUMENT NO.	TITLE	F	STAT	RC	DATE	COMPAI	RAISED BY	REVIEW DOC. RC	ALL DOCS RELAT TO WORK PACKAGE	REFERENCE	DEED REF	COMMENTS / RESPONSE	COMMENT CATEGORY	CLOSED ON	Doc ID
Appendix B5	Flora & Fauna subplan				26/11/2024	SOPA				2.1.2		Ntional Light Pollution Guidelines for Wildlife were updated in 2023 - update reference in plans and in design development			6
Appendix B5	Flora & Fauna subplan				26/11/2024	SOPA				5.7		permanent as well as temporary noise barriers should be considered adjacent to Newington Nature Reserve			7
Appendix B5	Flora & Fauna subplan				26/11/2024	SOPA				5.7		temporary frog fencing will be required on at least the western and southern boundaries of the worksite at Sydney Olympic Park - the wording of this section currently limits temporary frog fencing to where permanent fencing is impacted - there is no permanent fencing in this location			8
Appendix B5	Flora & Fauna subplan				26/11/2024	SOPA				5.7 p43		This section says that ecological impacts of construction noise and vibration will be managed in accordance with the NVMP and CNVIS - that will be very easy to do since these plans are silent on recognising the existence of ecological impacts of noise and vibration, and they do not contain any mitigation measures so there is nothing to comply with. This is a gaping hole in addressing what will be very real and significant impacts .			
Appendix B5	Flora & Fauna subplan				26/11/2024	SOPA				table 16, FF19		Management of noise and light impacts to the Parramatta River and Newington Nature Reserve refers to both design and construction phases - the scope of works includes tall light poles and capacity for overhead wiring, indicating that these decisions have been made and opportunities to mitigate lost, without due consideration of impacts and consultation with SOPA .			9
Appendix B5	Flora & Fauna subplan				26/11/2024	SOPA				6.1.2		Role of the Project Herpetologist includes providing advice to manage noise, light and vibration impacts - see comment above			10
												The plan states that lighting will be directed down and away from Newington Nature Reserve - how will this be checked and audited			
Appendix B5	Flora & Fauna subplan				26/11/2024	SOPA				Appendix C	clearing and grubbing work method statement	This plan has all the right words but is also the step where the greatest harm to biodiversity can occur during construction if mistakes are made or confusion arises. There will need to be very close coordination and integration of scheduling of the steps and arranging timely project ecologist and herpetologist attendances. A lot of things are identified as the site supervisor responsibility - this should be reviewed and potentially elevated to provide a higher level of management.			11





Appendix B5	Flora & Fauna subplan				26/11/2024	SOPA			Appendix C	clearing and grubbing work method statement	The western boundary of the vegetation to be cleared will need close collaboration with SOPA when this is marked on the ground and protections of retained vegetation are installed. The diagram should be updated to show all retained vegetation to the west of the area to be cleared as 'vegetation to be protected'. Boundary fences, sediment fences and frog fences will need to be positioned and maintained to ensure this vegetation is protected throughout the construction period.		12
Appendix B3	Construction noise and vibration				26/11/2024	SOPA					The consultants working on the flora and fauna subplan and the noise and vibration subplan need to get together and sort out how noise and vibration impacts to ecological receivers within Newington Nature Reserve and the riverine corridor will be addressed, mitigated and monitored - see Flora and fauna report table 16 FF19 and BD7, and in the noise and vibration report see Table 25 NV6 and Table 26 BD7		13
Appendix B3	Construction noise and vibration				26/11/2024	SOPA			2.8		This plan is silent on recognising or mitigating impacts to ecological receivers, despite having a nature reserve and riverine corridor just metres away. Human residential limits are typically used as surrogates for ecological limits, and the Plan should be revised to specifically address identification, mitigation and monitoring of impacts to Newington Nature Reserve based on those levels.		14
Appendix B3	Construction noise and vibration				26/11/2024	SOPA			Appendix B	noise and vibration monitoring program	This needs to be revised to include monitoring of impacts at Newington Nature Reserve (labelled NCA-1 in figure 1), with a specific noise monitoring location added.		15
Appendix B6	Construction soil and water				26/11/2024	SOPA					Installation and management of sediment controls on the western boundary will be particularly important due to proximity to Newington Nature Reserve boundary, and for protection of vegetation to be retained on the edge of the construction footprint. This area needs to be marked on site with SOPA.		17
PLR2EW-JHGRP-NVW-PM	Traffic & Transport				11th November 2024	SOPA					Figure 8 showing indicative compounds - SOPA reminds TNSV and the contractor that areas in and adjacent to P5 carpark may not be acceptable. To avoid any confusion, this should be acknowledge in the sub-plan and it should be indicated that alternative sites will need to be identified in consultation with SOPA. Compounds for the purposes of delivering the enabling works are provided for under the TNSV/SOPA Development Agreement - which is not reference in this document and it is unclear if the contractor has been made aware of the approved construction compound for the EW.		18





Enabling Works	PD-22-12894	PLR2EW-JHGPP-NVW-PM	Traffic & Transport				11th November 2	SOPA							Document is intended to address requirements for construction of the enabling works. Staging drawings are not provided for southern portion on SOPA lands. Impacts on pathways, pedestrian and cyclist movements etc. must be addressed within this sub-plan and detailed staging drawings provided.			19
Enabling Works	PD-22-12894	PLR2EW-JHGPP-NVW-PM	Traffic & Transport				11th November 2	SOPA							Consultation Requirements - The role of Site Auditor in review and approval of plans should be made clear in both Table 3 (incl. the Landfill Gas Subplan) and below. Reference is made to Environmental Representative (ER) but there are 2 different approval processes required. On SOPA land final sign-off of all sub-plans for work pertaining to SOPA land must be provided by the Site Auditor and cannot be amended without Site Auditor approval. Please amend to accurately reflect the correct process for works on SOPA land.			20
Enabling Works	PD-22-12894	PLR2EW-JHGPP-NVW-PM	Construction Noise & Vibration				30/10/2024	SOPA							The Sub-plan focus is on buildings and residential receivers and ecology. Vibration impacts on utilities including sensitive remediated lands gravity drains regulated by the NSW EPA under CLM Act Notice is not specifically addressed. While SOPA has been advised that the minimum offset distance to the gravity drain of 5m either side will be applied in relation to placement of piles, this is a minimum offset. The type of pile and expected vibration zone of impact must be specifically assessed to determine if the 5m offset is sufficient for proposed methodology or if a greater offset distance needs to be provided to protect the SOPA assets. The leachate drain present a high risk of damage from vibration and should be specifically called out in the Sub-Plan key principles, monitoring and assessment requirements and safe working distances to ensure adequate consideration and protection. These assets cannot be relocated. Any damage must also be immediately reported to both SOPA and the NSW EPA which should be a clear requirement under the Sub-plan.			21





Enabling Works	PD-22-12894	PLR2EW-JHGRP-NV-V-PM	Soil and Water Management				1/11/2024	SOPA							Section 18.2 - is reference to environmental representative is this actually a reference to the Site Auditor? If so, the document should be amended to make this clear or to provide a clear distinction between the role of ER vs Site Auditor - Noting that the definition of ER under planning approval does not indicate that this is a Site Auditor role. All relevant subplan can be review by an environmental representative / consultant but for SOPA land, as work is being undertaken on a regulated contaminated site, final approval must be provided by Site auditor. Please amend to make it clear how the approval of sub-plans will be undertaken to ensure compliance with requirements of the CLM Act Notice as planning approval.				22
	PD-22-12894	PLR2EW-JHGRP-NV-V-PM	Soil and Water Management				1/11/2024	SOPA							Section 2.7 objective - in relation to SOPA land, in accordance with waste regulation, must clearly include requirement to manage all groundwater and all surface water that comes into contact with waste to be manage as leachate.				23
	PD-22-12894	PLR2EW-JHGRP-NV-V-PM	Soil and Water Management				1/11/2024	SOPA							Table 10 drawing appears to shows an old (incorrect) PLR Stage 2 alignment				24
	PD-22-12894	PLR2EW-JHGRP-NV-V-PM	Soil and Water Management				1/11/2024	SOPA							Table 16 - Wentworth Point - Groundwater - table should be amended to include a statement that, regardless of any testing results, in accordance with current EPA waste guidelines, all groundwater generated on regulated SOPA's Triangle Transport site is defined as leachate and must be managed as leachate. Leachate cannot be discharge to the stormwater system or to receiving waters.				25
	PD-22-12894	PLR2EW-JHGRP-NV-V-PM	Soil and Water Management				1/11/2024	SOPA							Table 17 - Must be amended to specifically address management of leachates - ie any groundwater generated on the TT site and any water that comes into contact with waste on that site. Leachate cannot be discharge to receiving waters or the stormwater system unless this is specifically provided for under the EPA licence issues in relation to the construction of light rail.				26
	PD-22-12894	PLR2EW-JHGRP-NV-V-PM	Soil and Water Management				1/11/2024	SOPA							Table 17 - soil stockpiles - please amend to include covering stockpiles of excavated contaminated spoil to prevent generation of leachates and / or cross reference to relevant sections of the RAP.				27
	PD-22-12894	PLR2EW-JHGRP-NV-V-PM	Soil and Water Management				1/11/2024	SOPA							Table 17 - Waste Quality - should include need on TT site to direct surface runoff way from contaminated spoil, cover open trenches at the end of each day to minimise leachate generation and implement controls to ensure leachate does not enter waterways of the stormwater system - again cross reference to the RAP if / as relevant				28





PD-22-12894	PLR2EV-JHGRP-NVW-PM	Soil and Water Management				1/11/2024	SOPA							Table 17 - Water Discharge and Reuse Guidelines - should again state that leachate cannot be discharged from the TT site. It must be contained, and tankered off-site to a facility that can lawfully receive that waste. Note: It is not acceptable to develop a RAP and CEMP and sub-plan that do not cross reference each other including without introducing significant risks of non-compliance with the environmental requirements. It is strongly recommended that cross referencing be included across all CEMP documents to ensure clarity and consolidate the need to understand and operate across all these plans during construction.	29
PD-22-12894	PLR2EV-JHGRP-NVW-PM	Soil and Water Management				1/11/2024	SOPA							Table 17 - SW19 - DSI for TT site is likely to need approval of the Site Auditor - please amend	30
PD-22-12894	PLR2EV-JHGRP-NVW-PM	Soil and Water Management				1/11/2024	SOPA							Table 17 - SW20 - Cross reference to SW22 required for any remediation on TT site - please add	31
PD-22-12894	PLR2EV-JHGRP-NVW-PM	Soil and Water Management				1/11/2024	SOPA							Table 17 - SW22 and SW23 and SW25 - responsibility for ensuring all procedures of the RAP are implemented on site may be with the consultant day to day but the Site Auditor must sign off that the works have been completed in accordance with the RAP - as requirements of CLM Act Notice - please amend	32
PD-22-12894	PLR2EV-JHGRP-NVW-PM	Soil and Water Management				1/11/2024	SOPA							Table 17 - SW24 - SAS and Section A1 or A2 can only be prepared and provided by a Site Auditor - please amend	33
PD-22-12894	PLR2EV-JHGRP-NVW-PM	Soil and Water Management				1/11/2024	SOPA							Table SW26 - should cross reference to other relevant document such as RAP. Responsibility to ensure these areas are appropriate should be with environmental consultant and ultimately Site Auditor for TT site	34
PD-22-12894	PLR2EV-JHGRP-NVW-PM	Soil and Water Management				1/11/2024	SOPA							Table 17 - SW27 - responsibility on TT site is also with Site Auditor	35
PD-22-12894	PLR2EV-JHGRP-NVW-PM	Soil and Water Management				1/11/2024	SOPA							Table 18 - site shutdown protocol - must address stockpile generated on TT site - these must be removed from site prior to shutdown and disposed of to a facility that can lawfully receive that waste, trenches must be backfilled if possible or covered to minimise generation of leachate and prevent leachate runoff into adjacent recovering waters or the stormwater system. Please cross reference any relevant procedures that may be contained in the RAP.	36
PD-22-12894	PLR2EV-JHGRP-NVW-PM	Soil and Water Management				1/11/2024	SOPA							Table 19 - inspections - should include site inspection of works being undertaken on TT site by Site Auditor as required by the Site Auditor	37





PD-22-12894	PLR2EW-JHGRP-NwV-PM	Soil and Water Management		1/11/2024	SOPA						Table 20 - in relation to TT site the issuing of site audit statement and reports and interim audit advice are the responsibility of the Site Auditor. Others may facilitate the process but cannot influence the auditor in assessing or issuing these documents.		38
PD-22-12894	PLR2EW-JHGRP-NwV-PM	Soil and Water Management		1/11/2024	SOPA						General Comment: There is a lack of clarity on the CoA around the site auditors role with the conditions of consent drafted (noting there are secondary conditions that speak directly to the requirements for the TT site). The subplans need to be clear and contain a level of adequate detail in relation to all requirements for works on the TT site being overseen by the Site Auditor. An ER cannot amend final document approved by the auditor before submission to the Minister for approval. The process needs to be clearly set out in the CEMP and subplans to ensure regulated lands are managed as required and in accordance with independent site audits advice and approvals and avoid confusion for both the certifier and the construction team / contractor. Many of the comments provided are intended to provide better detail in the sub-plans.		39
PD-22-12894	PLR2EW-JHGRP-NwV-PM	Soil and Water Management		1/11/2024	SOPA						Appendix C - Acid Sulfate Management Plan -please state if plan is consistent with the relevant NSW EPA guidelines, requirements of CML Act Notice 28040 and the RAP developed for the TT site and has been reviewed and approved by the Site Auditor to the extent that the plan applies to the TT site		40
PD-22-12894	PLR2EW-JHGRP-NwV-PM	Soil and Water Management		1/11/2024	SOPA						Appendix D Unexpected Contaminated Finds Procedure - please state if plan is consistent with the relevant NSW EPA guidelines, requirements of CML Act Notice 28040 and the RAP developed for the TT site and has been reviewed and approved by the Site Auditor to the extent that the plan applies to the TT site		41





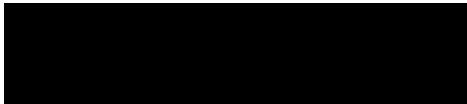
Appendix D: Ferry operator consultation evidence

Table 8 - Consultation Log

In/out	Date	Medium	Details of contact
Out	12/11/2024	Letter	Subject Document provided to stakeholder for review and comment
Out	29/11/2024	Email	Subject Document provided to stakeholder for review and comment
In	02/12/2024	Email	Stakeholder confirmed no comments on the Subject Document



Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - Ferry Operator



Reply Reply All Forward ...

Tue 12/11/2024 5:55 PM

PLR2EW-JHGRP-LET-0012 - Ferry Operators (Transdev) Consultation Letter.pdf .pdf File

PLR2EW-JHGRP-NWW-PM-PLN-000026_MWNMP_Rev B.pdf .pdf File

Dear

We have not been introduced, but as part of the Parramatta Light Rail Stage 2 – Enabling Works (PLR2 - EW) project in Melrose Park and Wentworth Point, John Holland are preparing the Construction Environmental Management Plan (CEMP), and its Sub-plans and Monitoring Programs. With the aim of preparing these documents collaboratively, and to ensure compliance with the Project Approval (SSI-10035) and Updated Mitigation Measures (UMMs), John Holland provide the attached Marine Works and Navigation Management Plan for consultation and invite comments from Transdev as the Ferry Operator on the Parramatta River.

It is requested that comments (or confirmation of no comments) are provided by **3 December 2024**. In addition, if you would like to discuss the sub-plan details, please advise and we can arrange a specific meeting with our technical specialists.

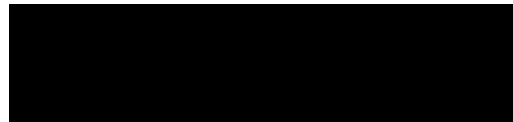
Please contact the undersigned if you have any queries on the consultation process or would like to request a meeting to discuss the PLR2 - EW project.

Regards

Environment & Approvals Manager
Infrastructure NSW/ACT

**JOHN
HOLLAND**

RE: Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - Ferry Operator



Reply Reply All Forward ...

Fri 29/11/2024 4:08 PM

H

I am following up the below email to see if you had any questions about the review process, noting the proposed consultation period ends next week. If not, please send through any queries or comments you may have. Alternatively, if you could please confirm that you have no comments in reply to this email, that would be appreciated.

Regards,

Environment & Approvals Manager
Infrastructure NSW/ACT

**JOHN
HOLLAND**



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [...](#)

Mon 2/12/2024 6:54 AM



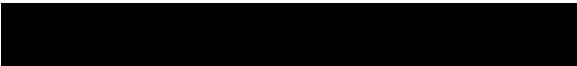
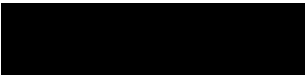
Hi [REDACTED]

We have reviewed the information provided and have no questions at this stage, we appreciate the consultation.

Thank you,



[REDACTED]
Senior Operations Manager





Appendix E: TfNSW (Maritime Operations) consultation evidence

Table 9 - Consultation Log

In/out	Date	Medium	Details of contact
Out	12/11/2024	Letter	Subject Document provided to stakeholder for review and comment
Out	29/11/2024	Email	Subject Document provided to an alternative contact as the original contact was on leave.
In	29/11/2024	Email	Stakeholder acknowledged receipt of email and forwarded to another contact for review
In	06/12/2024	Teambinder Correspondence	Stakeholder provided comments on the Subject Document
Out	21/01/2025	Email	Revised Subject Document provided to stakeholder for information.

Table 10 - Issues raised by Stakeholder

No.	Issues raised	How addressed	Subject Document Reference
Maritime Works and Navigation Management Sub-plan			
1	Query if Legislation and Guides/ Standards listed in Clause 2.1.1 and 2.1.2 covers all relevant legislation, regulation and guidelines/ standards? Suggest to include Marine Safety Regulation 2016.	The Marine Safety Regulation 2016 has been added to Section 2.1.1 (Legislation).	Section 2.1.1 (Legislation)
2	Please note in Clause 3.1 that ferry services frequency between Circular Quay and Sydney Olympic Wharf has increased as of 1 July 2024.	Sydney Olympic Wharf is downstream of the Project and not impacted by the works. The following statement has been added to Section 3.1 (Navigation and River Users), "Note that ferry services between Sydney Olympic Park Wharf and Circular Quay are downstream of the Project and are not impacted by works."	Section 3.1 (Navigation and River Users)
3	It is mentioned on CI 4.2.1 that direct impact to private jetties owned by commercial operators such as Viva Energy and Lubrizol and Armory Wharf is likely. Will JHG communicate with Viva Energy and Lubrizol to see what / if any impact this will have on their operations?	Table 8 (Environmental Management and Mitigation Measures), measure MN10 has been revised to require consultation with commercial operators and owners of private jetties.	Table 8 (Environmental Management and Mitigation Measures), measure MN10





Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - TfNSW (Maritime Operations)

Reply Reply All Forward ...

Tue 12/11/2024 5:57 PM

PLR2EW-JHGRP-LET-0013 - TfNSW (Maritime Operations) Consultation Letter.pdf
.pdf File

PLR2EW-JHGRP-NWW-PM-PLN-000026_MWNMP_Rev B.pdf
.pdf File

Dear [REDACTED]

We have not been introduced, but as part of the Parramatta Light Rail Stage 2 – Enabling Works (PLR2 - EW) project involving the design and construction of a new bridge over the Parramatta River between Melrose Park and Wentworth Point, John Holland are preparing the Construction Environmental Management Plan (CEMP), and its Sub-plans and Monitoring Programs. With the aim of preparing these documents collaboratively, and to ensure compliance with the Project Approval (SSI-10035) and Updated Mitigation Measures (UMMs), John Holland provide the attached Marine Works and Navigation Management Plan for consultation and invite comments from TfNSW (Maritime Operations).

It is requested that comments (or confirmation of no comments) are provided by **3 December 2024**. In addition, if you would like to discuss the sub-plan details, please advise and we can arrange a specific meeting with our technical specialists.

Please contact the undersigned if you have any queries on the consultation process or would like to request a meeting to discuss the PLR2 - EW project.

Regards

[REDACTED]
Environment & Approvals Manager
Infrastructure NSW/ACT

**JOHN
HOLLAND**

From: [REDACTED]
Sent: Friday, 29 November 2024 4:08 PM
To: [REDACTED]
Subject: Automatic reply: Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - TfNSW (Maritime Operations)

I am out of office until Monday 9 December. Please contact [REDACTED] who will be Acting Manager Waterway Operations Sydney Harbour during this time.

Regards

This email is intended only for the addressee and may contain confidential information. If you receive this email in error please delete it and any attachments and notify the sender immediately by reply email. Transport for NSW takes all care to ensure that attachments are free from viruses or other defects. Transport for NSW assume no liability for any loss, damage or other consequences which may arise from opening or using an attachment.

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Consider the environment. Please don't print this e-mail unless really necessary.



From: [REDACTED]
Sent: Friday, November 29, 2024 4:46 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - TfNSW (Maritime Operations)

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi [REDACTED]

I am not sure if [REDACTED] mentioned to you anything about consultation for the Parramatta Light Rail Stage 2 – Enabling Works project, but I just contacted [REDACTED] to follow up my initial request and got the below auto-reply (both the initial email and follow up email are attached for your reference). Is this something you can help with?

Regards,

[REDACTED]
Environment & Approvals Manager
Infrastructure NSW/ACT

**JOHN
HOLLAND**

From: [REDACTED]
Sent: Friday, 29 November 2024 5:15 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - TfNSW (Maritime Operations)

Good evening [REDACTED]

[REDACTED] and I have reviewed the documents this week and forwarded comments to [REDACTED]

Regards,

[REDACTED]
A/Manager Waterways Operations – Sydney
NSW Maritime
[Transport for NSW](#)

[REDACTED]
transport.nsw.gov.au

[REDACTED]
Usual Working days Monday to Friday



Transport
for NSW



General Correspondence

Reference No.: PLR2EW-APP-JHGRP-CORR-000008
Contract No: PLR2EW - Enabling Works Detailed Design and Construction

Date: 06 December 2024, 08:52

To: [Redacted]

Cc: [Redacted]

From: [Redacted]
Subject: PLR2 Enabling Works - Maritime Works and Navigation Management Sub-Plan (MWNMP) Revision B

Dear [Redacted]

Please see attached Maritime Works and Navigation Management Sub-Plan (MWNMP) Revision B (PLR2EW-JHGRP-NWW-PM-PLN-000026) combined IC comments.

Regards

[Redacted]
Senior Project Administrator

Attachments: PLR2EW-JHGRP-NWW-PM-COM-000005.C.S3.C.01.xlsx





A		D	F	G	H	I	J	K	L	M	N	O	P	Q
Con		PLR 2 - ENA	ISSUED FOR REVIEW				***** TO BE COMPLETED BY IC		TO BE COMPLETED BY IC*****		IC Use Only	DRR TEAMBINDER REF:		
MP	P-NWW-1 Maritime Works and Navigation Management Plan	SUBMISSION N	NO. OF DWGS	TIME ISSUED	DATE ISSUED	COMPLIANCE STATUS LEGEND		RESPONSE STATUS LEGEND		DRR REV	DRR STATUS	DATE	BY	
Ma					Wednesday, 13 November 2024	O Observation / Comment		O Open						
na						N Non-Compliant (must provide reference to a Project Deed / SWTC requirement)		C Closed						
ge								CS Closed SUBJECT TO additional action / information						
me								FOR IC USE ONLY						
nt								L Certification Limitation						
Pla								H Drawings or part thereof on HOLD						
n														
Management P														
No	Reviewer Name	Discipline	Organi sation	Document Reference	Reviewer Initial Comment	Project Deed ref	Compli ance Status	Contractor Response	Initial Response Date	Response Status	Reviewer Comment Closeout	Date Comment Closed	IC Use Only Status / Date	
1		Interface	TNSW	Clause 2.1 - Relevant Legislation and Guidelines	Query if Legislation and Guides/ Standards listed in Clause 2.1.1 and 2.1.2 covers all relevant legislation, regulation and guidelines' standards? Suggest to include Marine Safety Regulation 2016.	General	O	The legislation and guides/standards are based on the Environmental Assessment Documentation and the CEMF. The Marine Safety Regulation 2016 has been added to Section 2.1.1.	13-Dec-2024					
2		Interface	TNSW	Clause 3.1 - Navigation and river uses	Please note in Clause 3.1 that ferry services frequency between Circular Quay and Sydney Olympic Wharf has increased as of 1 July 2024.	General	O	Sydney Olympic Wharf is downstream of the Project and not impacted by the works. The following statement has been added to Section 3.1, "Note that ferry services between Sydney Olympic Park Wharf	13-Dec-2024					
3		Interface	TNSW	Clause 4.2.1 - Impacts on Ferries and commercial operators	It is mentioned on CI 4.2.1 that direct impact to private jetties owned by commercial operators such as Viva Energy and Lubrizol and Armory Wharf is likely. Will JHG communicate with Viva Energy and Lubrizol to see what / if any impact this will have on their operations?	General	O	Consultation with commercial operators and owners of private jetties has been added to control measure MN10 (Table 8).	13-Dec-2024					





From: [REDACTED]
Sent on: Tuesday, January 21, 2025 12:56:12 AM
To: [REDACTED]
CC: [REDACTED]

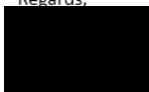
Subject: RE: Parramatta Light Rail Stage 2 Enabling Works - External CEMP Consultation - TfNSW (Maritime Operations)
Attachments: PLR2EW-JHGRP-NWW-PM-PLN-000026_MWNMP_Rev C_Clean.pdf (3.32 MB)

H [REDACTED]

Following the consultation period for the Maritime Works and Navigation Management Plan, John Holland have revised the document in response to comments received, which is attached for your information. Specifically, please see the Consultation Report in Appendix B, which provides details of any changes made and responses to consultation undertaken.

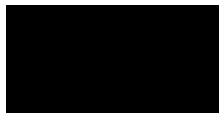
At this time, nothing further is required, and I thank you for your time during the recent consultation efforts.

Regards,



Environment & Approvals Manager
Infrastructure NSW/ACT

**JOHN
HOLLAND**





Appendix C: ER Endorsement



REF: A01044 PLR2A MWNMP endorsement 250128

Tuesday 28th January 2025



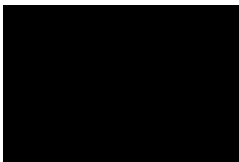
Senior Manager Environment
Transport for NSW
Parramatta Light Rail

Re: Appendix B2 Maritime Works and Navigation Management Sub-plan (MWNMP)

Pursuant to SSI10035 Condition of Approval A30 (d) i), as the approved Environmental Representative, I confirm that I have reviewed Appendix B2 Maritime Works and Navigation Management Sub-plan (PLR2EW-JHGRP-NWW-PM-PLN-000026), revision 0, dated 21 January 2025, prepared by John Holland Group, for consistency with the requirements of the Conditions of Approval.

In my opinion the aforementioned document is consistent with the requirements included in or required under the terms of the Conditions of Approval for the Parramatta Light Rail (Stage 2) development.

Yours sincerely,



Environmental Representative
The APP Group

