



Appendix B1

Construction Traffic, Transport and Access Management Plan (CTTAMP)

(Appendix B1 of CEMP)

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Compliance Table

The following table demonstrates compliance with the Project Plan requirements in the Project Deed, Exhibit A Management Requirements (MR), Annexure 2.

MR Annexure 2 Requirement	Plan Reference
1.2 Scope	
(b) Each Project Plan must also contain the following information:	
(i) the purpose and objectives of the Project Plan;	Section 1.1 Section 2.5
(ii) any policy statements that relate to the Project Plan;	Section 1.5
(iii) a table cross-referencing the Contractor's information, documentation, policies, processes and procedures associated with the Project Plan;	This table Section 2.3 Section 2.4 Appendix A
(iv) a reference list that identifies any Legislation, Authority Approvals, standards, codes, programs, agreements and proposed agreements, drawings and reports that are applicable to the Project Plan;	Section 2.1
(v) the reporting methodology to be used to address the specified reporting requirements in the relevant sections of Annexure 13 Reporting Requirements, including any reporting templates to be used; and	Section 9.5
(vi) a compliance table that cross references the specific Project Plan requirements identified in this document, including associated reference documents, with the applicable Project Plan section number	This table
3.16 Traffic and Transport Management Plans	
The Contractor must:	
(i) submit and maintain a Construction Traffic and Transport Management Plan. The Construction Traffic and Transport Management Plan is a works-specific plan showing how traffic and transport is to be managed, in accordance with Management Requirement Annexure 15, when construction or maintenance work is being carried out. A Construction Traffic and Transport Management Plan describes the work activities, the impact on the roadway and on road users, pedestrians, cyclists and how these impacts are addressed.	This Plan
(ii) submit and maintain a site-specific construction transport management plans.	Section 1.6, 1.6.1
(iii) obtain all necessary Road occupancy licences pursuant to the Contractor's activities.	Section 1.6
(iv) develop and manage notifications of traffic and transport communications for all traffic infrastructure and use changes.	Section 7





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
CTTMP	Construction Traffic and Transport Management Plan
DPHI	Department of Planning, Housing and Infrastructure
DPIRD Fisheries	NSW Department of Primary Industries and Regional Development – Fisheries
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 aspect	Defined by AS/NZS ISO 14001:2016 as an element of an organisation's activities, products or services that can interact with the environment
Environmental impact	Defined by AS/NZS ISO 14001:2016 as any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects
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.





Term	Meaning
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	NSW Environment Protection Authority
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Cth)
EPBC CoA	Condition of Approval of the Parramatta Light Rail Stage 2 Environmental Planning and Biodiversity Conservation Act 1999 (EPBC) 2022/09300
ESMS	Environment and Sustainability Management Systems
FFMP	Construction Flora and Fauna Management Sub-plan
IMS	Integrated Management System
HMP	Construction Heritage Management Sub-plan
IC	Independent Certifier
IMS	Integrated Management System
KPI	Key Performance Indicator
LALC	Local Aboriginal Land Council
LAP	Local Access Plans
LTC	Local Traffic Committee
MR	Management Requirements of the PLR2 – EW Project Deed
MWNMP	Construction Maritime Works and Navigation Management Sub-plan
NHVR	National Heavy Vehicle Regulator
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 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
NV Program	Noise and Vibration Monitoring Program
PDLP	Place, Design and Landscape Plan
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
RAPs	Registered Aboriginal Parties
ROL	Road Occupancy License
RSA	Road Safety Audit
Short term	For one shift only, work may return the next day/night, but it is set-up and packed-up entirely in one shift, e.g. cones and signs for a lane closure





Term	Meaning
SMART	Specific, Measurable, Achievable, Realistic and Timely
SOPA	Sydney Olympic Park Authority
SSI	State Significant Infrastructure
SSTTMP	Site Specific Traffic and Transport Management Plan
SWMP	Construction Soil and Water Management Sub-plan
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales (includes the former Roads and Maritime) (the proponent)
TGS	Traffic Guidance Scheme
TLG	Traffic Coordination Group
TSP	Traffic Staging Plan
TTLG	Traffic and Transport Liaison Group
UMM	Updated Mitigation Measures
VMP	Vehicle Movement Plan
VMS	Variable message sign
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 Construction Traffic, Transport and Access Management Sub-plan (CTTAMP 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 traffic, transport and access 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 Management Requirements (MR), 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).

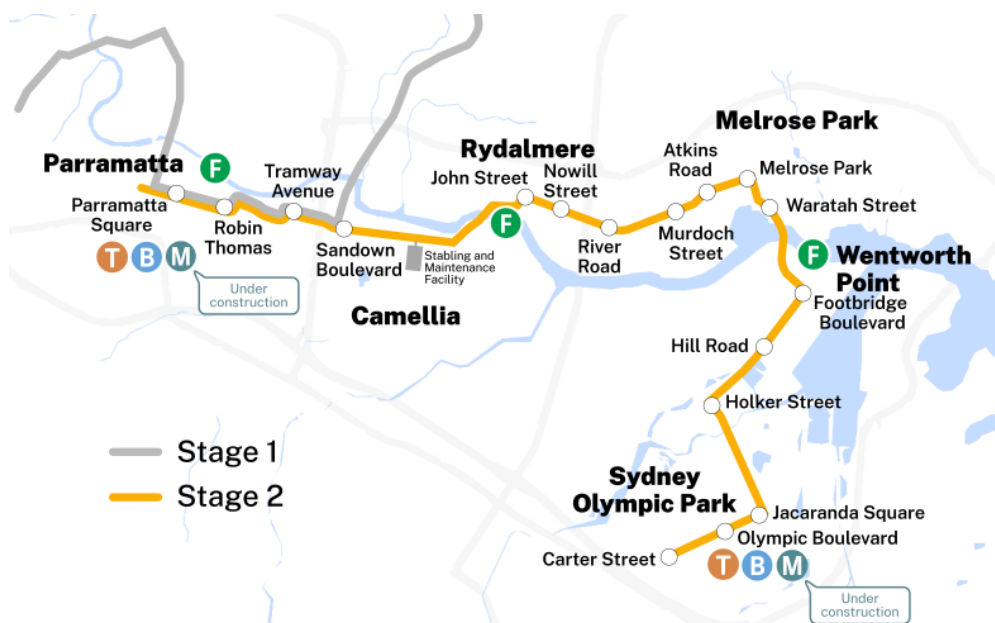


Figure 1 – Overview of the Parramatta Light Rail Stage 2 (Source: TfNSW)





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 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 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. Key phases of the PLR2 – EW with respect to traffic and transport are detailed in Appendix C of this Plan.



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
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 1.7.2).

1.4. Scope of the Plan

The scope of this CTTAMP and is to describe how potential traffic, transport and access 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 traffic, transport and access impacts, and operational controls do not fall within the scope of this Plan.

1.5. Management Systems

To achieve the intended performance outcomes, John Holland have established, implemented, maintained, and continually improved an Integrated Management System (IMS) and Environment and Sustainability Management Systems (ESMS). The John Holland IMS and ESMS (described in Section 3 of the CEMP), will be adopted as the guiding management frameworks for the PLR2 – EW.

As part of the IMS, John Holland has several dedicated policies which will inform our systems engineering, assurances and design practice. This includes the Quality Policy, Climate Policy, Health, Safety & Wellbeing Policy, People Policy, Risk Management Policy, and the Environment and Sustainability Policy which act as global standards to which all our staff are held accountable.

This Plan is an appendix of the CEMP and forms part of the IMS and ESMS. This Plan should be read in conjunction with the CEMP, relevant Sub-plans (Table 2) and the following IMS manuals:

- Traffic Engineering Manual (JH-MAN-TE-001)
- Risk Management Manual (JH-MAN-RCC-001)
- Quality Management Manual (JH-MAN-QUA-001).

In addition, this Plan has the following interrelationships with other CEMP Sub-plans:

- AQMP – Details management measures to mitigate the generation of dust arising from vehicle movements and emissions from vehicles, equipment and plant





- MWNMP – Describes the procedures to be adopted by John Holland to mitigate the impact of bridge works on the navigation channel and potential traffic impacts within the Parramatta River
- NVMP – Details the management measures to mitigate the noise impacts of vehicle movements.

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	
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	Construction 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 Management Sub-plan (WMP)	UMM WR3

1.6. Traffic Management Strategy

John Holland recognises and accepts the ‘Duty of Care’ imposed under Section 1.5 of AS 1742 *Manual of Uniform Traffic Control Devices*, Part 3, as summarised by the following extract:





“Organisations and individuals responsible for works in accordance with this Standard need to be cognizant of their responsibilities for any injury to road users or damage to property as a result of such operations.

Steps should be taken to warn the public of prevailing conditions and to guard, delineate, and, where necessary, illuminate work which may pose a hazard to road users. Care should also be taken to avoid, wherever possible, long delays or detours which may cause unnecessary inconvenience to road users”.

John Holland's overarching traffic management approach is to plan activities to minimise:

- Disruption to the existing road/path networks and traffic patterns
- Impact on traffic during peak periods
- Impact on public transport operations
- Impact on the local community.

Accordingly, John Holland's strategy for traffic management and safety includes:

- Designing to minimise interaction with road users
- Maintaining existing capacity, where feasible
- Minimising road and path closures or managing access through, where safe to do so
- Coordinating Road Occupancy Licences (ROLs) and road opening and temporary occupancy permits, including maintenance activities
- Providing sufficient resources to allow clearing of minor incidents within stipulated timeframes
- Minimising the amount of temporary works
- Undertaking detailed site investigations before occupying the roadway.

Road network functionality and the current capacity of the arterial roads within the Project boundaries will be maintained during construction in accordance with the PLR2 – EW Project Deed.

John Holland will optimise road capacity in all traffic staging designs. In cases where the existing road capacity cannot be maintained in an arterial road, John Holland will engage with TfNSW and relevant stakeholder forums (Section 7.2) on the anticipated risks and proposed mitigation measures. Comments from the Independent Verifier will be sought, and final approval will be obtained from TfNSW and Operations Planning on the agreed measures.

John Holland will ensure that:

- Road user delays are minimised during construction of the PLR2 – EW
- Due consideration is given to minimising road user delays during construction staging and operation of the road network
- Construction methodologies and traffic staging plans (TSP) are developed to ensure the capacity of the roadway is maximised, and that existing capacity is not diminished where possible
- Traffic control devices and roadside furniture are designed to ensure that future maintenance activities minimise potential road occupancy and road user delays.

This will be achieved through the following document structure for the PLR2 – EW which has been designed to cascade based on impact:

- CTTAMP (this Plan) – establishes the guiding principles for traffic management and acts as an overarching document for traffic management on the PLR2 – EW. This Plan is required by the Infrastructure Approval, the UMMs, the PLR2 – EW Deed (MR Annexure 2 and 15) and the CEMF, and satisfies the requirements for a CTTMP and TTMP as per that Deed.
- Site Specific Traffic and Transport Management Plans (SSTMP) – Detailed plans capturing each traffic stage and major events that have significant impact on the road network, including utility works and geotechnical investigations. Any expected traffic flow performance during proposed



traffic changes will be undertaken through intersection, corridor and network analysis as requested by TfNSW or Operations Planning. The SSTTMP will provide road design drawings showing land configurations to be provided for traffic passing through or around work zones through TSPs and will provide a diagram showing signs and devices to warn and guide traffic around or past the work zones through the inclusion of TCPs. A forecast of all SSTTMPs to be developed during the PLR2 – EW will be distributed and discussed at the Traffic and Transport Liaison Group (TTLG) meetings.

- Addenda – Minor adjustments within a specific stage, including adjustment to barriers or reduction of barrier length. Addenda are generally approved at Project level with endorsement from Operations Planning.

The traffic management document structure is detailed in Figure 3.



Figure 3 – Traffic management document structure

SSTTMPs and Addenda will be prepared in consultation with TfNSW, City of Parramatta Council, City of Ryde Council, Sydney Olympic Park Authority (SOPA) (when SOPA affected lands are being impacted), emergency services, the Sydney Coordination Office, bus and ferry operators, and taxi operators.

1.6.1. SSTTMP development and approval

SSTTMPs will be based on the principles, strategies and measures detailed in the CTTAMP and will detail the specific road safety and traffic management measures that will be applied by John Holland while delivering the PLR2 – EW.

The timeline detailed in Figure 4 will be adopted for the development of SSTTMPs.

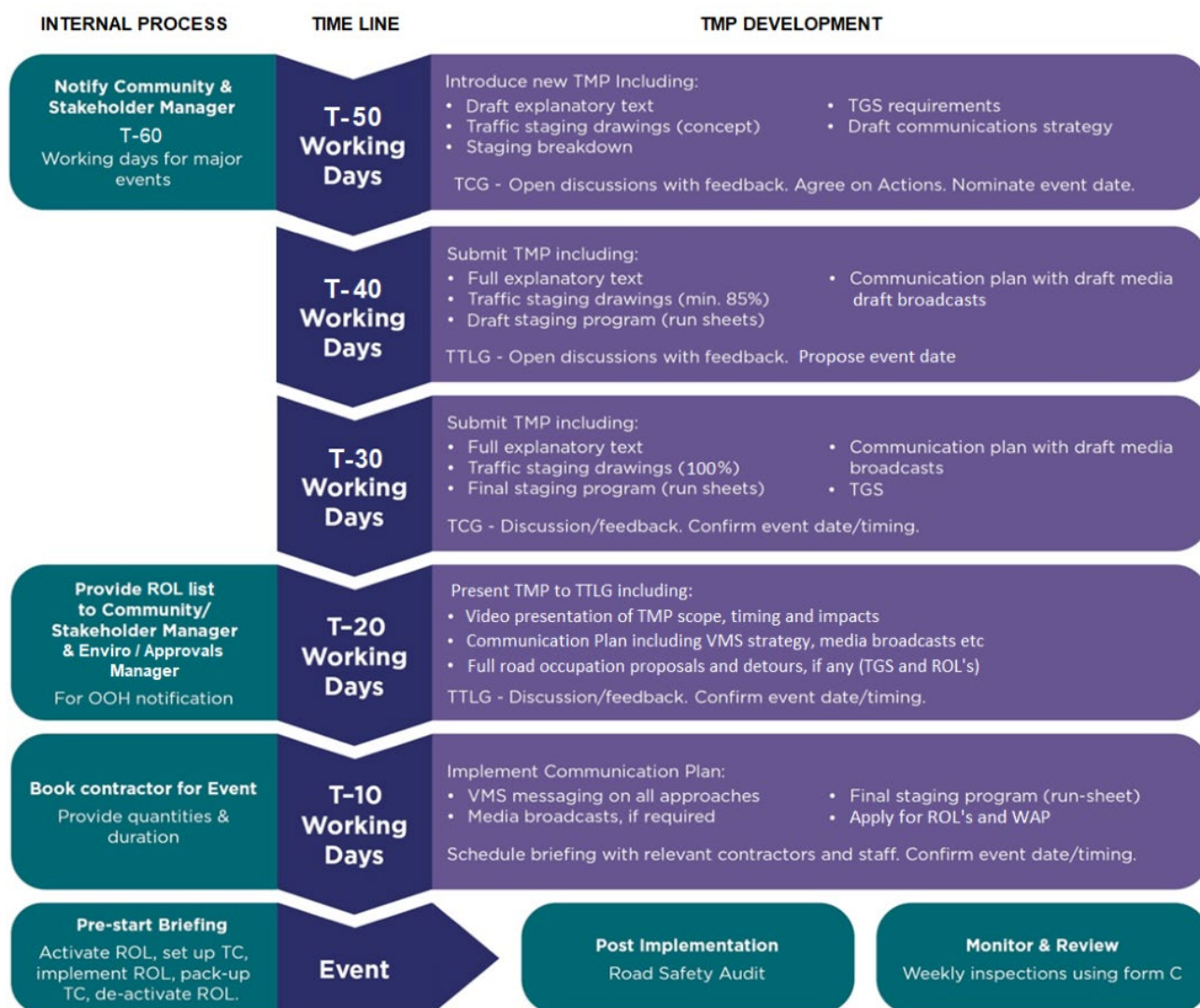


Figure 4 – SSTTMP development timeline

1.7. Plan consultation and approval

1.7.1. Stakeholder consultation

Reflecting the requirements of the Infrastructure Approval and Environmental Assessment Documentation, this Plan has been prepared in consultation with TfNSW, TfNSW (Roads), relevant taxi and bus operators, and 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 D).

The CTTAMP and any amendments will be submitted to TfNSW for review at least 20 Business Days prior to commencement of construction (as required by MR Annexure 15, Section 2.1.1).

Table 3 – Consultation requirements

Document	Relevant council(s) ¹	Relevant Road Authority	Relevant Emergency Services	SOPA ²	Ferry operator	TfNSW (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																
WMP																
Construction Monitoring Programs																
Noise and Vibration	✓			✓											✓	
Water Quality	✓			✓											✓	
Air Quality, Odour & Landfill Gas																
Fauna				✓										✓		✓

Notes:

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

Ongoing consultation with TfNSW, other PLR Stage 2 contractors, nearby construction projects, stakeholders, the community and relevant agencies will be undertaken as required to manage the traffic, transport and access impacts during the PLR2 – EW construction. The consultation process will be consistent with the Community Communication Strategy (CCS) and as described in the Communications and Engagement Plan (CEP).

Traffic, transport and access information will be communicated to the community and stakeholders in accordance with the principles and procedures outlined in the CEP. John Holland will provide timely, accurate, relevant and accessible information about construction activities that may impact upon



traffic, transport and access, with provision for feedback through a complaints line, postal address and email address.

1.7.2. 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 CEMP, 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.

1.8. Plan structure

Table 4 – Plan structure

Part	Details
Section 1	PLR2 Stage 2 and PLR2 – EW overview, scope, systems, consultation, and endorsement/approvals
Section 2	Relevant requirements including relevant legislation, guidelines, conditions, licences, objectives, targets and key performance indicators
Section 3	Existing traffic environment, infrastructure and traffic volumes
Section 4	Construction traffic impacts, volumes, cumulative impacts and proposed short term closures
Section 5	Site establishment, including compound locations and access routes
Section 6	Management and mitigation measures applicable to risks, NSW CoA and UMMs
Section 7	Stakeholder communication strategy
Section 8	Emergency Incident Response
Section 9	Compliance management, including organisational structure, roles and responsibilities, training, monitoring, auditing and reporting
Section 10	Continual improvement and Plan review
Appendices	Appendix A - Secondary requirements Appendix B - Traffic Counts Appendix C - Preliminary Staging Plans Appendix D - Consultation Report Appendix E - 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
- *Roads Act 1993*.

2.1.2. Guidelines

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

- AS 1742.3–2009: Manual of uniform traffic control devices (Standards Australia, 2009)
- AS1742.3: Manual of Uniform Traffic Control Devices – Part 3: Traffic Control for Works on Roads (Australian Standards, 2019)
- Delineation manual (TfNSW)
- Guide to Road Design 2015 – Parts 1-8 (includes Austroads' Guide to Road Design Part 6A: Paths for Walking and Cycling) (Austroads, 2015)
- Guide to Road Safety 2013 _ Parts 1-9 (Austroads, 2013)
- Guide to Road Safety Audit Practices (Roads and Maritime Services, 2011)
- Guide to Road Safety Party 6: Road Safety Audit (Austroads, 2022)
- Guide to Traffic Management 2019 – Parts 1-13 (Austroads, 2019)
- Safety Barrier Acceptance (TfNSW)
- Specification TS101 Traffic Signals – New installation and Reconstruction (TfNSW, 2021b)
- Technical Direction (TDT 2009/07) Speed Enforcement on Worksites (TfNSW, 2009)
- Traffic control at work sites version 6.1 (TfNSW, 2021a)
- Traffic Control at Worksites Manual (TfNSW)
- Traffic Modelling Guidelines (TfNSW)
- Traffic Signal Design (Roads and Maritime Services, 2008)
- Transport Management Centre – Road Occupancy Manual
- VMS Guidelines (TfNSW).

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 traffic, transport and access performance outcomes that will apply throughout construction:

- Ensure appropriate controls and procedures are implemented to minimise potential traffic, transport and access impacts
- Maintain safe and efficient operation of the road network, public transport services and active transport, including during special events





- Ensure access to properties is maintained
- Minimise parking on public roads
- Minimise idling and queueing on state and regional roads.

The example mitigation measures detailed in the CEMF have been considered and addressed in Section 6.



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 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 .

Table 5 – Primary NSW CoA

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> <p>(a) Traffic, Transport and Access – Relevant council(s), relevant road authority, relevant Emergency Services, SOPA</p> <p>Notes:</p> <ol style="list-style-type: none"> 1. <i>CEMP Sub-plan(s) may reflect the Construction of the project through geographical activities, temporal activities or activity based contracting and staging.</i> 2. <i>Nothing in this condition prevents the Proponent from combining any of the above CEMP Sub-plans.</i> 3. <i>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.</i> 4. <i>Consultation with SOPA is only relevant where there is SOPA affected lands being impacted.</i> 5. <i>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.</i> 	<p>Section 1.7.1 Appendix D</p>	<p>This Plan has been prepared in consultation with the government agencies and council(s) nominated in NSW CoA E14 and relevant UMMs. A detailed consultation report, including matters raised by stakeholders and John Holland responses is provided in Appendix D.</p>
C15	<p>The CEMP Sub-plans must state how:</p> <p>(b) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved;</p>	<p>Section 2</p>	<p>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</p>



NSW CoA	Condition	Plan reference	How addressed
			objectives, targets and key performance indicators (KPI's) for this Plan are provided in Section 2.5. The management and mitigation measures detailed in Section 6 will be implemented by John Holland to achieve the environmental performance outcomes identified in the Environmental Assessment Documentation.
	(c) the mitigation measures identified in the documents listed in Condition A1 will be implemented;	Section 2.4 Section 6 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. Section 6 provides the mitigation measures to be implemented during construction of the PLR2 – EW.
	(d) the relevant terms of this approval will be complied with; and	Section 2.3 Section 6 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. Section 6 provides the mitigation measures to be implemented during construction of the PLR2 – EW.
	(e) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.	Section 1.4 Section 5 Section 6 Section 7 Section 8 Section 9 Section 10	Section 1.4 includes a commitment to applying SMART principles. Issues requiring management and ongoing risk analysis are discussed in Sections 4 and 5. How the issues will be managed is in Sections 6, 7, 8, 9, and 10





2.4. Updated Mitigation Measures

The primary UMM 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 UMM of relevance to this Plan are listed in Appendix A .

Table 6 – Primary UMMs

UMM	Requirement	Plan reference	How addressed
TT8	<p>A traffic and access management plan will be prepared prior to construction and implemented as part of the CEMP. The plan will detail processes and responsibilities to minimise traffic and access delays and disruptions, and identify and respond to changes to road access and on-street parking arrangements.</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 6</p> <p>Section 7</p> <p>Section 8</p> <p>Section 9</p> <p>Appendix D</p>	<p>This Plan was prepared in accordance with the requirements of UMM TT8 and the environmental requirements detailed in Section 2. Key processes, responsibilities and measures to manage potential traffic, transport and access impacts during construction are detailed in Sections 6, 7, 8 and 9.</p> <p>Additional reasonable and feasible measures identified as an outcomes of consultation are detailed in the Consultation Report (Appendix D).</p>
TT9	<p>The traffic and access management plan will include measures to manage staging of construction works to ensure that satisfactory capacity and minimum levels of service are maintained for all users.</p>	<p>Section 6</p> <p>SSTTMP</p>	<p>Reflecting the requirements of UMM TT9, measures to manage staging of the PLR2 – EW construction are detailed in Section 6 and in the SSTTMPs.</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
Ensure the requirements of the Infrastructure Approval, UMMs, performance outcomes, the CEMF and relevant legislation are described, scheduled and assigned responsibility within this Plan	No breaches or regulatory infringements (penalty infringement notices or prosecutions).	Number of breaches or regulatory infringements
Ensure appropriate controls and procedures are implemented during construction to address potential traffic and access impacts	Implementation of adequate and appropriate mitigation measures to minimise traffic, transport and access impacts on surrounding receivers.	Number of avoidable traffic, transport or access complaints
Ensure that traffic impacts during construction are minimised and are within the scope permitted by the Infrastructure Approval and the Project Deed	Plan and stage all work activities to effectively minimise road occupancy and potential impacts on the road network.	Number of avoidable traffic, transport or access complaints
	Develop SSTMPs for all relevant precincts detailing location specific mitigation measures.	





3. Existing Environment

The existing traffic, transport and access environment in Melrose Park and Wentworth Point is summarised in the sections that follow.

3.1. Melrose Park

3.1.1. Road description

- **Mary Street:** A residential road with low traffic volumes, primarily serving local residents and Melrose Park Public School. One lane in each direction and no dedicated cycling facilities
- **Waratah Street:** Single carriageway with kerbside parking in the shoulder. One lane in each direction and no dedicated cycling facilities
- **Andrew Street:** Single carriageway with kerbside parking in the shoulder, serving local residents and providing access to local parks. One lane in each direction and no dedicated cycling facilities
- **Wharf Road:** Single carriageway with kerbside parking in the shoulder. One lane in each direction and no dedicated cycling facilities.

3.1.2. Traffic volumes

Traffic volumes are summarised in the sections that follow and detailed in Appendix B. It is noted that the surveys were completed during school days in March 2019. Additional surveys will be undertaken where necessary (as determined by the TTLG) to inform traffic planning.

3.1.2.1. Wharf Road

Surveys completed in March 2019 at Wharf Road indicate that the AM and PM peak periods for this road are 7:15 am – 8:15 am and 5:15 pm – 6:15 pm, respectively (Table 8).

Table 8 – Traffic volumes at Wharf Road

Intersection/ Direction	Period	Pedestrians	Cyclists	Vehicles (total)
Andrew Street - Northbound	AM	4	3	230
	PM	0		801
Andrew Street - Southbound	AM	1	8	20
	PM	0		11
Mary Street - Northbound	AM	0	1	218
	PM	0		802
Mary Street - Southbound	AM	0	2	417
	PM	0		195

3.1.2.2. Waratah Street

Surveys completed in March 2019 at Waratah Street intersection with Hope Street indicate that the AM and PM peak periods for this road are 8:00 am – 9:00 am and 5:30 pm – 6:30 pm, respectively (Table 9).





Table 9 – Traffic volumes at Waratah Street

Intersection/ Direction	Period	Pedestrians	Cyclists	Vehicles (total)
Hope Street - Northbound	AM	1	5	34
	PM	0		41
Hope Street - Southbound	AM	2	2	268
	PM	2		19

3.2. Wentworth Point

3.2.1. Road description

- **Lapwing Street:** Single carriageway. One lane in each direction and no dedicated cycling facilities
- **Hill Road:** Dual carriageway separated by line marked central reservation, kerbside parking in the shoulder in the southbound direction. One lane in each direction and on-road cycle lanes north of Bennelong Parkway. It is also the main link between Sydney Olympic Park and Sydney Olympic Park ferry wharf (ID212751)
- **Wattlebird Road:** Single carriageway. One lane in each direction and no dedicated cycling facilities.

3.2.2. Traffic volumes

3.2.2.1. Hill Road

Surveys completed in March 2019 at the intersection of Hill Road and Footbridge Boulevard indicated that the AM peak hour was between 8 am and 9 am and the PM peak hour was between 4:45 pm and 5:45 pm.

Table 10 – Traffic volumes at Hill Road

Intersection/ Direction	Period	Pedestrians	Cyclists	Vehicles (total)
Footbridge Blvd – Northbound	AM	5	4	166
	PM		2	286
Footbridge Blvd – Southbound	AM	0	7	253
	PM		1	292

3.3. Approved Heavy Vehicle routes

The PLR2 – EW will use heavy vehicle routes designated by the National Heavy Vehicle Regulator (NHVR) (Figure 5), included in the Environmental Assessment Documentation (Figure 6), and agreed with relevant council(s). The nominated haulage routes, summarised in Table 11, can accommodate large vehicles, including B-doubles which are used to move road and container freight.

Holker Street, Hill Road, Wharf Road and Hope Street are approved GML 25/26m B-Double Routes. However, any vehicle with a greater combination load, greater load in any axle group, or any non-standard vehicle (e.g. mobile cranes, concrete trucks, vehicles with quad-axle group, prime mover and low loader/platform etc) will require a structural assessment by a suitably qualified structural engineer for any bridge or culvert located in these routes. The structural assessment must confirm that the vehicle can safely travel over the structure without causing damage and submitted to the relevant road authority with National Heavy Vehicle Regulator applications.



Table 11 – Approved heavy vehicle routes

Location	Road	From	To
Melrose Park	Hope Street	Hughes Avenue	Wharf Road
	Wharf Road	Victoria Road	Hope Street
	Victoria Road	-	-
Wentworth Point	Hill Road	Burroway Road	Bennelong Parkway
	Holker Street	Silverwater Road	Hill Road

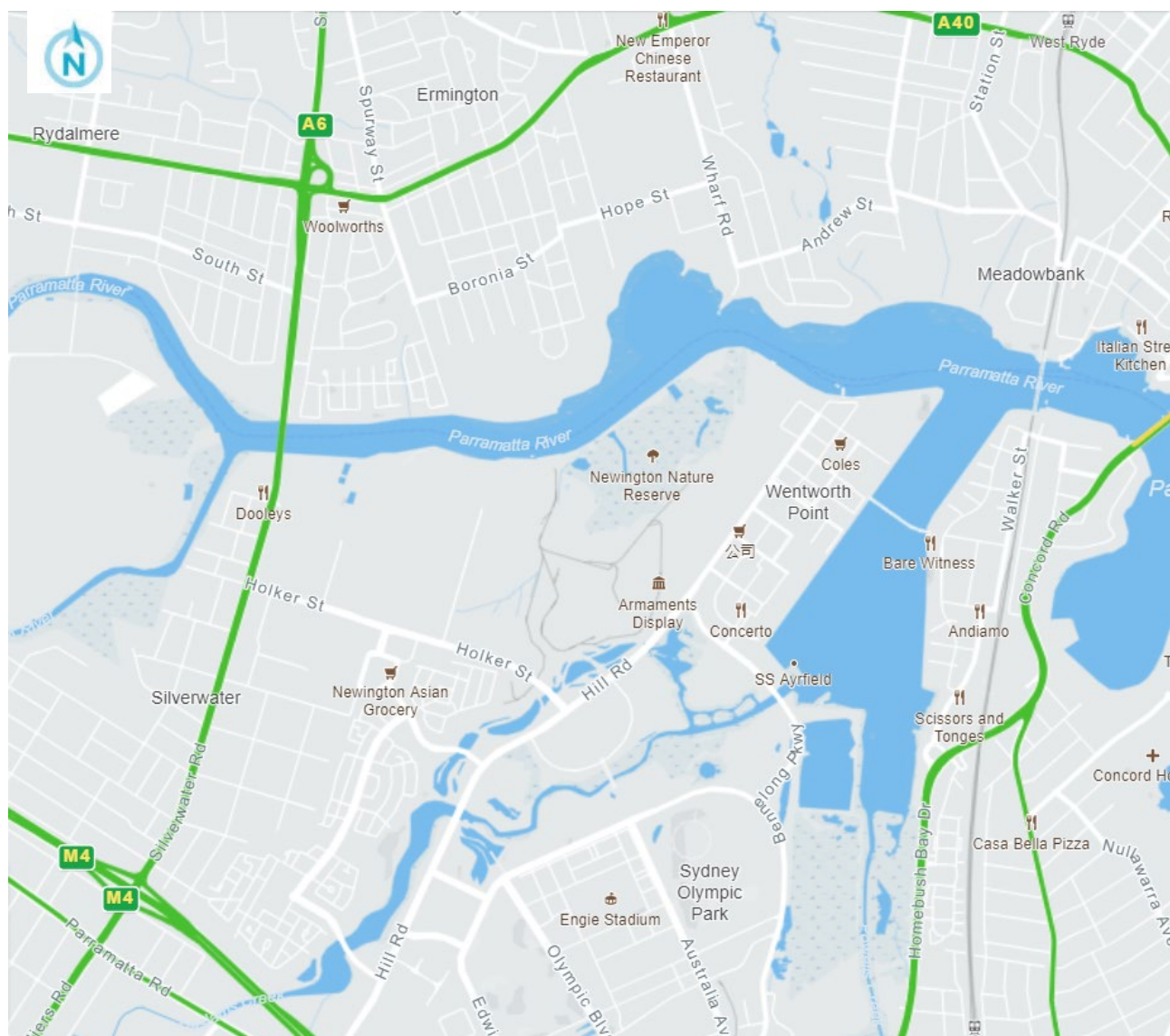


Figure 5 – NHVR Heavy Vehicle approved routes



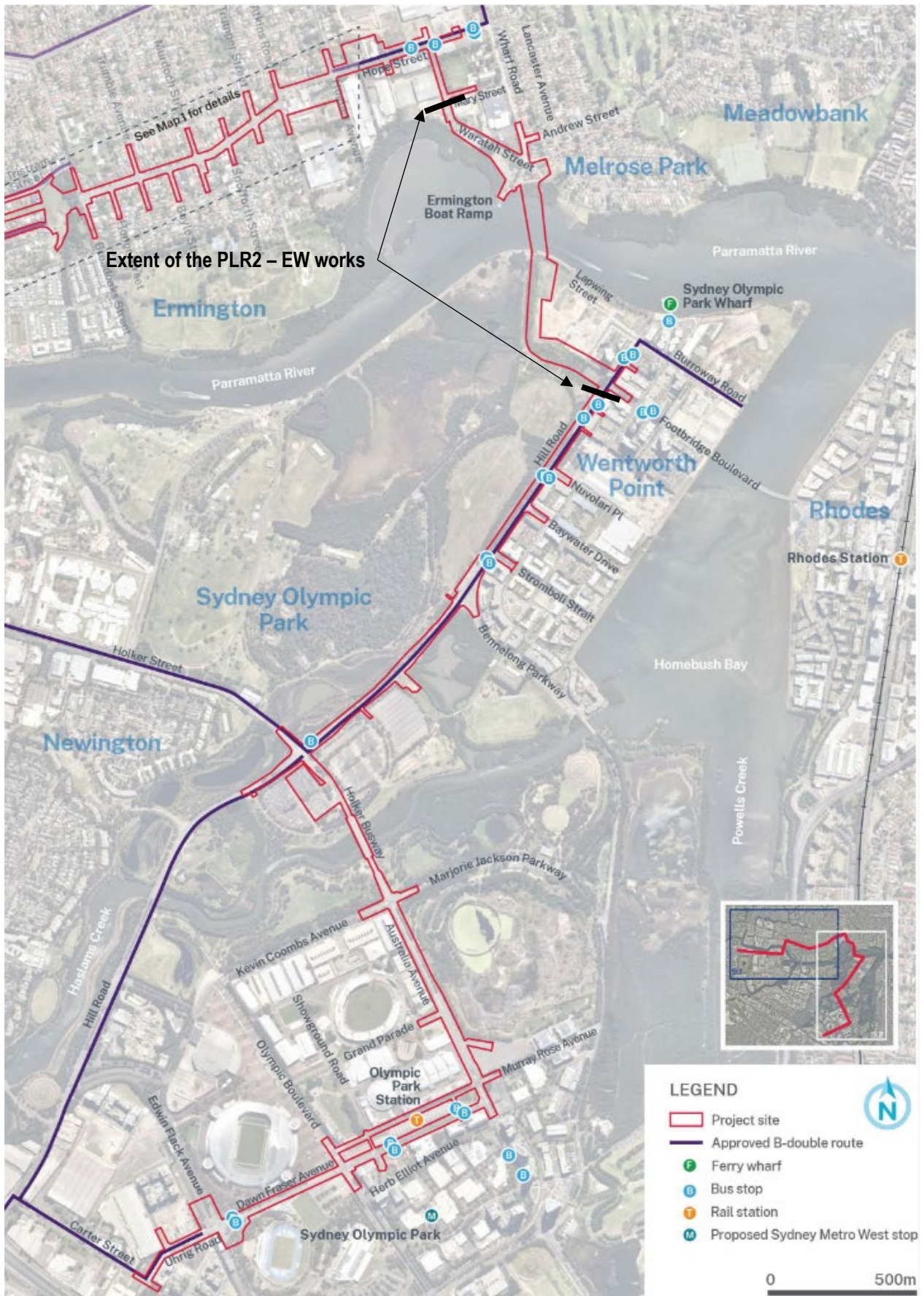


Figure 6 – Key transport infrastructure relative to the PLR2 – EW





Additionally, local roads have been approved for use during the PLR2 – EW construction activities, to link major roads to ancillary facilities and work areas. These roads are listed in Table 12, and shown in Figure 7 and Figure 8. Further details of the proposed ancillary facilities for PLR2 – EW are provided in Section 5.

Table 12 – Local roads conditionally approved for haulage route

Location	Road	From	To
Melrose Park	Hope Street	Atkins Road	Hughes Avenue
	Waratah Street	Hope Street	Cul-de-sac
	Wharf Road	Hope Street	Ermington boat ramp
Wentworth Point	Hill Road	Western Motorway - M4	Bennelong Parkway

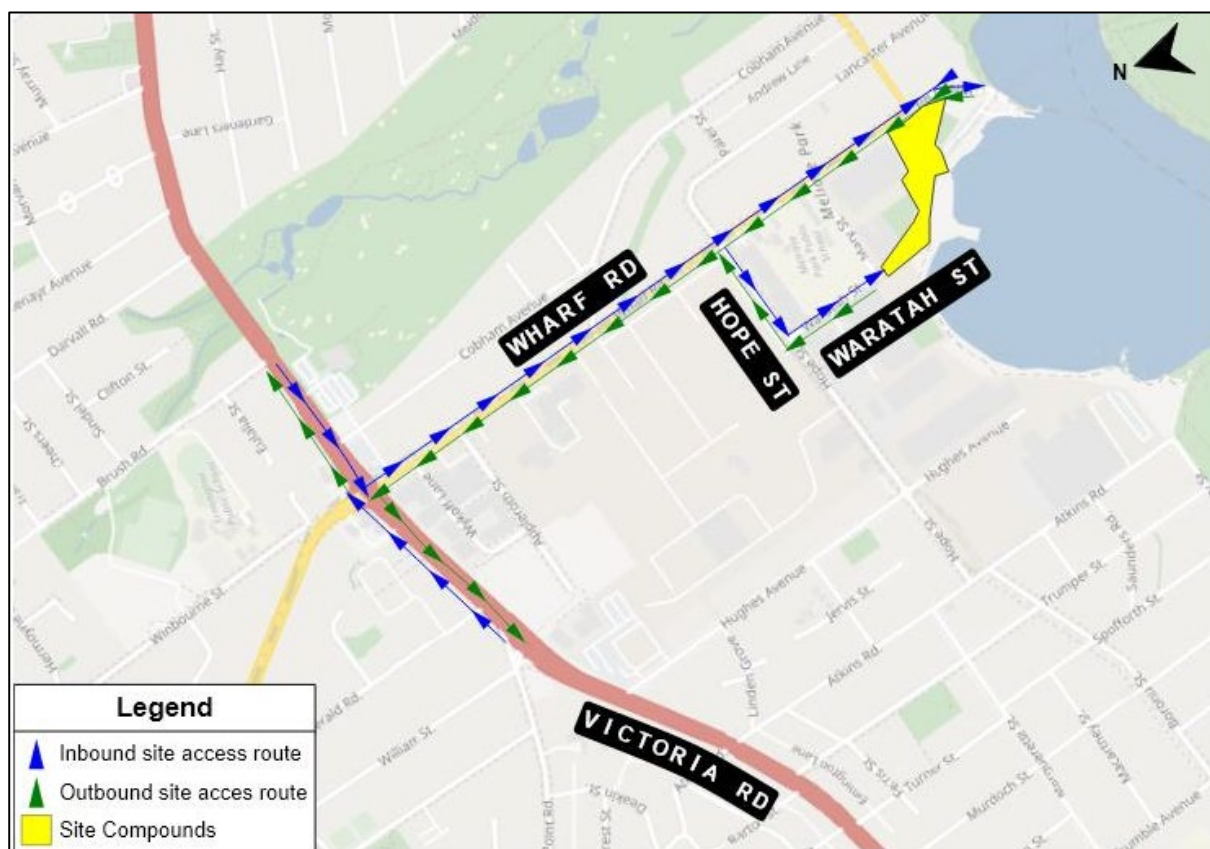


Figure 7 – Melrose Park site access



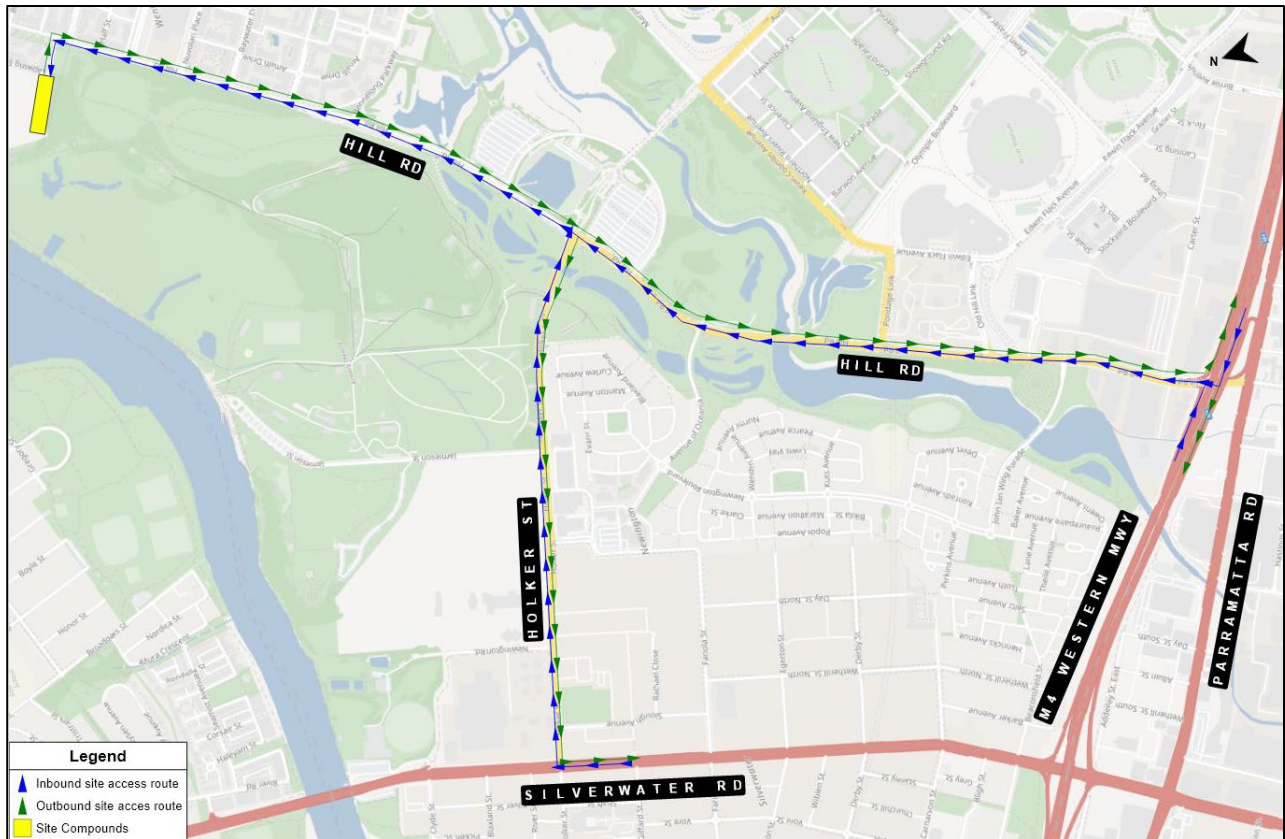


Figure 8 – Wentworth Point site access





4. Construction Traffic Aspects and Impacts

4.1. Construction traffic volumes

Based on the Environmental Assessment Documentation, estimated construction vehicle volumes for PLR – EW are detailed in Table 13. Construction vehicle movements will include:

- Delivery and removal of sheds/temporary offices to site compounds
- Deliveries of materials, supplies, plant or equipment to site
- Transportation of over dimension loads
- Removal of waste material and spoil
- Regular trips by construction personnel in work trucks and utes.

Table 13 – Indicative construction traffic volumes

Work area	Access points	Morning peak vehicle volumes (8-9am)		Afternoon peak vehicle volumes (5-6pm)		Daily	
		Light	Heavy	Light	Heavy	Light	Heavy
Melrose Park <ul style="list-style-type: none"> • Pre-construction and site mobilisation Drainage and utilities • Hope Street compound Ermington Boat Ramp (Wharf Road) car park 	Waratah Street and Wharf Road	53-70	2-4	53-70	2-4	131-175	30-50
Wentworth Point <ul style="list-style-type: none"> • Bulk earthworks, civil and road works • Track work (rail and rail systems) • Wharf Road car park and Sydney Olympic Park car park 	Hill Road	53-70	5-6	53-70	5-6	131-175	88-92

4.2. Road Network Changes and Impacts

PLR2 – EW can be constructed without substantial reconfiguration of the existing road network. However, there will be works on Waratah Street, Wharf Road, Wattlebird Road and Lapwing Street to facilitate connection of new facilities and service accesses. A summary of the PLR2 – EW impacts in each area of the Project are detailed in the sections that follow.

4.2.1. Melrose Park

- Ermington Boat Ramp is proposed to be closed on weekdays for a period of up to three years. The Ermington Boat Ramp will remain open on most weekends, public holidays and during the Christmas period except for any closures required to enable the safe completion of specific construction activities to occur while ensuring the safety of construction personnel and the community
- Temporary pedestrian access to Archer Park will be provided via Waratah Street
- A temporary boat and trailer parking facility will be available to the public with 20 parking spaces





- Construction gates will be installed at Waratah Street and Wharf Road to facilitate access to the northern portion of the PLR2 – EW.
- There may be disruptions for pedestrians and cyclists using the Parramatta Valley Cycleway to reach Wharf Road from Lancaster Avenue through Ermington Nature Reserve. During the closure of this shared route, it will be necessary to redirect them to Lancaster Avenue and Andrew Street or Wharf Road and Mary Street depending on the stage of the work.

4.2.2. Wentworth Point

- Wattlebird Road at the corner with Lapwing Street is being used for access to Sekisui House development, noting that both Wattlebird Road and Lapwing Street are privately owned roads.
- Construction gates will be installed at Wattlebird Road and off Hill Road to facilitate access to the southern portion of the PLR2 – EW.

4.2.3. Bridge

Short term traffic impacts will be generated during delivery of bridge segments and any oversized over mass material and plant. In addition, short-term lane and carriageway closures will also be required to facilitate:

- Establishment of site access points
- Utility works and early works investigations
- Clearing and grubbing.

4.3. Short term closures

A number of short-term closures will be undertaken during site investigations and other early works. These will be completed within a single shift or temporarily reinstated until the work continues in the next shift. The short-term closures, including the Traffic Guidance Schemes (TGS) to be developed, are detailed in Table 14.

Where practicable, closures of the footpath or lanes in Wharf Road, Mary Street or Waratah Street will be undertaken outside of school drop off and pick up times. All short term closures are subject to approvals by the relevant road authority.

Table 14 – Summary of short term closures and TGS to be developed

Zone	Sub area	TGS No	Road	Type of Closure
Melrose Park	North Land	TGS001	Hill Road	Gate Keeper
Wentworth Point	Hill Road intersection	TGS002	Hill Road	Shoulder Closure
Melrose Park	North Land	TGS003	Hill Road	Median Works Lane Closure
Wentworth Point	Hill Road intersection	TGS004	Hill Road	Lane Closure
Melrose Park	Mary Street	TGS005	Mary Street at Old Punt Road	Lane Closure
Melrose Park	Mary Street	TGS006	Waratah Street	Footpath Closure
Melrose Park	Mary Street	TGS007	Mary Street	Footpath Closure
Melrose Park	Mary Street	TGS008	Wharf Road	Footpath Closure
Melrose Park	Wharf Road	TGS009	Mary Street	Lane Closure
Melrose Park	Wharf Road	TGS010	Mary Street	Stop/Slow
Melrose Park	North Land	TGS009	Mary Street	Lane Closure
Melrose Park	North Land	TGS010	Mary Street	Stop/Slow





Zone	Sub area	TGS No	Road	Type of Closure
Wentworth Point	Hill Road intersection	TGS011	Hill Road	Lane Closure
Wentworth Point	Hill Road intersection	TGS012	Hill Road	Stop/Slow
Wentworth Point	South Land	TGS013	Hill Road	Gate Keeper
Bridge Works	Abutment B	TGS014	River Walk	Pedestrian Management
Wentworth Point	South Land	TGS015	Hill Road	Contraflow
Wentworth Point	South Land	TGS016	Hill Road	Lane Closure
Wentworth Point	Hill Road Intersection	TGS017	Hill Road intersection	Stop/Slow
Wentworth Point	Hill Road Intersection	TGS018	Hill Road intersection	Lane Closure
Melrose Park	North Land	TGS019	Wharf Road	Pedestrian Management
Bridge Works	Abutment A	TGS020	Wharf Road	Pedestrian Management
Bridge Works	Waterway (Parramatta River)	TGS021	Wharf Road	Pedestrian Management
Bridge Works	Wharf Road (N)	TGS022	Wharf Road	Pedestrian Management
Bridge Works	Span 1-3	TGS023	Wharf Road	Gate Keeper
Melrose Park	North Land	TGS024	Waratah Street	Gate Keeper
Melrose Park	Mary Street/ Waratah Street	TGS025	Waratah Street	Gate Keeper
Bridge Works	Wharf Road (north)	TGS026	Wharf Road	Lane Closure
Melrose Park	Mary Street/ Waratah Street Intersection	TGS027	Mary Street	Road Closure
Bridge Works	Pile Cap Pier 1	TGS028	Wharf Road	Gate Keeper
Wentworth Point	Hill Road intersection	TGS029	Hill Road	Gate Keeper
Wentworth Point	Hill Road Intersection	TGS030	Hill Road	Road Closure
Bridge Works	Pile Cap Pier 2	TGS031	Riverbank	Pedestrian Detour

4.4. Active transport impacts

The section of the Parramatta Valley Cycleway using Wharf Road at Melrose Park would be disrupted by road closures and the construction compound at Wharf Road car park associated with the PLR2 – EW. The shared use path through Koonadan Reserve connecting to Wharf Road would also be closed. A temporary detour of the cycleway would be provided connecting the existing path along Waratah Street to Wharf Road, Andrew Street and Lancaster Avenue. This detour would add about 70 metres of additional travel distance for path users.

Access to and from the west for bicycles and pedestrians would be maintained through the work areas using traffic control.

Access to the River Walk and Louise Sauvage Pathway on the southern side of Parramatta River would be maintained during construction as far as practicable.

4.5. Cumulative construction impacts

The delivery of other stages of the PLR Stage 2 and other projects in the area, including residential and retail developments may lead to cumulative construction impacts for the local community.

During the construction of PLR2 – EW, John Holland, in consultation with TfNSW, will seek to coordinate construction activities both within PLR Stage 2 (where concurrent staging applies), and with external construction projects.





Where cumulative impacts result from works by external construction projects in the road reserve, this will be coordinated through TfNSW (Roads) and in consultation with the proponents of the other projects, to identify potential cumulative impacts and potential strategies to minimise these impacts. In addition, ongoing consultation with key stakeholders and design integration with adjacent developments will be undertaken regularly.

While recognising the limitations of John Holland's sphere of governance and control, the preferred approach to manage and mitigate cumulative impacts includes:

- Governance / coordination meetings (including the TTLG and the Traffic Coordination Group (TCG))
- Reviews of detailed construction programs with other projects, including assessment of the potential to affect access and capacity, including traffic staging, lane, footpath, cycleway and road closures
- Reviews of interface activities, such as shared workspaces and haulage routes
- Regular engagement and coordination with the proponents of other projects within 600 metres of the PLR2 – EW to review the potential for cumulative impacts (including but not limited to Sydney Metro – West, Hill Road Upgrade, Melrose Park Development, Sekisui Development and the Holdmark Development)
- Coordinating works and identifying efficient re-routing options as appropriate.





5. Site establishment

5.1. Ancillary facilities

5.1.1. Locations and haulage routes

To support the PLR2 – EW construction, two ancillary facilities will be established, including:

- Site offices
- Staff and workforce amenities
- Stores and laydown areas
- Workshops and maintenance facilities
- Workforce parking.

The proposed locations of the ancillary facilities and indicative haulage routes are shown in Figure 9. Further information on each compound, including indicative layouts, is provided in the Construction Management Plan. Site specific compound arrangements will be documented within the relevant SSTMP, including access and egress, pedestrian and cycling provision, parking, signage and haulage routes.

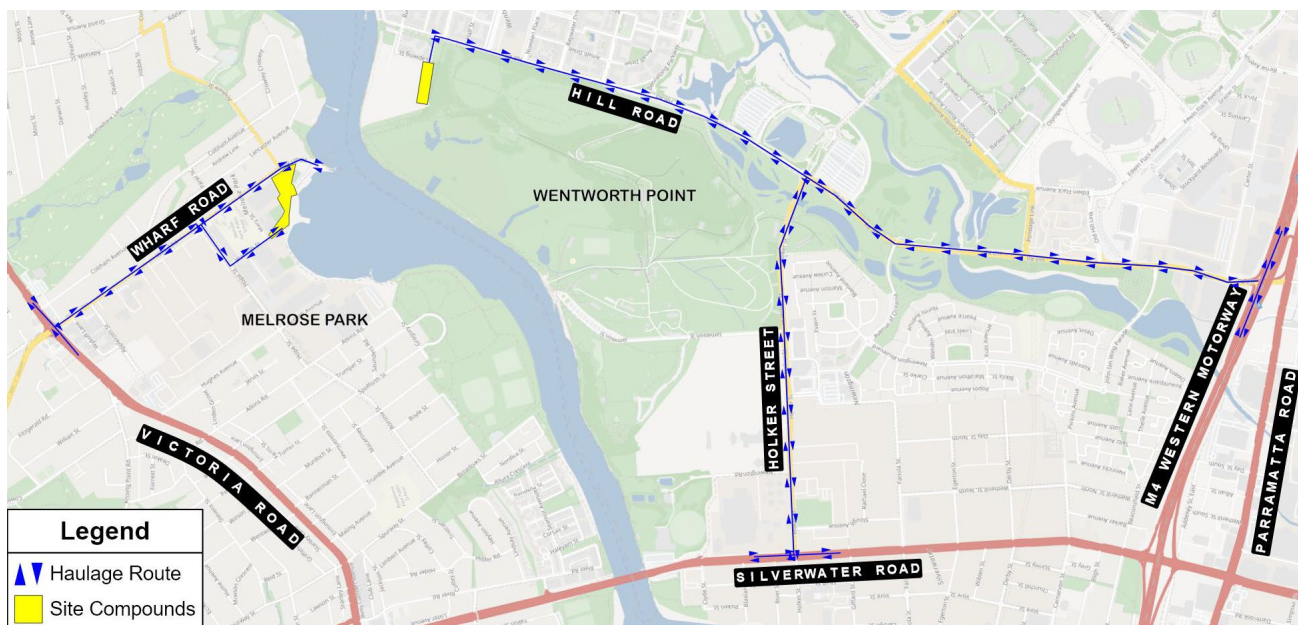


Figure 9 – PLR2 – EW ancillary facilities and access routes

5.1.2. Sign posting

All compounds will have access and egress locations to limit impact to customer journeys. Where this is unavoidable and construction traffic access/egress is required adjacent to critical thoroughfares, the gates will be designed to minimise impact and signposted to provide advanced warning prior to road user interface.

5.1.3. Access into work areas

Localised parking will be provided (in limited numbers) at each ancillary facility. Where work activities require a larger workforce than parking allows, additional parking strategies will be assessed and implemented as required.

5.1.4. Gates access

Gate design will be undertaken in accordance with Austroads Guide to Road Design Part 4A. Where site constraints do not allow for compliant gate design, a review of additional mitigation





measures will be carried out on a case-by-case basis and addressed in the SSTTMP to ensure safe operation. SSTTMPs will include specific identification references from which the Vehicle Movement Plan (VMP) will be developed and distributed to suppliers that require work area access. Any gates that are deemed to carry excessive risk will be escorted or manned as required.

5.2. Other support facilities

5.2.1. Head office

In addition to the proposed ancillary facilities, John Holland will utilise an office space in Rhodes. This facility will act as the initial start-up office and transform into the senior Project office housing the design team, construction management team, the Independent Certifier (IC) and TfNSW representatives.

5.2.2. Minor Ancillary Facilities

Minor Ancillary Facilities can be established and used in accordance with NSW CoA C7, where they are located within or immediately adjacent to the PLR2 – EW construction boundary and have been assessed by the Environmental Representative (ER) to have:

- Minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the *Interim Construction Noise Guideline* (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts
- Minimal environmental impact with respect to waste management and flooding
- No impacts on biodiversity, soil and water, and heritage items beyond those already approved under the NSW and Federal approvals.

The Environment and Sustainability Manager (or delegate) will prepare minor ancillary facilities assessments with inputs from the John Holland project team for review and approval by the ER as outlined in Section 2.4.5 of the CEMP.





6. Mitigation and Management Measures

Performance outcomes, commitments and management measures identified in the Environmental Assessment Documentation, UMMs and relevant TfNSW documents to minimise traffic, transport and access impacts are outlined in the sections that follow.

6.1. Use of Local Roads

In accordance with NSW CoA E111, local roads shown in the Environmental Assessment Documentation will be used by heavy vehicles to directly access the PLR2 – EW construction boundary and ancillary facilities (Table 15). It is noted that a local road is defined for the Project as any road that is not defined as a classified road under the *Roads Act 1993*.

As to be detailed in the relevant SSTMP, John Holland will implement management strategies to avoid or mitigate identified impacts on local roads including:

- At all times, maintaining safe and suitable access for vehicles and pedestrians to adjoining properties and side roads affected by the road construction
- Not commence any work affecting access to adjoining properties and use of side roads without providing an adequate alternative access
- Responsible consultation with the owners and/or occupiers of affected properties and businesses, including notification prior to commencing the construction of property accesses
- Implement additional fencing, signposting (including Variable Message Signs (VMS) where appropriate), provide alternate access arrangements for any visitors, customers and delivery vehicles to adjoining property occupiers and communicate these changes effectively
- Heavy vehicle use will be minimised during school drop off and pick up times
- Establish marshalling areas under a global VMP to minimise parking, idling and queuing of trucks on public roads
- Heavy vehicle drivers will be informed of local road restrictions and permissible routes (noting that Bennelong Parkway Bridge is not a permissible route due to heavy vehicle load limits).

Table 15 – Proposed local roads for use by heavy vehicles

No.	Location	From	To	Summary
1	Waratah Street	Mary Street	Hope Street	Required for access to Melrose Park ancillary facility using access point on the southern end of Waratah Street.
2	Wharf Road	Victoria Road	Andrew Street	Required for access to Melrose Park ancillary facility using access point on the southern end of Wharf Road.
3	Hope Street	Wharf Road	Waratah Street	Required for access to Melrose Park ancillary facility.
4	Hill Road	Western Motorway (M4)	Wattlebird Road	Required for access to Wentworth Point ancillary facility.

If additional local roads are proposed to be used by heavy vehicles, approval will be sought from the Planning Secretary prior to use of the road(s). All local road requests will address the requirements detailed in Table 16.





Table 16 – Assessment of additional local roads

NSW CoA E112 requirement	Mitigation strategies / approach
(a) a swept path analysis	<ul style="list-style-type: none"> Swept path analysis will be submitted with local road usage requests, as required
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways	<ul style="list-style-type: none"> An approved SSTTMP will be in place prior to the use of site access points for construction Adequate road signage will be provided to inform the public of the works, timing and alternative access arrangements Signage advising of construction traffic conditions will be implemented in accordance with a TGS Measures to manage traffic flows in the vicinity of the area affected by construction will be developed, including required regulatory and directional signposting, line marking, variable message signs, and other traffic control devices Heavy vehicles will be subject to the existing speed limits and road rules Heavy vehicle movements will be minimised during peak traffic times Amenity impacts will be minimised by maintaining pedestrian and public vehicle access Where required, authorised traffic controllers will be placed at the site access points Designated queuing and idling areas for construction heavy vehicles will be identified near work areas to minimise disruption to the local community Appropriate controls will be established where vehicles are required to cross footpaths or cycle paths to access construction sites, including manual supervision, physical barriers or temporary traffic signals, as relevant
(c) evidence of consultation with the SOPA and relevant Council(s)	<ul style="list-style-type: none"> Consultation with relevant council(s) and stakeholders will be undertaken through the stakeholder forums
(d) provide details as to the date of completion of the road dilapidation surveys for the subject local roads	<ul style="list-style-type: none"> Road dilapidation surveys will be undertaken prior to commencement of use of the road by heavy vehicles and submitted at least one month prior to the road being used for the PLR2 – EW in accordance with NSW CoA E114
(e) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times	<ul style="list-style-type: none"> Where practical, the use of local roads past schools, aged care facilities and childcare facilities will be avoided during their peak times of operation
(f) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), (d), and (e) of this condition.	<ul style="list-style-type: none"> A suitably qualified professional holding a TfNSW Prepare a Work Zone Traffic Management Plan licence will review and assess any proposed heavy vehicle routes Assessments will be discussed with key stakeholder before implementation





6.2. Pre-Construction Condition Survey and Road Dilapidation Reports

In accordance with NSW CoA E87, E114 and UMM TT19, 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 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 reports will be prepared prior to commencement of works 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.

With the exception of damage resulting from normal usage of the road, John Holland will repair any damage that is demonstrated to result from the construction of the PLR2 – EW in accordance with NSW 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.

6.3. Parking Management

6.3.1. Construction Parking Strategy

A Construction Parking Strategy will be prepared, in accordance with NSW CoA E117, at least one month before commencement of construction that reduces the long-term availability of existing parking by more than one month.

The Strategy will include, but not necessarily be limited to:

- Strategies to minimise parking on public roads, and minimise idling and queueing on state and regional roads
- Measures to prevent:
 - Marshalling of construction vehicles near sensitive land users
 - Blocking or disruption of access across pedestrian or shared user paths
 - Spoil haulage vehicle use of unapproved haulage routes
- Assessment of the impacts to on and off-street parking stock taking into consideration, occupation by the PLR2 – EW workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events
- Identification of additional locations for worker parking to maximise the use of off-street parking for the PLR2 – EW workforce
- Provision off-street parking facilities for the PLR2 – EW workforce where residential parking schemes already exist
- Mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures
- Details of shuttle bus service(s) to transport the PLR2 – EW workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites
- Identification of on-street parking spaces that are to be permanently removed by the PLR2 – EW (i.e. not reinstated at the completion of construction)
- Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective
- Provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three monthly intervals.





As per NSW CoA E118, where the Construction Parking Strategy identifies on-street parking spaces (e.g. accessible parking and taxi ranks) that are to be permanently removed as a result of the PLR2 - EW, John Holland will identify opportunities to mitigate the loss of on-street parking (in particular at Wentworth Point). Opportunities to mitigate the loss of on-street parking will be implemented where practicable in consultation with the relevant road authority/(ies), relevant council(s) and SOPA before the commencement of full operation.

The Construction Parking Strategy will be submitted to the Planning Secretary for approval at least one month before the commencement of construction that reduces the long-term availability of existing parking by more than one month. The submission of the Construction Parking Strategy to the Planning Secretary will include details of consultation undertaken with SOPA and all relevant council(s), including a log detailing how matters raised by council(s) have been considered and addressed, or justification as to why they have not been addressed.

The approved Construction Parking Strategy will be implemented before long-term impacts on on-street parking and incorporated into this Plan as a minor amendment (refer to Section 10.2).

6.3.2. Boat and trailer parking

During the PLR2 – EW construction, the following measures will be implemented in consultation with City of Parramatta Council and affected landowners to offset boat parking removed due to construction:

- Provision of a temporary boat and trailer parking facility (20 parking spaces)
- Delivery of capacity improvement measures at other boat ramps (to be undertaken by TfNSW)
- Review of the cumulative impact / loss of parking 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.

Wherever possible, parking offsets will avoid impacts to the public amenity and user experience of open space.

6.4. Worker parking

Following an analysis of workforce numbers at each construction stage, it has been determined that the PLR2 – EW will have negligible impact on existing street parking allowances. John Holland will provide adequate car parking facilities within work areas to house all vehicles as required for the PLR2 – EW. Car parking for site visitors and the workforce will be predominately situated within the centralised parking facility at Melrose Park ancillary facility. All non-site personnel and administrative functions will be encouraged to use the public transport system to travel to and from site. Shuttle bus transfers between ancillary facilities will also be provided, where required.

In the event that the workforce exceeds the parking spaces available at the Melrose Park ancillary facility, there is an opportunity to utilise the temporary public carpark area which will be established at 112 Wharf Road for the Ermington Boat Ramp. As detailed in Section 4.2.1, the Ermington Boat Ramp will be closed on weekdays for a period of up to three years. The temporary public carpark is therefore only required on weekends and may be utilised by the construction workforce on weekdays.

To reduce the number of private vehicles travelling to the worksites, John Holland will encourage the workforce to use public transport through the recruitment and onboarding process. A summary of public transport options and demand reduction strategies are provided in the sections that follow. Refer to the Sustainability Management Plan for further details on green travel strategies.

6.4.1. Bus services

Several bus routes operate along key roads in the immediate vicinity of the Project and may be utilised by PLR2 – EW workers:

- Route 524 (Hope Street, Melrose Park) – operates between Parramatta Station and Top Ryde City Shopping Centre





- Route 501 (Victoria Road, Melrose Park) – operates between Parramatta Station and Central Station
- Route 523 (Victoria Road, Melrose Park) – operates between Parramatta Station and Eastwood Station
- Route 526 (Hill Road, Wentworth Point) – operates between Rhodes Station and Concord High School in the south-east
- Route 533 (Hill Road, Wentworth Point) – operates between Chatswood Station and Olympic Park Station.

6.4.2. Train network

The Project is in close proximity to several train stations which will provide another public transport option for Project personnel (Table 17).

Table 17 – Train network

Suburb	Station	Distance to PLR2 – EW
Melrose Park	Meadowbank	2.2km
	West Ryde	2.9km
	Paramatta	7.5km
Wentworth Point	Rhodes Station	1km
	Olympic Park	3.6km
	Lidcombe	6km

6.4.3. Ferry network

The southern compound is located in close proximity to a ferry wharf that provides another public transport option for PLR2 – EW workforce. The F3 Sydney Olympic Park route services Parramatta and Circular Quay.

6.4.4. Active transport

Active transport options will also be encouraged among the PLR2 – EW workforce through the provision of changing facilities and bike storage areas for cyclists.

The cycle network consists of a combination of cycleways, shared paths, recreational and on-road facilities. Cycling infrastructure in the vicinity of PLR2 – EW includes quiet streets and shared paths, with options through parks and shoulders at key roads (Figure 10 and Figure 11).



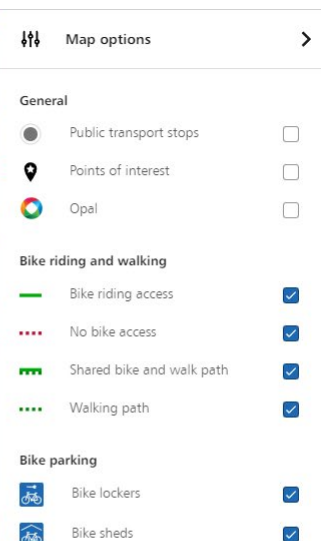
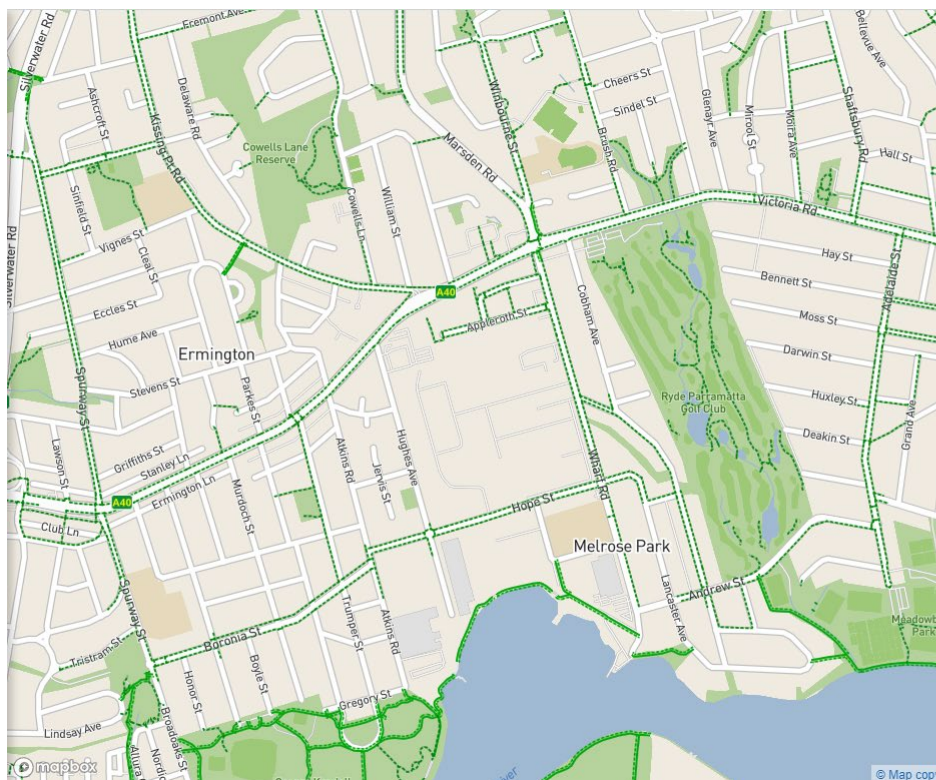


Figure 10 – Cycling infrastructure Melrose Park

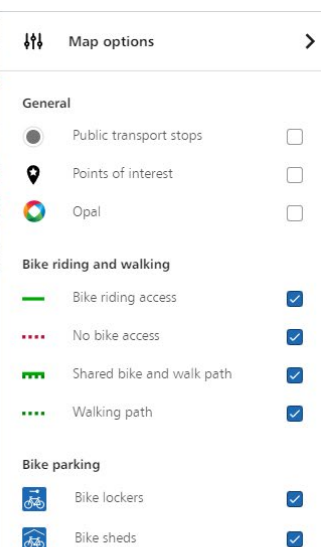
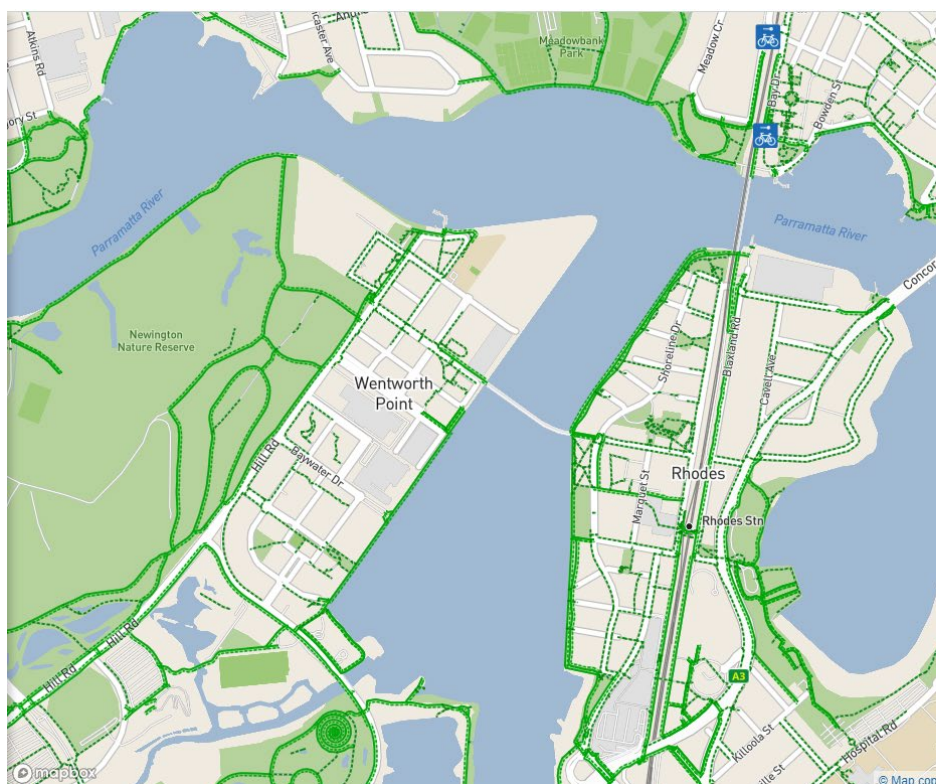


Figure 11 – Cycling infrastructure Wentworth Point

6.4.5. Carpooling

Carpooling will be strongly encouraged for the PLR2 – EW workforce. Site toolboxes will be utilised to encourage Project personnel on the same shifts to coordinate with personnel comfortable with carpooling from similar locations. The Sustainability Management Plan outlines additional strategies to encourage workforce carpooling.



6.4.6. Demand Reduction

To minimise the number of staff on-site, the Project is leasing a head office space in Rhodes to house the design team, construction management team, the IC and TfNSW representatives.

6.4.7. Worker travel and parking communication

The travel and parking requirements of this Plan will be communicated to the construction workforce through site inductions, toolbox talks, and pre-start meetings as required. In addition, the following rules will be communicated to staff:

- Arrive and depart construction sites quietly and drive respectfully when travelling to and from the PLR2 – EW site
- Always check street signs for parking restrictions before leaving your vehicle
- If approached by a member of the public, be respectful and refer them to the Community Information Line.

Where workers are impacting the amenity of local residents or repeatedly behaving or parking inappropriately, they may be required to re-attend the Project induction which will include details on alternative parking options. Stronger sanctions may be implemented for repeat offenders at the discretion of the General Superintendent or Construction Manager.

In order to minimise the volume of vehicle movements on Wharf Road, vehicles arriving / departing from the east will be encouraged to travel on Wharf Road. Workers arriving / departing from the west will be encouraged to use Spurway Street, Boronia Street, Atkins Road, Hope Street and Waratah Street. Worker travel routes will be encouraged through toolbox talks and worker communications.

6.5. Bus network

The management of access for public transport users and operators during the construction period will occur in consultation with the relevant public transport providers and other transport stakeholders via the TTLG (Section 7.2.1).

John Holland will maintain the existing public transport facilities wherever possible, however where this cannot be achieved, equivalent temporary facilities will be provided (within 400 metres) unless agreed otherwise. Existing facilities that are relocated will not be closed until the replacement facilities (which comply with relevant standards including accessibility and safety standards) are operating. All temporary facilities will be developed and constructed in consultation with TfNSW (Transport Integration), council/s, and bus service providers.

All proposed changes to existing routes and bus stops facilities will be discussed with the bus operator and approved by TfNSW (Transport Integration), prior to the commencement of works, and notifications provided to passengers.

Where required as part of the SSTTMP, John Holland will supply and install public transport service-related portable and temporary signage and remove redundant signage to avoid confusion for public transport users.

Prior to the commencement of operation, all bus stops temporarily closed or relocated will be reinstated complying with relevant standards, providing equal or improved capacity, amenity and accessibility (including footpaths and road crossings) in consultation with relevant council(s), unless otherwise agreed by the Planning Secretary.

6.6. Property and public access

Access to all utilities, open space and properties will be maintained during construction, where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier. Where temporary impacts are unavoidable (e.g. service trenching across driveways to upgrade local services), consultation will be undertaken with the property owner/occupant to ensure that satisfactory alternative access is provided and/or the impact is minimised.





During the PLR2 – EW, all reasonably practicable measures will be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions will be avoided, and where avoidance is not possible, minimised through alternate detour arrangements. This will be supplemented with VMS strategies under the SSTTMPs developed for the specific impact. Businesses along Waratah Street will remain accessible and visible during the construction, with entry points managed in consultation with the impacted businesses. Adequate signage and directions to businesses will be provided before, and for the duration of, any disruption.

Residential properties will be notified regarding changed access by letterbox drop, phone call or via email. It is not expected that signposting strategies would be engaged for this property type, other than normal traffic control signposting such as DETOUR -> and PEDESTRIANS ->, FOOTPATH CLOSED etc.

Should public access arrangements for public services such as bus stops be changed, John Holland will provide wayfinding signage to advise users of the modified arrangements. This will consist of signs installed at decision points and subsequent turns, so that users are guided to the location of new access. Enhanced strategies including manned information/ direction points or “you are here” wayfinding maps may be implemented, depending on the scale of change and resulting impact of each change.

The type of wayfinding signage will depend on the type of changed access. For vehicular access changes, VMS or custom black on yellow road signage may be used. For pedestrian access, black on yellow signage or corflute signs may be used. Information regarding upcoming changes will also be provided to any stakeholders registered on the project to receive notifications.

Access to community facilities and infrastructure will be maintained throughout the works, at times under alternate detour arrangements. This will be supplemented with alternate routes under the SSTTMPs and traffic control arrangements as required.

Any potential disruption to affected business or properties will be managed in accordance with the CEP and will include meetings/liaison with affected businesses and properties as well as notifications and VMSs where detours are required. Consultation will occur prior to any potential disruption to affected business or properties with sufficient time to ensure appropriate measures are in place ahead of the disruption.

In accordance with NSW CoA E85, any property access physically affected by the PLR2 – EW will be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier, unless otherwise agreed by the property owner or occupier.

6.6.1. Local Access Plans

Where access will be permanently impacted by the PLR2 – EW design, Local Access Plans (LAP) will be prepared by the John Holland for individual properties and accesses, prior to impacts on the accesses, and implemented prior to operation. The LAPs will be developed in consultation with affected parties (property owner and/or occupier, local community and stakeholders, as relevant) and reasonable endeavours will be undertaken to obtain agreement from the relevant affected parties. Evidence of the consultation and reasonable endeavours to obtain agreement will be provided to TfNSW and the Planning Secretary upon request.

The LAPs will establish:

- Road and access closures and provision of alternative routes
- Provision for pedestrian and cyclist access
- Special event access strategies (including the Royal Easter Show)
- Provision of servicing and delivery requirements for all business and residents impacted, including loading zones, waste disposal and grease trap servicing
- Access periods or alternative access arrangements for affected businesses, landowners or tenants affected by the PLR2 – EW





- Strategies to maintain emergency, utility service maintenance and incident response access at all times
- Where relevant, access to taxi ranks, mail zones, disabled parking, loading zones, cycleways and public transport
- Adequate wayfinding to businesses, especially those at Waratah Street.

If issues arise whereby the property owner and/or occupier deem the access inadequate, protocols will be followed in accordance with the dispute resolution processes outlined in the CEP.

It is not intended to prepare LAPs separate to the SSTTMPs, as the specific change of access as well as the exact network context will not be known until the relevant construction stage is developed. Each SSTTMP will contain a LAP where access to properties has been modified (for any period) and will be based on the extent of the traffic switch being undertaken.

Wayfinding strategies will be developed specific to each LAP and access requirement.

LAPs will be publicly available and provided to TfNSW, TfNSW Sydney Roads and SOPA as part of the SSTTMPs.

6.7. Pedestrians and Cyclists

In accordance with NSW CoA E86, John Holland will apply all reasonably practicable measures to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions will be avoided, and where avoidance is not possible, minimised. In addition, safe pedestrian and cyclist access will be maintained around work sites during construction.

In circumstances where pedestrian, cyclist, vehicular access, and parking arrangements are restricted or removed due to construction activities, alternative pedestrian and vehicular access/route, and parking arrangements will be provided which complies with relevant standards (unless otherwise endorsed by an independent, appropriately qualified and experienced person). This solution will be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses will be provided before, and for the duration of, any disruption.

Any changes to pedestrian activity will be communicated to council(s) and TfNSW at least one week prior to implementation. John Holland will manage cyclist wayfinding via temporary routes that comply with the requirements of AS 1742 Part 9 – *Bicycle Facilities*, *Austroads Guide to Traffic Management Part 10* and AS 1743 – *Road Signs Specifications* and in accordance with the *Guide to Road Design Part 6A: Paths for Walking and Cycling* (Austroads).

All proposed changes impacting pedestrians and cyclists will be documented as part of a SSTTMP or addenda as agreed.

6.7.1. Alternate pedestrian and cyclist arrangement

To minimise potential safety impacts during construction of the PLR2 – EW, and as a result of the proposed closure of Waratah Street and footpath / cycle route at Wharf Road, the existing pedestrian paths will be closed. As detailed in Table 18, alternative routes to access Archer Park and Melrose Park Playground will be provided. These changes, and any others identified, will be documented as part of a SSTTMP in accordance with the principles outlined in this Plan. The need for any additional assessment will be identified at this time.

Table 18 – Indicative changes to pedestrian and cyclist networks

Location	Changes	Potential impacts
Waratah Street	Closure of the shared path (cycleway) to facilitate construction and ancillary facilities. Pedestrians will be redirected to the western side temporary pathway.	There will be a negligible increase in walking times and distances travelled where pedestrians need to cross Waratah Street to continue their journey to Archer Park.





Location	Changes	Potential impacts
Wharf Road	Closure of the footpath to facilitate construction and ancillary facilities. Pedestrians will be redirected to the western side of the road. Access to the Ermington boat ramp will be limited to weekends, public holidays and the Christmas period.	There would be a negligible increase in walking times and distances travelled where pedestrians need to cross Wharf Road to continue their journey to Ermington Boat Ramp. Access to Archer park will be occur solely via Waratah Street with information signage indicating the detour route.
Lapwing Street	Closure of Lapwing Street will require pedestrians to utilise the eastern access to Hill Road.	There will be a negligible increase in walking times and distances travelled by pedestrians. Public transport stops are located in the middle of the block on Hill Road and access to it will not be affected.
Parramatta Valley Cycleway	Road closures and the establishment and operation of the ancillary facility at Wharf Road car park.	Disruption of a section of the Parramatta Valley Cycleway on Wharf Road at Melrose Park.
Koonadan Reserve shared path	Closure of the shared use path through Koonadan Reserve connecting to Wharf Road.	A temporary detour of the cycleway will be provided connecting the existing path along Waratah Street to Wharf Road, Andrew Street and Lancaster Avenue. This detour would add about 70 metres of additional travel distance for path users.

6.8. Special events

Special consideration and traffic planning will be undertaken for each of ancillary facility to address road user needs during scheduled special events. The TTLG will identify special events that occur in the vicinity of the worksites, incorporating these into the construction program and detailed responses and contingencies for each site. Special events will be incorporated in the planning of all traffic management strategies.

Consultation will be undertaken with TfNSW, local councils, public transport providers and event organisers to allow specific traffic measures to be devised and implemented. John Holland will:

- Incorporate known events into our delivery program
- Accommodate all events that are close to the construction site which may affect haulage routes, delivery operations and require road occupancy conditions to be adjusted
- Manage the coordination of traffic during events in the immediate vicinity of the works in consultation with the TTLG
- Regularly update the SSTMP with input from organisers and other stakeholders, such as council, emergency services, stadium operators, the Operations Planning and TfNSW, identifying contingency plans resulting from events
- During events, not undertake delivery activities which have potential to impact the road network surrounding the event, and for the duration of the event, unless agreed otherwise by the event organiser (noting that the duration of the event includes 'bump-in' and 'bump-out' periods).

6.9. Driver responsibilities

All drivers employed by the John Holland, whether direct employees or contractors, have a responsibility to drive safely, and comply with State road regulations, the Australian Road Rules and any other directives. Specific responsibilities include:

- Drivers will exercise care at all times
- Special care will be taken when exiting and entering traffic flows, and whilst travelling within the construction site





- Drivers will comply with requirements of the VMPs developed for each precinct
- Drivers will aim to reduce the impacts of noise and light, from vehicle movements, e.g. avoiding unnecessary and excessive use of horns and compression breaking
- During inductions, heavy vehicle drivers will be provided with VMPs and the emergency response plan for construction traffic incidents
- Drivers will be required to participate in specific construction driver training including toolbox talks. Training topics covered will include VMPs, route constraints, safety issues, driver expectations and limiting compression breaking.

6.10. Manage deliveries

All delivery drivers and subcontractors will be provided with the John Holland policy on deliveries to worksites and offices which will consist of, but not limited to the following:

- All drivers making deliveries to any of the PLR2 – EW construction sites or site compounds will be provided the relevant VMP that indicates the approved routes for construction vehicles
- Traffic warning signs will be installed on approaches to each construction access point in accordance with approved SSTMPs or TSP
- All construction access points (gates) will have specific numbers and project-specific gate signs will be installed at every access point
- All drivers will be instructed regarding gate numbers, approved access routes, timing of deliveries and parking area on-site
- Queueing of delivery vehicles outside the construction site before construction hours will not be permitted; only approved roadside lay-bys are to be used by delivery vehicles
- All deliveries will be planned to be carried out during the approved construction hours
- Delivery of any over-dimension loads will be in accordance with conditions stated in TfNSW Sydney Roads permits. It is noted that certain over dimension loads may be delivered outside of construction hours as a result of TfNSW Sydney Roads permits, and this will be done in accordance with the Out-of-Hours-Works Protocol.

Delivery drivers will be provided with the relevant VMP(s) as part of order/ delivery instructions. VMPs will include routes to avoid using local roads and residential streets to the greatest extent practicable. It is noted that all construction worksites involve the use of local roads to an extent.

Delivery drivers/companies are required by the John Holland to read and sign a Drivers Code of Conduct to ensure they are informed of the environmental and compliance obligations under the terms of the Infrastructure Approval and how their compliance with these requirements will be monitored.

6.11. Dangerous Goods Transportation

Whenever the transport of dangerous goods is required to/from or through the worksites, this will be undertaken in accordance with the *Dangerous Goods (Road and Rail Transport) Regulation 2009* and the *Australian Code for the Transport of Dangerous Goods by Road and Rail* (National Transport Commission, 2017).

6.12. Information signage

The installation of directional, information and regulatory signposting will accompany any changes to the existing road networks.

John Holland will design, supply, install and maintain all directional, information and regulatory signs and structure required for the PLR2 – EW, including any modifications that are required to existing signs and sign structures. The design, manufacture and installation of the signs and sign structure will be in accordance with the TfNSW standards, Australian Standards AS1742 *Manual for Traffic Control Devices*.





Consideration will be given to the installation of short-term signs on permanent posts with secure covers, where works occur in the same location on a regular basis. John Holland will provide sign designs to TfNSW to review and approve within sufficient time to allow for manufacture and installation to meet Project requirements. John Holland will conduct detailed reviews of all short and long-term signage with the aim of ensuring a clear and concise message is given to approaching road users, without creating sign clutter.

All signposting changes will be outlined in the SSTTMP and TGS.

John Holland will:

- Integrate the signage changes into the existing road network
- Liaise with authorities and agencies to determine issues, opportunities and constraints during the development of any directional signposting changes
- Submit details of any installation or changes to signposting during the works within the SSTTMP/TGS, including scaled plans showing the locations of existing and new or modified signposting in all directions
- Install and cover all new directional signs prior to opening of a new construction stage
- Cover or change existing signposting that shows incorrect information during or immediately following the introduction of the new traffic arrangements
- Remove any signs that are superseded because of the works as noted in the SSTTMP/TGS
- Reinstate all directional signposting at the completion of the works.

Project branding and signage will be installed as agreed with TfNSW, including Project identification signs to acknowledge State and Federal Government initiatives.

An overview of indicative signage is detailed in the SSTTMP.





7. Stakeholder communication

7.1. Overview

John Holland aims to achieve a 'no surprise' approach to traffic management, with minimal impact on the local community, key stakeholders, and the travelling public. Our Stakeholder and Communications Manager will work closely with our traffic management team and the environment team to ensure that early input is provided for the planning and implementation of traffic changes that are likely to impact stakeholders, the community, motorists, cyclists and pedestrians. Key actions to integrate stakeholder engagement into traffic and transport processes include:

- Stakeholder and Communications Manager and Third Party Interface Manager will be in attendance at key stakeholder forums (Section 7.2) to form relationships with group members and support the traffic management team
- Traffic bookings to be approved by the Stakeholder and Communications Manager and the Environment and Sustainability Manager before being resourced to ensure the community is adequately notified and environmental approvals are secured
- Proactive consultation and communication with community members, the traveling public and stakeholders for upcoming construction works and changes to traffic arrangements that have the potential to cause impacts.

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

7.2. Stakeholder forums

The following traffic coordination forums will be established by John Holland to foster two-way communication and allow stakeholders to inform and improve the delivery of the PLR2 – EW:

- TTLG (Section 7.2.1)
- TCG (Section 7.2.2)
- Local Traffic Committee (LTC) (Section 7.2.3).

7.2.1. Traffic and Transport Liaison Group

The TTLG provides a forum for discussion of all traffic, transport and road safety matters associated with the PLR 2 – EW, including:

- Construction staging (existing or proposed)
- Traffic operations, including changes in regulatory traffic controls (e.g. parking)
- Community concerns and comments or feedback
- Impacts on road-based transport operations
- Issues related to pedestrians and cyclists or mobility impaired road users
- Communication strategies and actions to be taken (in consultation with the Stakeholder and Communications Manager).

In line with Section 3.2 of MR Annexure 15 and UMM TT12, the Traffic Representative will organise and chair all TTLG meetings held during the PLR2 – EW. The Traffic Representative will also act as the authorised representative for the PLR2 – EW in matters related to traffic and transport.

The TTLG will consist of representatives from the following organisations:

- TfNSW (including Transport Planning and Operational Communications)





- TfNSW (Roads)
- Operations Planning
- Emergency services (NSW Police Force, Ambulance NSW, and NSW Fire and Rescue)
- Sydney Buses and NSW Bus & Coach Association
- Bus operators
- Ferry operators
- Bicycle NSW
- NSW Taxi Council
- SOPA
- Royal Agricultural Society of NSW
- City of Parramatta Council
- City of Ryde Council
- Any other representative of any other Authority or road user group affected by the PLR2 – EW.

If required, relevant construction personnel will attend TTLG meetings to discuss any specific and/or technical matters that may arise.

The TTLG is not a forum to obtain approval(s).

7.2.2. Traffic Coordination Group

The Traffic Representative will establish a TCG to debate, discuss and agree on traffic and transport related issues. The TCG will provide a forum to review and agree SSTMPs and any other Project-wide traffic and transport related issues.

TCG members will meet weekly (or as required) and include:

- TfNSW (Roads, Project Team, Safety, Operational Communications, Transport Planning, Project Management and Environment)
- TMC
- Operations Planning
- City of Parramatta Council
- City of Ryde Council
- Traffic Representative
- Project Manager Stage (or delegate).

John Holland will include any additional measures identified as an outcome of consultation, where reasonable and feasible. This can include:

- Modifying work areas
- Activities and construction access arrangements to address traffic flow
- Access issues identified by key stakeholders, where practicable.

7.2.3. Local Traffic Committee

Although the LTC representatives will attend TTLG meetings for information, any changes to the use of traffic control devices, such as to line marking and regulatory signs, will require approval from the local council via the LTC. John Holland will establish relationships with key stakeholders and include them in the approval processes where local roads are impacted.

Key dates for LTC meetings for the impacted councils are listed below:





- City of Ryde Council: <https://www.ryde.nsw.gov.au/Council/Committees/Ryde-Traffic-Committee>
- City of Parramatta Council: <https://www.cityofparramatta.nsw.gov.au/council/your-council/governance-of-the-council/advisory-committees>

The Traffic Team will develop and implement traffic management strategies to minimise and mitigate traffic impacts caused by the PLR2 – EW, working collaboratively with other impacted parties to limit impacts of congestion on the road network.





8. Emergency and incident response

The types of minor emergencies or unplanned incidents that may occur during PLR2 – EW include:

- Motor vehicle crash events (no injury)
- Pedestrian accidents (no injury)
- Motor vehicle break downs
- Environmental spills
- Construction-related incidents
- Inclement weather conditions
- Flooding
- Debris or fauna hazards within the corridor.

John Holland will adopt the operating procedures for managing emergencies and unplanned incidents contained in the Project WHS Management Plan.

Spill response will occur in accordance with the SWMP and all environmental incidents will be reported in accordance with the Environmental Incident Classification and Reporting Procedure (Appendix A5 of the CEMP).

The Project team will immediately notify the relevant TfNSW Representative of the occurrence of an incident and record knowledge of the facts. The Traffic Representative (or delegate) is then required to forward a report with the information to the relevant TfNSW Representative within two days of the occurrence of the incident.





9. Compliance management

9.1. Roles and responsibilities

The PLR2 – EW will have a traffic management team that coordinates traffic, transport and access across the two land areas (north and south) through joint resources. The team will be led by a Traffic Representative who has authority and responsibility for issues relating to traffic management, including stakeholder liaison.

The specific roles and responsibilities of the Traffic Representative and other key members of the project team are detailed in Table 19.

Table 19 – Traffic, transport and access roles and responsibilities

Position	Roles and responsibilities
Construction Director	<ul style="list-style-type: none"> Report to the Project Director as part of the Project Management Team Accountable for the overall construction of the Project Oversee Construction Managers and ensure safety of all road users, the community and construction personnel
Construction Managers	<ul style="list-style-type: none"> Report to the Construction Manager Accountable for the overall construction of their disciplines Oversee Project teams and ensure safety of all road users, the community and construction personnel
Traffic Representative	<ul style="list-style-type: none"> Report to Construction Manager Authorised traffic representative for the project under the PLR2 – EW Project Deed Contactable anytime (or delegate) in the event of a critical incident Lead the traffic management team Oversee the Traffic Control Room Oversee the development and implementation of SSTTMPs Ensure inspections and risk assessments are completed Review SSTTMPs, TGSs and ROLs prior to submission to stakeholders Ensure subcontractors meet the requirements of the SSTTMPs Define the requirements for traffic management and ensure they are satisfied through spot checks and audits Minimise traffic and access delays and disruptions Identify and respond to changes to road access and on-street parking arrangements.
Traffic Area and/or Area Lead	<ul style="list-style-type: none"> Report to the Traffic Representative Manages Site Engineers (traffic) Oversees the SSTTMPs, TGS and ROL submissions Ensures all reporting and processes are implemented Conduct inspections
Traffic Officer and/or Project Engineer	<ul style="list-style-type: none"> Develop SSTTMPs, TGS and ROL submissions Ensure long-term layouts are implemented in accordance with SSTTMPs, TGSs and ROLs, and are safe and maintained appropriately Conduct inspections
Traffic Supervisor	<ul style="list-style-type: none"> Report to Traffic Officers Interface with the Traffic Control Room Ensure SSTTMPs, TGSs and ROLs are implemented onsite



Position	Roles and responsibilities
	<ul style="list-style-type: none"> Ensure Traffic Controllers have the necessary competencies to perform their tasks Conduct safety checks and inspections to ensure the road is maintained in accordance with SSTMPs
Traffic Controllers	<ul style="list-style-type: none"> Ensure that installation and removal of traffic control measures are undertaken in accordance with approved SSTMPs, Safe Work Method Statements and TGSs

9.2. Training

To ensure that this Plan is effectively implemented, all site personnel (including sub-contractors) will undergo site induction training prior to commencement of their on-site activities. The induction training will address elements related to traffic, transport and access management, including:

- Existence and requirements of this Plan
- Relevant legislation and regulations
- Incident response, management and reporting
- Environmentally sensitive locations and exclusion zones
- LAPs
- Haulage routes and use of local roads
- Worker parking
- Driver responsibilities
- Local roads
- Approved standard hours and exemptions
- Community engagement
- Specific responsibilities to minimise impacts on the community.

Targeted training in the form of toolbox talks or role-specific training will also be provided to construction personnel with a key role in traffic management or those undertaking an activity with a high risk of impact.

Daily pre-start meetings conducted by the Superintendent / Site Supervisor (or delegate) will inform the site workforce of any issues relevant to traffic, transport and access 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.

9.3. Inspections and monitoring

John Holland will conduct regular inspections to arterial and local roads to ensure that operations and maintenance are maintained in accordance with specifications.

Prior to opening of temporary roadways, alignments or detours, the site will be inspected by a suitably qualified person under the *TfNSW Prepare a Work Zone Traffic Management Plan and Implement Traffic Control Plans* courses. The purpose of the inspections is to confirm signs and traffic control devices are visible and effective under site conditions and expected traffic speeds.

Daily inspections will be carried out by the Traffic Areas Lead (or nominated delegate) at the start and end of each workday. The inspections will verify that all traffic control measures and signs are in place as per the relevant SSTMP. The inspection details will be recorded and provided to the Traffic Representative weekly.

Through TCG meetings and ongoing consultation with Operations Planning / Operations Management, John Holland will monitor and quantify traffic delays, incident management, traffic





queue and general conditions in proximity to the Project. The Traffic Representative will ensure traffic flows along the arterial road corridors are not interrupted by construction traffic.

Specific operational details including how John Holland will monitor and respond to network incidents / disruptions as a direct result of project activities is documented within the SSTMPs. This document, and the SSTMPs, also details how John Holland will regularly communicate with TfNSW (Operations Planning and Operations Management) on road network capacity and performance.

9.3.1. Heavy vehicle management and tracking

John Holland will implement a heavy vehicle tracking system such as Navman or similar which will allow real-time monitoring of spoil heavy vehicles between sites and spoil disposal locations.

All heavy vehicles will be tracked and monitored by establishing geofences ('virtual perimeters') or similar available technology, which send communications to truck drivers, tracks the locations of all trucks in real time and stores this information both in the form of digital dockets and within the system.

Implementing a real-time tracking system will maximise visibility of heavy vehicle spoil trucks, reduce administration and risk, and ensure traceability and effective governance.

In accordance with NSW CoA E113, monitoring records will be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one year following the completion of construction.

9.3.2. Safety inspections

Long-term traffic management set-ups will be inspected weekly, with minor issues recorded and rectified immediately. More significant issues will be recorded for rectification. The inspections will be documented, and copies stored onsite.

Daily inspections will be undertaken as part of TGS protocol for short-term works. Issues will be recorded and rectified as they are identified. The inspections and issues will be documented in the issues register.

Ongoing inspections will be conducted by Traffic Officers/Traffic Supervisors to ensure that all works are in accordance with the approved ROL/TGS/SSTMPs and the TfNSW Traffic Control at Work Sites manual. All safety critical defects will be rectified as soon as possible.

9.3.3. Issues register

An issue register will be maintained to record issues identified and corrective actions taken. This will be subject to audit by the Quality and Completions Manager at regular intervals.

9.4. Auditing

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

9.4.1. Traffic Road Safety Audits

Independent Road Safety Audits (RSAs) will be conducted by an appropriately qualified and experienced team during the detailed design phase, to assess the safety performance of any new or modified local road, parking, pedestrian and cycle infrastructure provided as part of the PLR2 – EW. The purpose of an RSA is to ensure that the infrastructure meets the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management.

RSAs will be undertaken during detailed design development (audit of plans) and prior to opening (pre-opening audit). The RSAs will be undertaken in accordance with the TfNSW *Guidelines for Road Safety Audit Practices*. A copy of this document is available via the TfNSW intranet at:

<https://roadsafety.transport.nsw.gov.au/downloads/audit-practices.pdf>



The team carrying out the audit must comprise, as a minimum, a lead auditor registered at Level 3 certification and a second team member registered at Level 2 certification. Both auditors must be listed on the NSW Centre for Road Safety's Register of Road Safety Auditors.

The RSA findings and recommendations of the detailed design plans (audit of the plans) will be actioned prior to construction of the relevant infrastructure. The pre-opening RSA findings and recommendations will be actioned prior to the relevant infrastructure being made available for use. The findings and recommendations of each RSA will be made available to the Planning Secretary on request. A copy of each RSA will be issued to TfNSW within 20 days of the audit being completed (Figure 12). It is noted that the 'long-term' protocol includes temporary works of a long duration (e.g. ancillary facilities).

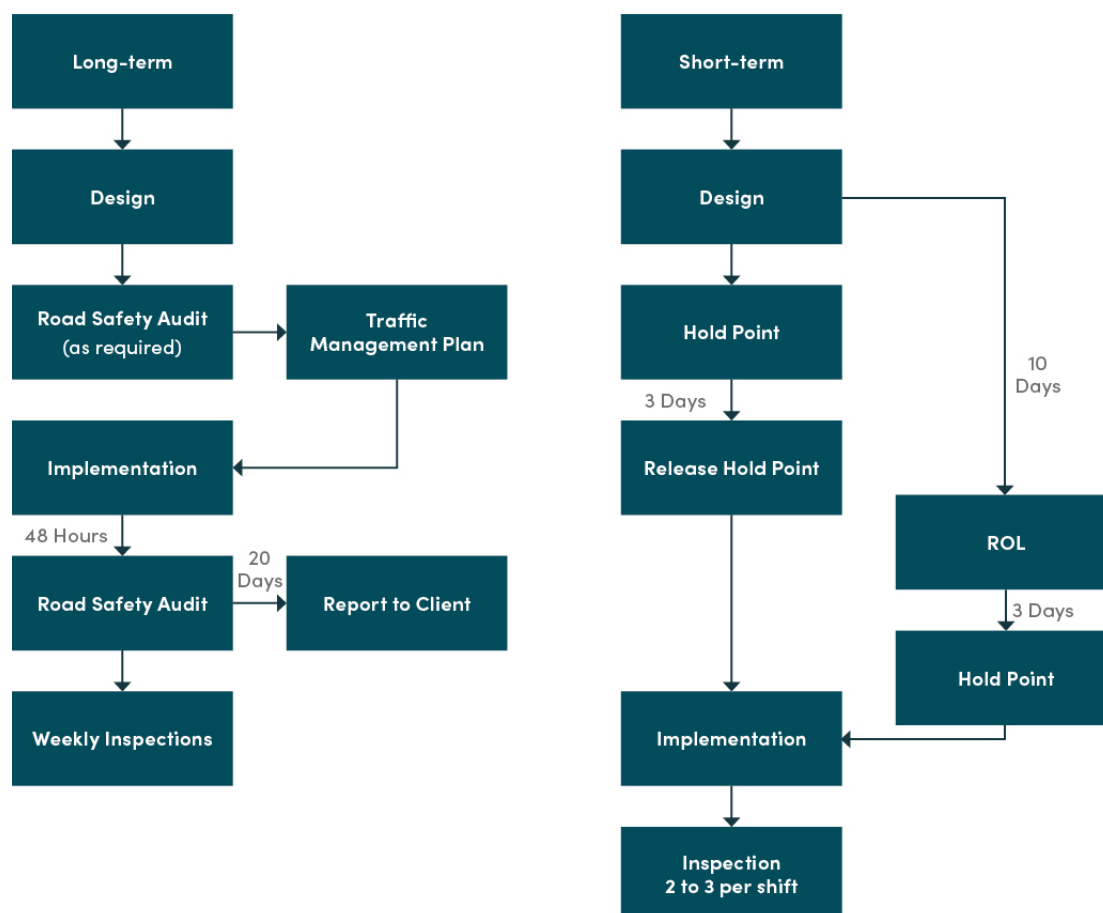


Figure 12 – Audit and inspection protocols

9.5. Compliance tracking and reporting

Reflecting the requirements of MR Annexure 13 (Section 2.2.11), the following information will be included in the client monthly report:

- Update on the management of traffic and transport and any traffic and transport issues
- Performance measured against the specified targets and objectives
- Current and upcoming critical issues and the proposed measures to address these issues
- Summary of existing and proposed ROLs or marine channel closures, together with details on the status and critical impacts
- Summary of existing and proposed changes to, or occupations of, water channels and marine infrastructure including ferry wharves and boat ramps together with details on the status and impacts of the changes or closures



- Recent and proposed changes to traffic management, parking and kerbside use and the impact of this on road users, the operation of the road networks and traffic systems
- Media or community information released and proposed to be released
- Recent and cumulative totals of transport incidents (including water borne craft, pedestrians, cyclists, heavy and light motor vehicles) in the vicinity of the PLR2 – EW
- Construction scheduling, including the current status of all construction stages and impacts on traffic management, approved ROLs, and channel closures.

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

9.6. 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 (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.





10. Review and improvement

10.1. 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.

10.2. 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 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 20
- Secondary UMM which are listed in Table 21.





Table 20 – 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 1.7.2	The endorsement and approval process for this Plan is detailed in Section 1.7.2.
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. 	<p>Section 1.7.1</p> <p>Table 3</p> <p>Appendix D</p>	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 D).
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 2. 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 	Section 1.7.2	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
	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.		
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 CEP	The requirements of NSW CoA B6 have been satisfied by TfNSW and will be maintained for 12 months following completion of construction. Refer to the CCS and CEP 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 CEP	The requirements of NSW CoA B6 have been satisfied by TfNSW and will be maintained for 12 months following completion of construction. Refer to the CCS and CEP for further details on communication processes. Refer to the CCS and CEP 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;		
	(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 1.7.2	The endorsement and approval process for this Plan is detailed in Section 1.7.2.





NSW CoA	Condition	Plan reference	How addressed
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 1.7.2	The endorsement and approval process for this Plan is detailed in Section 1.7.2.
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 1.7.2	The endorsement and approval process for this Plan is detailed in Section 1.7.2.
C16	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 1.7.2	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).
C17	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 10.2	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 10.2.
E85	Property access physically affected by the CSSI must be reinstated to at least an equivalent preimpact standard at no cost to the property owner or occupier, unless otherwise agreed by the property owner or occupier.	Section 6.6	Access to properties will generally be maintained. In the event of unavoidable impacts during works, John Holland will reinstate property access to at least an equivalent pre-impact standard.
E86	During Work, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions must be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and affected properties and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Section 6.6	John Holland will implement reasonably practicable measures to maintain or minimise the pedestrian and vehicular access to affected properties. Where this cannot be avoided, adequate alternative routes/access will be provided.





NSW CoA	Condition	Plan reference	How addressed
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 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.	Section 6.3.2	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. The delivery of capacity improvement measures at other boat ramps will be addressed by TfNSW during the PLR2 – EW.
E91	<p>The Proponent must aim to minimise the loss of boat trailer parking during Operation of the CSSI, with the objective of mitigating lost boat trailer parking capacity (where practicable) during operation, by:</p> <ul style="list-style-type: none"> (a) providing a minimum of 42 boat trailer parking spaces at the Ermington Boat ramp; (b) confirming existing capacity and the trailer parking requirements of the Ermington boat ramp; (c) reviewing options to minimise the number of boat trailer parking spaces lost during operation; (d) investigating options to mitigate the loss of boat trailer parking that meet the parking needs of users accessing the Parramatta River (where safe and practicable to do so); (e) investigating alternative options to increase the boat-launch capacity of the Ermington boat ramp and other boat-launching facilities on the Parramatta River (where practicable and safe to do so); (f) consulting with relevant council(s), SOPA (in Sydney Olympic Park), emergency services, community groups, and affected users at locations where boat parking would be lost to confirm the preferred parking options; and (g) identifying the trailer parking measures and alternative options to be implemented addressing (a)-(f) above, including implementation timing. <p>A report on the outcomes of this condition must be documented and published on the website as required by Condition B15 at least one (1) month before the construction of permanent built surface work and/or landscaping in the vicinity of the Ermington boat ramp.</p>	Design Review Reports	This condition is a technical requirement and will be addressed in the detailed design and the relevant Design Review Reports.





NSW CoA	Condition	Plan reference	How addressed
E92	<p>The parking measures identified by Condition E91 must be incorporated into the PDLP required by Condition E71 and delivered prior to impact, unless otherwise agreed by the Planning Secretary.</p> <p>Note: Identified mitigation measures may need to be further assessed under the Environmental Planning and Assessment Act, 1979.</p>	Place, Design and Landscape Plan (PDLP)	The parking measures identified by NSW CoA E91 will be reflected in the Place, Design and Landscape Plan (PDLP).
E111	Local roads proposed to be used by heavy vehicles to directly access the construction boundary and ancillary facilities that are not shown in the documents listed in Condition A1 of the EIS must be approved by the Planning Secretary before the use of the local roads, and included in the Traffic, Transport and Access Management CEMP Sub-plan.	Section 6.1	John Holland will adhere to the haulage routes identified in the Environmental Assessment Documentation. If additional, unlisted local routes are required, a request will be submitted to the Planning Secretary for approval in accordance with NSW CoA E112.
E112	<p>All requests to the Planning Secretary under Condition E111 must include the following:</p> <ul style="list-style-type: none"> (a) a swept path analysis; (b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways; (c) evidence of consultation with, (where relevant), SOPA (within Sydney Olympic Park) and relevant council(s); (d) provide details as to the date of completion of the road dilapidation surveys for the subject local roads; (e) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and (f) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), (d), and (e) of this condition. 	Section 6.1	John Holland will adhere to the haulage routes identified in the Environmental Assessment Documentation. If additional, unlisted local routes are required, a request will be submitted to the Planning Secretary for approval in accordance with NSW CoA E112.
E113	During Construction, the locations of all heavy vehicles must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one (1) year following the Completion of Construction.	Section 9.3.1	John Holland will implement a heavy vehicle tracking system such as Navman or similar which will allow real-time monitoring of spoil heavy vehicles between project sites and spoil disposal locations. These records will be retained for a minimum of one year following completion of





NSW CoA	Condition	Plan reference	How addressed
			construction and provided to Planning Secretary and the EPA upon request.
E114	<p>Before any local road is used by a heavy vehicle for the purposes of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the relevant council(s) within three (3) weeks of completion of the survey and no later than one (1) month prior to the road being used by heavy vehicles associated with the CSSI.</p> <p>Note: This Condition would only apply for the local roads surrounding the CSSI and would not apply after the nearest connecting State Road, e.g., does not apply to materials or equipment transported from suppliers.</p>	Section 6.2	Road Dilapidation Reports, as outlined in Section 6.2, will be prepared progressively in advance of works in local roads where the physical condition of the property/road is likely to be adversely affected. A copy of the report will be provided to the asset owner a minimum of one month before the commencement of works.
E115	<p>If damage to roads occurs as a result of the CSSI, the Proponent must either (at the relevant road authority's discretion):</p> <ul style="list-style-type: none"> (a) compensate the relevant road authority for the damage so caused; or (b) rectify the damage to restore the road to at least the condition it was in pre-works as identified in the Road Dilapidation Report(s). 	Section 6.2	<p>With the exception of damage resulting from normal usage of the road, John Holland will repair any damage that has resulted from the CSSI. At the relevant road authority's discretion, repair may occur through compensation to the asset owner or through restoring the item to its condition prior to the damage.</p> <p>Measures relating to repairing damage are outlined in Section 6.2.</p>
E116	<p>Vehicles (including light and heavy vehicles) associated with the CSSI must be managed to:</p> <ul style="list-style-type: none"> (a) minimise parking on public roads; (b) minimise idling and queueing on state and regional roads; (c) not carry out marshalling of construction vehicles near sensitive land user(s); (d) not block or disrupt access across pedestrian or shared user paths at any time; and (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the Traffic, Transport and Access Management CEMP Sub-plan. 	Section 6.3	The requirements of this condition are addressed in Section 6.3. Measures to mitigate potential impacts arising from light and heavy vehicles will also be reflected in the VMP for each stage and in the Construction Parking Strategy.
E117	A Construction Parking Strategy must be prepared to identify and mitigate impacts extending greater than one (1) month resulting from on- and off-street parking changes during Construction of the CSSI. The Strategy must include, but not necessarily be limited to:	Construction Parking Strategy Section 6.3.1	The Construction Parking Strategy will be developed and implemented in accordance with the requirements of this condition. The Construction Parking Strategy will be submitted to





NSW CoA	Condition	Plan reference	How addressed
	<ul style="list-style-type: none"> (a) achieving the requirements of Condition E116; (b) assessment of the impacts to on- and off-street parking taking into consideration, occupation by the CSSI workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events; (c) identification of additional locations for worker parking to maximise the use of off-street parking for the CSSI workforce; (d) where residential parking schemes already exist, off -street parking facilities must be provided for the CSSI workforce; (e) mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures; (f) where a shuttle service is a viable option, details of shuttle bus service(s) to transport the CSSI workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites; (g) identification of on-street parking spaces that are to be permanently removed by the CSSI (i.e. not reinstated at the completion of Construction); (h) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and (i) provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three (3) monthly intervals. <p>The Construction Parking Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of Construction that reduces the long-term availability of existing parking by more than one month. The approved Strategy must be implemented before long-term impacts on on-street parking and incorporated into the Traffic, Transport and Access Management CEMP Sub-plan. The submission of the Construction Parking Strategy to the Planning Secretary must include details of consultation undertaken with SOPA and all relevant council(s), including a log detailing how matters raised by council(s) have been considered and addressed, or justification as to why they have not been addressed.</p>		the Planning Secretary for approval at least one (1) month before the commencement of construction that reduces the long-term availability of existing parking by more than one month. The approved Strategy will be implemented before long-term impacts on on-street parking and will be incorporated into this Plan in accordance with the process detailed in Section 10.2.
E118	Where the Construction Parking Strategy identifies specialised on-street parking spaces (e.g. accessible parking and taxi ranks) that are to be permanently removed as a result of the CSSI, the Proponent must identify opportunities to mitigate the loss of specialised on-street parking (in particular at Wentworth Point, Sydney Olympic Park, and Lidcombe).	Construction Parking Strategy Section 6.3.1	The requirements of this condition will be addressed in the Construction Parking Strategy. Opportunities to mitigate the loss of specialised on-street parking will be implemented where





NSW CoA	Condition	Plan reference	How addressed
	Opportunities to mitigate the loss of specialised on-street parking must be implemented where practicable in consultation with the relevant road authority/(ies), relevant council(s) and SOPA before the commencement of full operation.		practicable in consultation with the stakeholders and agencies nominated in this condition before the commencement of full operation.
E119	<p>Access plans must be prepared for individual properties and accesses, prior to impacts on these individual accesses and implemented prior to Operation for individual properties and accesses that will be impacted by the CSSI. The access plans must be developed in consultation with affected parties (property owner and/or occupier, council(s), SOPA as relevant) and the Proponent must make reasonable endeavours to obtain agreement from the relevant affected parties, and evidence of consultation demonstrating this must be provided to the Secretary on request. The access plans must be made publicly available and must establish:</p> <ul style="list-style-type: none"> (a) road and access closures and provision of alternative routes; (b) provision for pedestrian and cyclist access; (c) special event access strategies (including the Royal Easter Show); (d) provision of servicing and delivery requirements for loading zones and waste disposal; (e) access periods or alternative access arrangements for businesses, landowners or tenants affected by the CSSI; (f) strategies to maintain emergency and incident response access at all times; (g) potential future access strategies for URBNSURF and Sydney Olympic Park Metro Station; and (h) access to taxi ranks and coach/bus bays. <p>If access is not deemed to be adequate by the property owner and/or occupier and a dispute ensues, procedures and mechanisms must be followed in accordance with Condition B2.</p>	Section 6.6.1	LAPs will be developed in accordance with the requirements of NSW CoA E119 and implemented prior to operation for individual properties and accesses that will be impacted by the PLR2 – EW. The relevant factors that will be considered in the development of LAPs are outlined in Section 6.6.1. Note that the URBNSURF and Sydney Olympic Park Metro Station are not of relevance to the PLR2 – EW.
E120	Safe pedestrian and cyclist access must be maintained around work sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards (unless otherwise endorsed by an independent, appropriately qualified and experienced person), must be provided (including signposting) prior to the restriction or removal of the impacted access.	Section 6.7 Section 9.4.1	Pedestrian and cycling access will be maintained during the PLR2 – EW. Where access is restricted, alternative temporary facilities will be provided in compliance with relevant aspects of <i>Austroads Guide to Road Design and Austroads Guide to Traffic Management</i> .





NSW CoA	Condition	Plan reference	How addressed
			<p>The strategies and design considerations for alternative pedestrian and cyclist routes are outlined in Section 6.7.</p> <p>Assurance is provided through RSAs which will be conducted during the design and construction phase of the PLR2 – EW works (Section 9.4.1).</p>
E121	The CSSI must be designed to include safe and accessible pedestrian and cycle paths, as identified in the documents listed in Condition A1, including the provision of future pedestrian and cycle paths and dedicated cycleways identified in state and local government strategies within the permanent CSSI land requirements.	Design Review Reports	This condition is a technical requirement that will be addressed in the detailed design and the relevant Design Review Reports.
E122	<p>A Pedestrian and Cyclist Infrastructure Strategy must be prepared in consultation with relevant council(s), TfNSW, SOPA (within Sydney Olympic Park), relevant pedestrian groups and relevant bicycle user groups. The Pedestrian and Cycling Infrastructure Strategy must identify and review active transport infrastructure along and adjacent to the CSSI corridor and must include (but not be limited to):</p> <ul style="list-style-type: none"> (a) details of active transport infrastructure to be delivered as part of the CSSI; (b) consideration of State and Council cycling strategies and maps (including draft strategies) integrating with active transport links as part of the CSSI ensuring that the CSSI does not preclude existing, under construction, and planned cycling/shared infrastructure; (c) consideration of consultation and advice provided by relevant Council(s), TfNSW, SOPA, relevant pedestrian groups and relevant bicycle user groups; (d) infrastructure details, including lighting, safety, security and standards compliance; (e) signage and wayfinding; (f) details of associated landscaping works; and (g) timing and staging of all pedestrian and cycling infrastructure works. <p>The Pedestrian and Cyclist Infrastructure Strategy must be prepared by a suitably qualified and experienced expert in active transport planning endorsed by the DRP and be consistent with the documents listed in Condition A1. The Pedestrian and Cyclist Infrastructure Strategy must be included as a component of the PDLP required by Condition E71 and be submitted to the Planning Secretary for approval, including details of consultation undertaken with all relevant stakeholders and a log detailing how matters</p>	Pedestrian and Cyclist Infrastructure Strategy	A Pedestrian and Cyclist Infrastructure Strategy will be prepared in accordance with the requirements of this condition. The Strategy will be included in the PDLP and be submitted to the Planning Secretary for approval before commencement of construction of pedestrian/cyclist permanent built works.





NSW CoA	Condition	Plan reference	How addressed
	raised by stakeholders have been considered and addressed, before construction of pedestrian/cyclist permanent built works (including the Active Transport Link) commences. The Strategy must be implemented no later than the commencement of CSSI operations.		
E123	The CSSI must be designed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management for new or modified local roads, parking, pedestrian and cycle infrastructure.	Design Review Reports	This condition is a technical requirement that will be addressed in the detailed design and the relevant Design Review Reports.
E124	<p>Independent Road Safety Audits must be undertaken to assess the safety performance of new or modified local road, parking, pedestrian and cycle infrastructure provided as part of the CSSI (including ancillary facilities) to ensure that the infrastructure meets the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management.</p> <p>The audit(s) must be undertaken by an appropriately qualified and experienced person during detailed design development (audit of plans) and prior to opening (pre-opening audit).</p> <p>The audit findings and recommendations of the detailed design plans (audit of the plans) must be actioned prior to construction of the relevant infrastructure. The pre-opening audit findings and recommendations must be actioned prior to the relevant infrastructure being made available for use. The findings and recommendations of the audit(s) must be made available to the Planning Secretary on request.</p>	Section 9.4.1	<p>RSAs will be conducted during the design and construction of the PLR2 – EW works.</p> <p>RSAs will be completed by personnel independent to the PLR2 – EW works.</p> <p>The process for undertaking road safety audits is outlined in Section 9.4.1.</p>
E125	<p>A Road Network Performance Plan must be prepared in consultation with TfNSW, SOPA (within Sydney Olympic Park) and the relevant council(s). The Plan must include:</p> <ul style="list-style-type: none"> (a) consideration of traffic movement and local initiatives, such as local area improvement strategies, potential land use changes and consistency with relevant masterplans; (b) an updated analysis, including modelling of traffic impacts to the adjoining road network (including impacts on local roads from rat-running) and proposed future roads and intersections identified in local and state government strategies, because of the CSSI; and (c) mitigation measures to manage predicted traffic performance impacts including local area traffic management and bus priority measures as relevant. <p>The Road Network Performance Plan must be submitted to the Planning Secretary for approval prior to the finalisation of the Preliminary Design Review plans and before proceeding to commencement of Detailed Design Review drawings. The mitigation</p>	Road Network Performance Plan	The Road Network Performance Plan will be prepared in accordance with the requirements of this condition and submitted to the Planning Secretary for approval prior to the finalisation of the Preliminary Design Review plans and before proceeding to commencement of Detailed Design Review drawings.





NSW CoA	Condition	Plan reference	How addressed
	<p>measures in the Plan must be implemented by the Proponent before the operation of the CSSI. The Proponent is responsible for the implementation of identified measures under (c) above. The Proponent must also provide a copy to SOPA and relevant council(s) once approved.</p> <p>Note: Identified mitigation measures may need to be further assessed under the Environmental Planning and Assessment Act, 1979. Work will need to meet relevant design standards and be subject to independent road safety audits.</p>		
E126	<p>If staged Operation is proposed a Road Network Performance Plan must be submitted to the Planning Secretary for approval six (6) months prior to Operation of each stage. Any plan prepared under this condition must be prepared in accordance with Condition E125 and must consider the cumulative impact of Construction and Operation.</p>	N/A	The requirements of this condition are outside of the scope of the PLR2 – EW and will be addressed by TfNSW.
E127	<p>The project must be designed and built to not preclude a potential, separate future road bridge between Camellia and Rydalmere, and the future signalisation of intersections along the project alignment, where signalisation has been identified in a finalised local or state masterplan, or strategic planning document, determined or published at the time of approval of this instrument.</p> <p>Note: The CSSI will continue to be developed as outlined in Condition A1 including, operational parameters.</p>	N/A	The requirements of this condition are outside of the scope of the PLR2 – EW and will be addressed by TfNSW.
E128	<p>Closure and relocation of bus stops must occur in consultation with relevant council(s) and bus service providers. Bus stops must not be closed or relocated (either temporarily or permanently) until replacement bus stops that comply with relevant standards (including accessibility and safety standards) are located within a 400-metre walking distance of the existing bus stop and are functioning with similar capacity and amenity to those which have been replaced, unless otherwise agreed with the Planning Secretary. Wayfinding signage must be provided to direct commuters to adjacent or relocated bus stops.</p>	Section 6.5	Existing bus facilities will be maintained. However, where this cannot be achieved, equivalent temporary facilities will be provided. All temporary facilities will be developed and constructed in accordance with TfNSW Sydney Roads, Council/s, and TfNSW requirements. All proposed changes to existing routes and bus stops facilities will be discussed with the bus operator and Council(s), prior to the commencement of works, and notifications provided to passengers.
E129	<p>Prior to the commencement of operation, all bus stops temporarily closed or relocated must be reinstated in a manner that complies with relevant standards, provides equal or improved capacity, amenity and accessibility (including footpaths and road crossings) in consultation with relevant council(s), unless otherwise agreed by the Planning Secretary.</p>	Section 6.5	Through consultation with relevant council and transport providers, John Holland will ensure all impacted bus stops will be reinstated and comply with relevant standards prior to the





NSW CoA	Condition	Plan reference	How addressed
			commencement of operations, with equal or improved capacity, amenity and accessibility.

Table 21 – Secondary Updated Mitigation Measures

UMM	Measure	Plan reference	How addressed
TT1	The design will continue to be refined to avoid or minimise impacts on the surrounding road and transport network and property accesses as far as reasonably practicable.	Design Review Reports	This condition is a technical requirement that will be addressed in the detailed design and the relevant Design Review Reports.
TT2	Input will be sought from relevant stakeholders (including local councils, Sydney Olympic Park Authority, Royal Agricultural Society of NSW, bus and ferry operators) prior to finalising the design of those aspects of the project that affect the operation of road and other transport infrastructure under the management of these stakeholders. This will include confirming ongoing operation and maintenance arrangements.	Design Review Reports	This condition is a technical requirement that will be addressed in the detailed design and the relevant Design Review Reports.
TT3	Where the project permanently affects access to and from a public road, input will be sought from relevant property owners and occupants regarding alternative access arrangements prior to finalising the design. Where any legal access to a property is permanently affected and a property has no other legal means of access, alternative access to and from a public road will be provided to an equivalent standard, where feasible and reasonable. Where an alternative access is not feasible or reasonable, and a property or part of a property is left with no access to a public road, consideration will be given to acquisition of the property or part of the property in accordance with the provisions of the Land Acquisition (Just Terms Compensation) Act 1991 (NSW).	Design Review Reports	This condition is a technical requirement that will be addressed in the detailed design and the relevant Design Review Reports.
TT4	Road safety audits will be undertaken where changes to the road network are proposed, in accordance with relevant Austroads guidelines, to ensure the safety of all road users is considered during design development.	Section 9.4.1	RSAs will be conducted by an appropriately qualified and experienced team during the detailed design phase, to assess the safety performance of any new or modified local road, parking, pedestrian and cycle infrastructure provided as part of the PLR2 – EW.





UMM	Measure	Plan reference	How addressed
TT5	Opportunities to reduce the loss of on and off street parking will be reviewed during design development.	Design Review Reports	This condition is a technical requirement that will be addressed in the detailed design and the relevant Design Review Reports.
TT6	Opportunities to mitigate impacts on parking at Ermington Boat Ramp will be considered during design development.	Design Review Reports	This condition is a technical requirement that will be addressed in the detailed design and the relevant Design Review Reports.
TT7	<p>A parking management strategy will be prepared to provide an overarching framework for parking management during construction and operation. The strategy will include measures to manage:</p> <p>the reduction in on-street parking availability, such as provision of alternative parking arrangements for accessible and service spaces, staged removal, resident parking schemes, and managed staff parking arrangements</p> <p>construction worker parking, such as provision of designated parking areas within the project site, encouraging use of public transport, and shuttle bus arrangements.</p>	Construction Parking Strategy	<p>The requirements of this UMM will be addressed in the Construction Parking Strategy.</p> <p>Opportunities to mitigate the loss of specialised on-street parking will be implemented where practicable in consultation with the stakeholders and agencies nominated in this condition before the commencement of full operation.</p>
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 reasonable and feasible. 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>	<p>Section 7.1</p> <p>Section 7.2.1</p> <p>Section 7.2.2</p> <p>Section 7.2.3</p>	<p>The following forums will be established by John Holland to foster two-way communication and allow stakeholders to inform and improve the delivery of the PLR2 – EW:</p> <ul style="list-style-type: none"> ▪ TTLG (Section 7.2.1) ▪ TLG (Section 7.2.2) ▪ LTC (Section 7.2.3). <p>Additional measures identified as an outcome of consultation will be implemented during construction, where reasonable and feasible. This will include modifying work areas, activities and construction access arrangements to address traffic flow and access issues identified by key stakeholders, where practicable (Section 7.1).</p>
TT13	The Community Communication Strategy (mitigation measure SE1) will include mechanisms to inform the community of the dates and durations of changes to transport services and access arrangements (including access restrictions for the Parramatta River) and proposed alternative services and access provisions.	CCS CEP	The requirements of this UMM will be addressed in the CCS and CEP.





UMM	Measure	Plan reference	How addressed
TT14	Access to properties, including residences, businesses and community infrastructure, will be maintained. Where temporary disruption to access cannot be avoided, consultation will be undertaken with the owners, occupants and managers of affected properties and infrastructure, to confirm their access requirements and determine alternative arrangements.	Section 6.6	Access to properties, including residences, businesses and community infrastructure, will be maintained in accordance with the requirements of this UMM. The LAP process is detailed in Section 6.6 and will be implemented for the duration of construction.
TT15	Safe pedestrian and cyclist access will be maintained around and/or through work areas. Where disruption to access cannot be avoided, alternative routes that comply with relevant accessibility standards and guidelines will be provided, signposted and communicated. Alternative access arrangements will be established prior to implementing restrictions on existing routes.	Section 6.7	John Holland will implement reasonably practicable measures to maintain safe pedestrian and vehicular access around work areas. Where disruption to access cannot be avoided, adequate alternative routes/access will be provided and implemented prior to the works.
TT16	Modifications to existing bus stops, implementation of new stops and services, and alterations to service patterns, will be undertaken in consultation with relevant key stakeholders, including Customer Journey Management, bus and ferry operators, the City of Parramatta and City of Ryde councils, and Sydney Olympic Park Authority. Advance notification of changes to services will be provided to affected customers.	Section 6.5	Existing bus facilities will be maintained. However, where this cannot be achieved, equivalent temporary facilities will be provided. All temporary facilities will be developed and constructed in accordance with TfNSW Sydney Roads, Council/s, and TfNSW requirements. All proposed changes to existing routes and bus stops facilities will be discussed with the bus operator and Council(s), prior to the commencement of works, and notifications provided to passengers.
TT18	<p>The potential for cumulative construction transport and traffic impacts will be reviewed and coordinated with other projects, in consultation with relevant stakeholders, including Customer Journey Management, Customer Journey Planning, Traffic and Transport Liaison Group, City of Parramatta Council, Sydney Olympic Park Authority and Royal Agricultural Society of NSW. The review will include:</p> <ul style="list-style-type: none"> other projects with the potential to affect access and capacity reviews of programs for traffic staging, lane, footpath, cycleway and road closures for all projects coordinating works and identifying efficient re- routing options as appropriate. 	<p>Section 4.4</p> <p>Section 7.2.1</p> <p>Section 7.2.2</p> <p>Section 7.2.3</p>	<p>John Holland will undertake regular engagement with key stakeholders through the following forums to identify and assess cumulative construction transport and traffic impacts:</p> <ul style="list-style-type: none"> TTLG (Section 7.2.1) TLG (Section 7.2.2) LTC (Section 7.2.3). <p>Additional management and mitigation measures will be incorporated into SSTMPs as needed.</p>





UMM	Measure	Plan reference	How addressed
TT19	<p>Pre-construction condition surveys will be completed for local roads, footpaths and other Council assets within 100 metres of the project which could be affected or damaged during construction. Where damage to an asset is caused by the project it will be restored to at least the condition it was pre-works or compensation will be offered to the asset owner.</p> <p>A copy of the pre-construction condition report will be provided to the relevant Council prior to occupation or use of the aforementioned Council assets.</p>	Section 6.2	Road Dilapidation Reports, as outlined in Section 6.2, will be prepared progressively in advance of works in local roads where the physical condition of the property/road is likely to be adversely affected. A copy of the report will be provided to the asset owner a minimum of one month before the commencement of works.
SE5	<p>Access to community facilities and infrastructure will be maintained during construction as far as practicable. Where alternate access arrangements need to be made, including changes to access for public and active transport facilities, these will be developed in consultation with relevant stakeholders and service providers, and communicated to users in accordance with the engagement plan.</p> <p>Changes to access arrangements will be managed in accordance with the traffic and access management plan (mitigation measure TT8).</p>	Section 6.6	Access to community facilities will generally be maintained throughout the project. In the event that alternative access arrangements are required, John Holland will provide suitable replacement and communicate in advance to affected stakeholders.
SE10	<p>Alternative arrangements, including for pedestrian and vehicular access, will be developed in consultation with affected businesses and implemented before any changes are made to existing access.</p> <p>Adequate wayfinding to businesses will be provided before, and for the duration of, any disruption. Wayfinding will be provided in consultation with the City of Parramatta Council, City of Ryde Council, Sydney Olympic Park Authority, Royal Agricultural Society of NSW and/or relevant road authority, and as outlined in the business management and activation plan (mitigation measure SE9).</p>	Section 6.6	Alternative access arrangements will be developed through close consultation with affected businesses and implemented before any changes are made to an existing access. All wayfinding will occur in accordance with the requirements of this UMM.
HR8	The transport of dangerous goods will be undertaken in accordance with the Dangerous Goods (Road and Rail Transport) Regulation 2009 and the Australian Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission, 2017).	Section 6.11	John Holland will implement the requirements of the <i>Dangerous Goods (Road and Rail Transport) Regulation 2009</i> and the Australian Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission, 2017) during transportation of any dangerous goods, to/from or through the worksite.





Appendix B Traffic Counts



Turning Movement Count Summary

Site ID: 1

Location: Hill Rd & Footbridge Blvd, Sydney

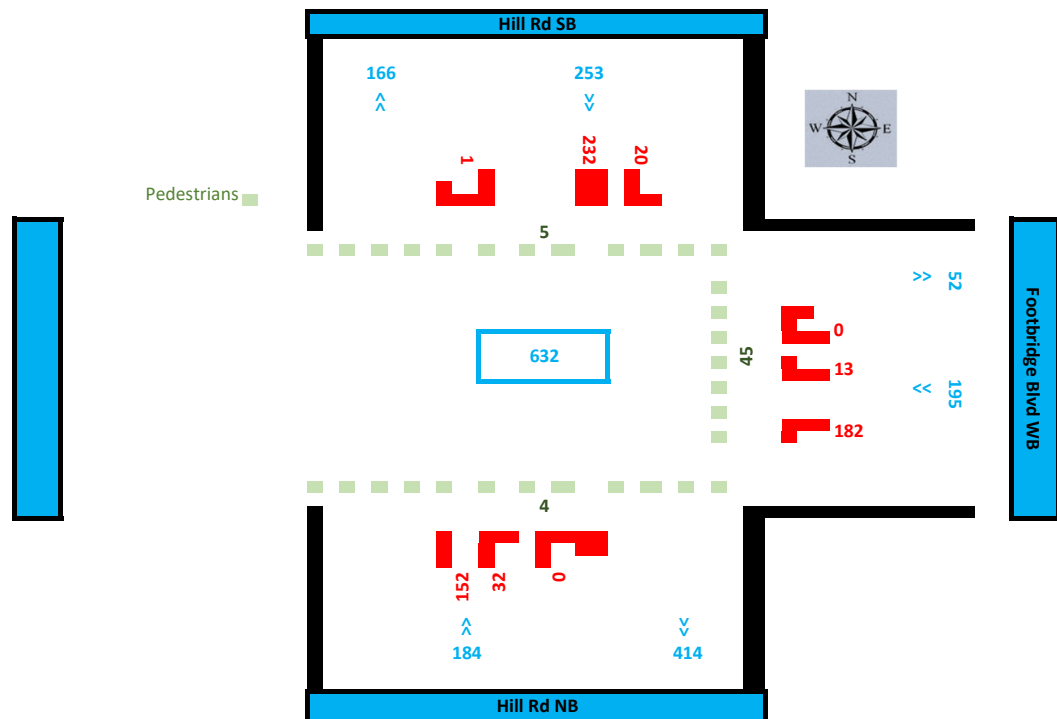
Date: 28-Mar-2019

Surveyed Time: 7:00 AM to 9:00 AM

Weather: Fine

Data for hour starting: 7:00 AM to 8:00 AM

Vehicle Class: ALL VEHICLES



Turning Movement Count Summary

Site ID: 1

Location: Hill Rd & Footbridge Blvd, Sydney

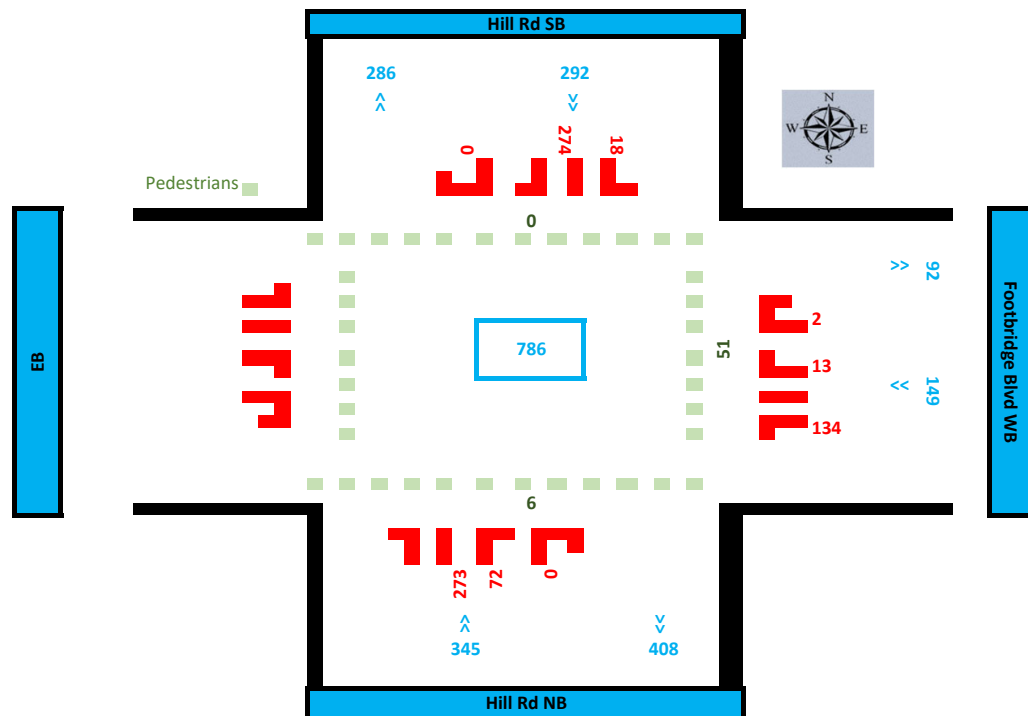
Date: 28-Mar-2019

Surveyed Time: 4:00 PM to 6:00 PM

Weather: Fine

Data for hour starting: 4:00 PM to 5:00 PM

Vehicle Class: ALL VEHICLES

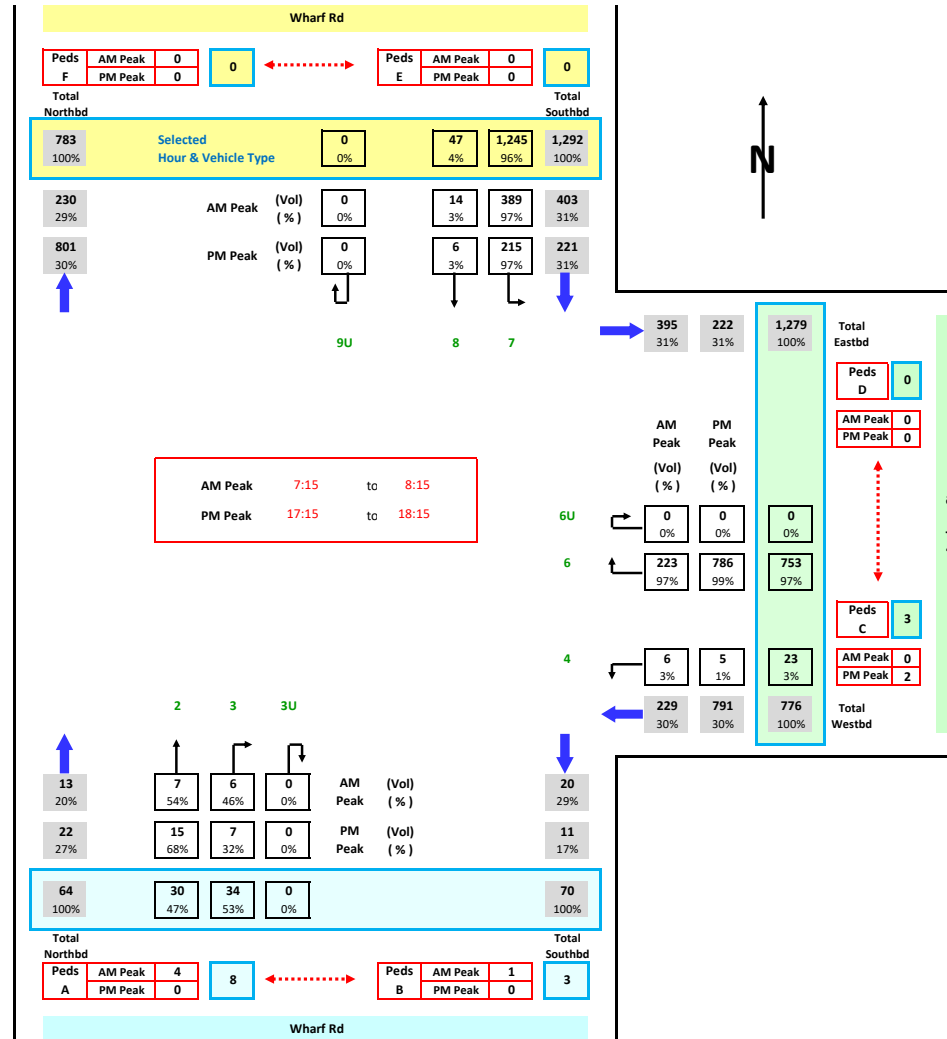


Job No. : N4038
Client : TfNSW
Suburb : Parramatta
Location : 32. Wharf Rd / Andrew St

Day/Date : Wed, 28th March 2018
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Hour Starting

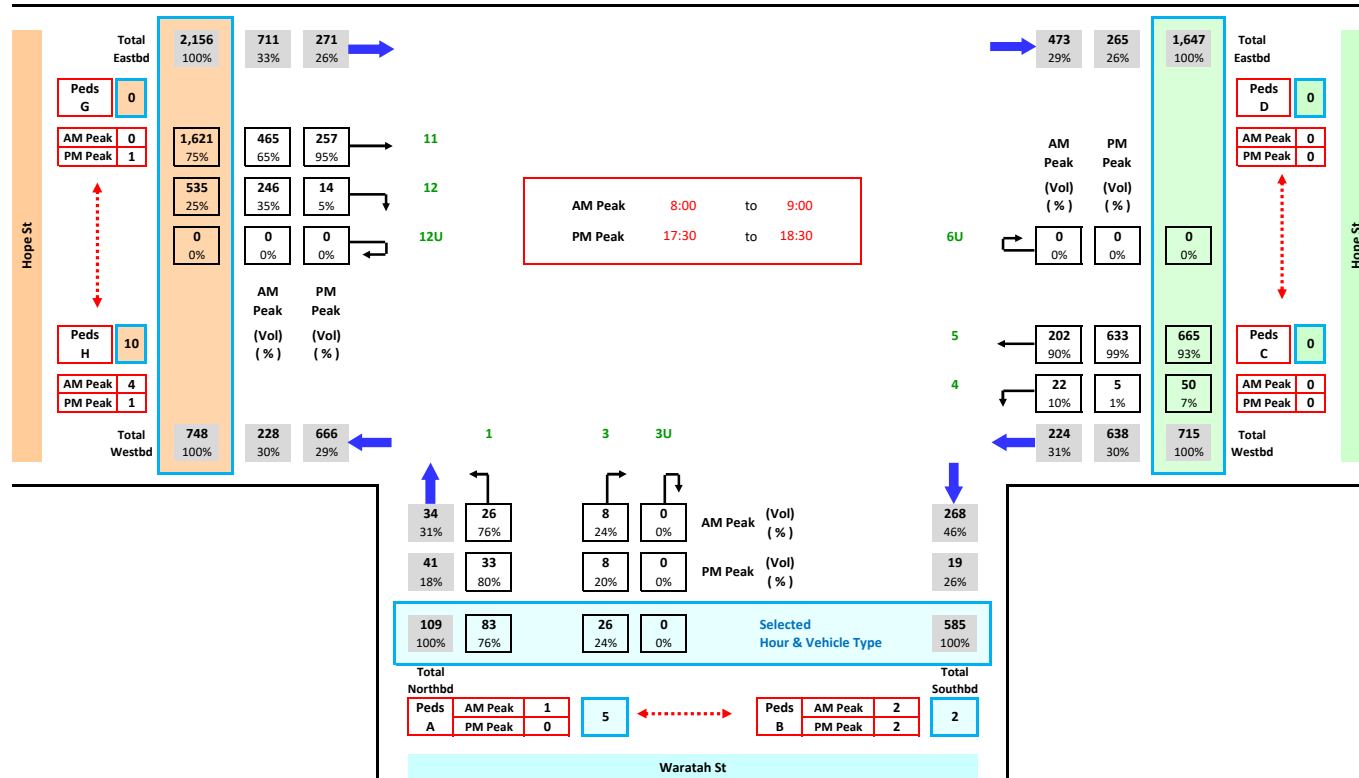


Job No. : N4038
Client : TfNSW
Suburb : Parramatta
Location : 29. Hope St / Waratah St

Day/Date : Fri, 30th March 2018
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Hour Starting: AM Totals
Vehicle Type: All Vehicles

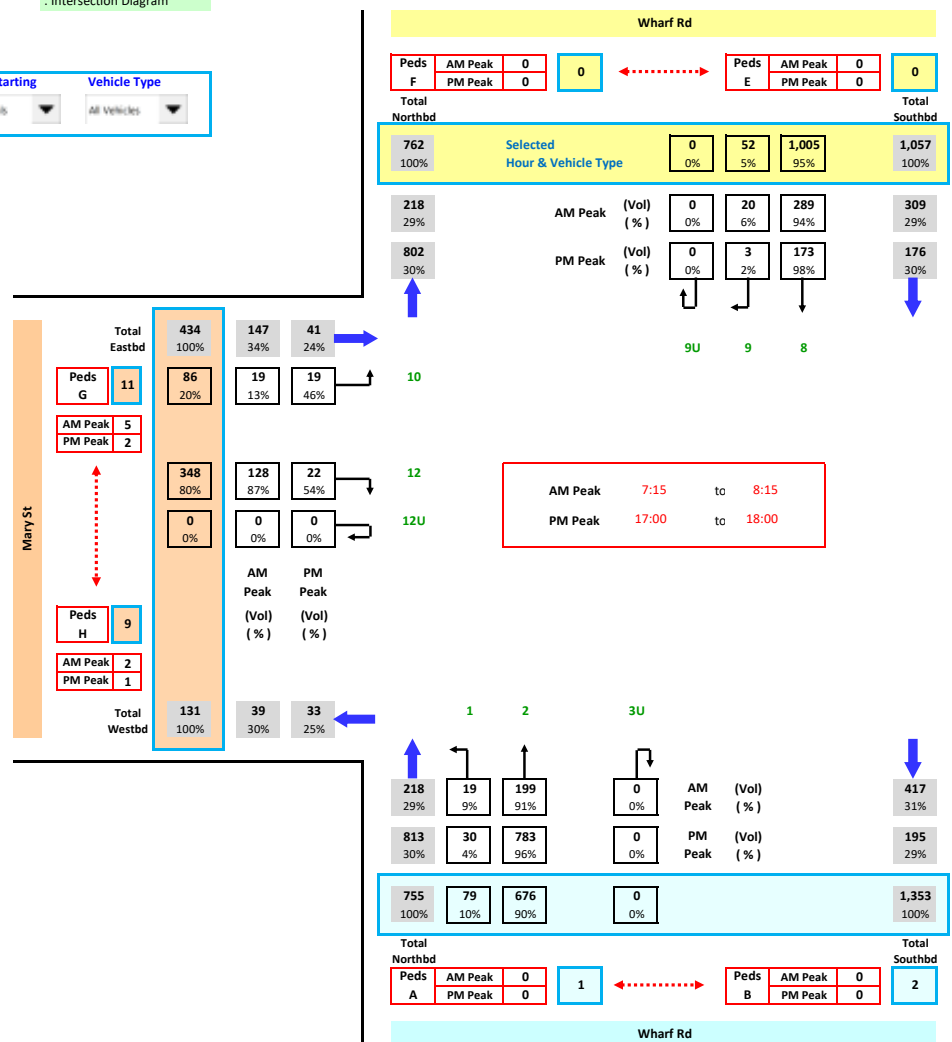


Job No. : N4038
Client : TfNSW
Suburb : Parramatta
Location : 31. Wharf Rd / Mary St

Day/Date : Wed, 28th March 2018
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Hour Starting Vehicle Type





Appendix C Preliminary Staging Plans





Footpath Diversion

Access Track for Utilities / Minor Works only

No works due to VIVA 20m zone

Compound

Parking

Existing Carpark to be assessed for Crane / Piling Platform Suitability

Extension of hardstand to suit piling rig for 132kV works up to 150t Crane

- Remove kerbing and trees, level ground and get area approved for tracking of cranes up to 150t Crane
- Construct Sed Basin

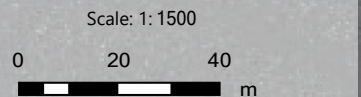
MERLOSE PARK - PHASE 1
A3 (mid-March '25) to end of VIVA Relocation (Feb '26)

Conditions for construction:

- Approvals from Viva for works (crossing point, temporary access track, compound construction, fencing install to close off access)
- Relocation of Car park, Amenities, approval for Wharf Road 2-way
- Staging around Ausgrid works
- Heritage clearance

Primary Construction Access / Egress

Waterfilled barriers with armour zone fence (install on Friday arvo, remove on Monday morning)



THIS MAP IS NOT TO BE USED FOR NAVIGATION
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MERLOSE PARK - PHASE 2 VIVA Relocation (Feb '26) to Track Construction

Conditions for construction:

- VIVA Removal
- Shared access agreement / plan on Waratah Street with 3 x Driveways

Footpath Diversion

Access Track for Utilities
/ Minor Works only

Compound

Parking

Primary Construction Access / Egress

Construct permanent carpark to be
utilised as new laydown area

Existing Carpark to be
assessed for Crane / Piling
Platform Suitability
Assess staging for retaining
wall construction

Remove kerbing and trees, level
ground and get area approved for
tracking of cranes up to 150t Crane

Waterfilled barriers with
armour zone fence
(install on Friday arvo,
remove on Monday morning)

Scale: 1:1500

0 20 40
m

THIS MAP IS NOT TO BE USED FOR NAVIGATION

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. Plotted as A4 Landscape Sheet.



MERLOSE PARK - PHASE 2
Track Construction to completion

Conditions for construction:
- Bridge Abutment completed ready for tie-in with RSW

Primary Construction Access / Egress

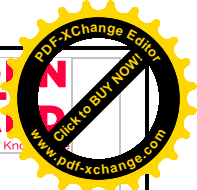
Complete carpark except for turning bay kerbing to maintain access

Construct Retaining Wall and track

Waterfilled barriers with armour zone fence (install on Friday arvo, remove on Monday morning)

Construct permanent Boat Ramp alignment / road furniture

THIS MAP IS NOT TO BE USED FOR NAVIGATION
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. Plotted as A4 Landscape Sheet.



Melrose Park Site Plan



LEGEND

PLR2_TENDER_INFO

Amendment Report ProjectSite Boundary



Nearmap 30 Oct 2024

- Public Vehicles - Exit
- Public Vehicles - Entry
- Pedestrians

- Notes:**
- All works to be staged under approved ROLs / ROPs / TGS Plans
 - All works to be in line with Environmental approvals
 - Dates not fixed, approximate only
 - No works over nightshift, weekends or Australia Day
 - Footpath Closures to be in line with community consultation
 - Temporary Site Trailer to be demobilised over Christmas break

Site Laydown Area Secured and Trailer Compound with Site Fencing

Maintain car park, excluding approximately 5 spots

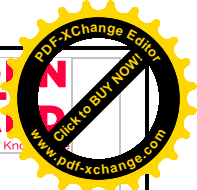
Staged Work Area managed under Traffic Control

0 30 60 m

Scale: 1: 2257

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THIS MAP IS NOT TO BE USED FOR NAVIGATION



Melrose Park Site Plan



LEGEND

PLR2_TENDER_INFO

Amendment Report ProjectSite Boundary



Nearmap 30 Oct 2024

- Public Vehicles - Exit
- Public Vehicles - Entry
- Pedestrians

Notes:

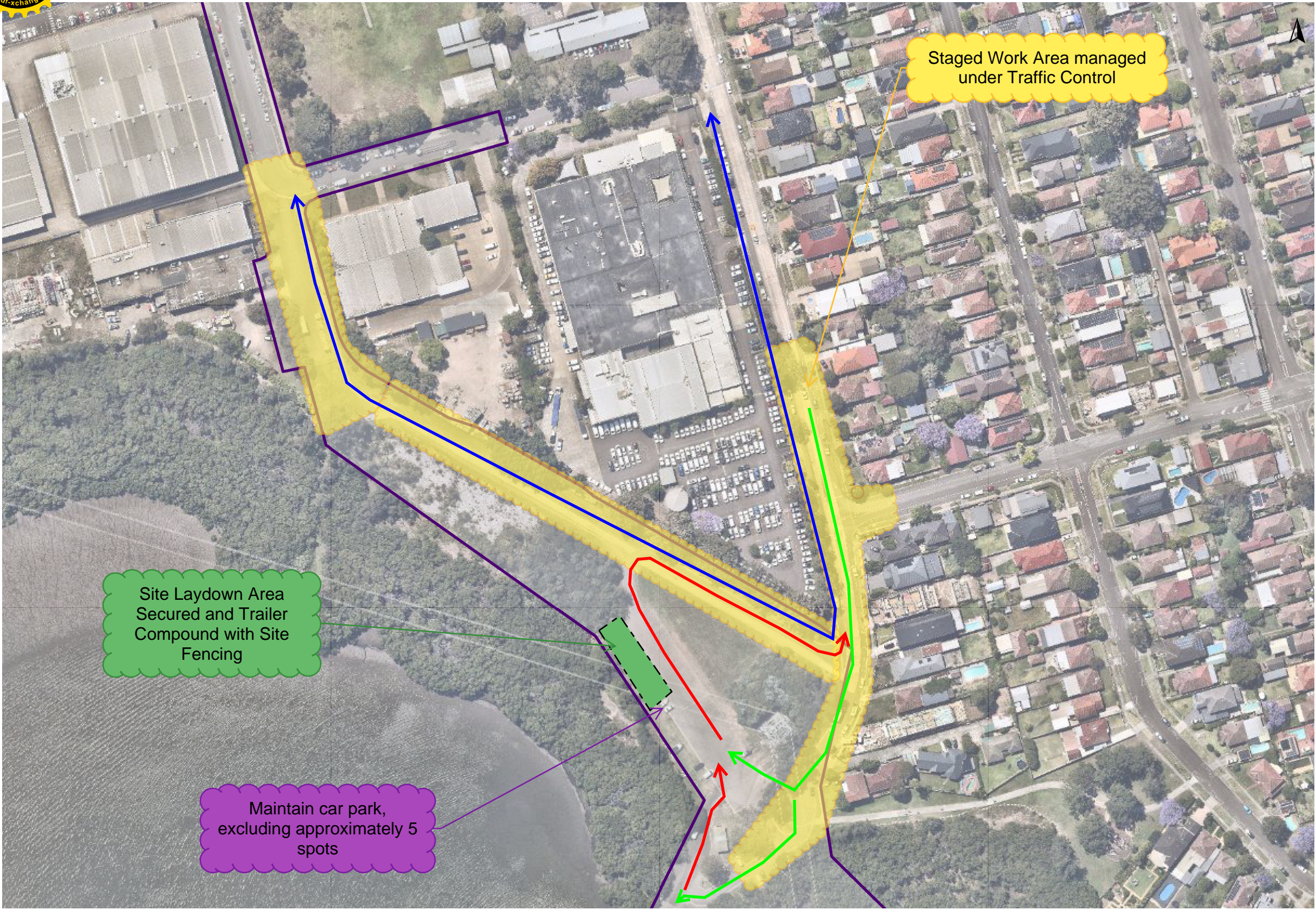
- All works to be staged under approved ROLs / ROPs / TGS Plans
- All works to be in line with Environmental approvals
- Dates not fixed, approximate only
- No works over nightshift, weekends or Australia Day
- Temp Site Trailer to be demobilised on Australia Day
- Footpath Closures to be in line with community consultation

A0 - Exempt Development to
A1 - Low Impact Works:

Service Location Works
Geotechnical Investigation (A1)

Dates: 08/01/2025 to 10/02/2025

no works on Australia Day

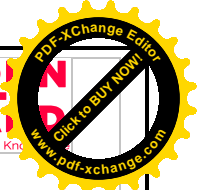


0 30 60 m

Scale: 1: 2257

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THIS MAP IS NOT TO BE USED FOR NAVIGATION



Melrose Park Site Plan



LEGEND

PLR2_TENDER_INFO

Amendment Report ProjectSite Boundary

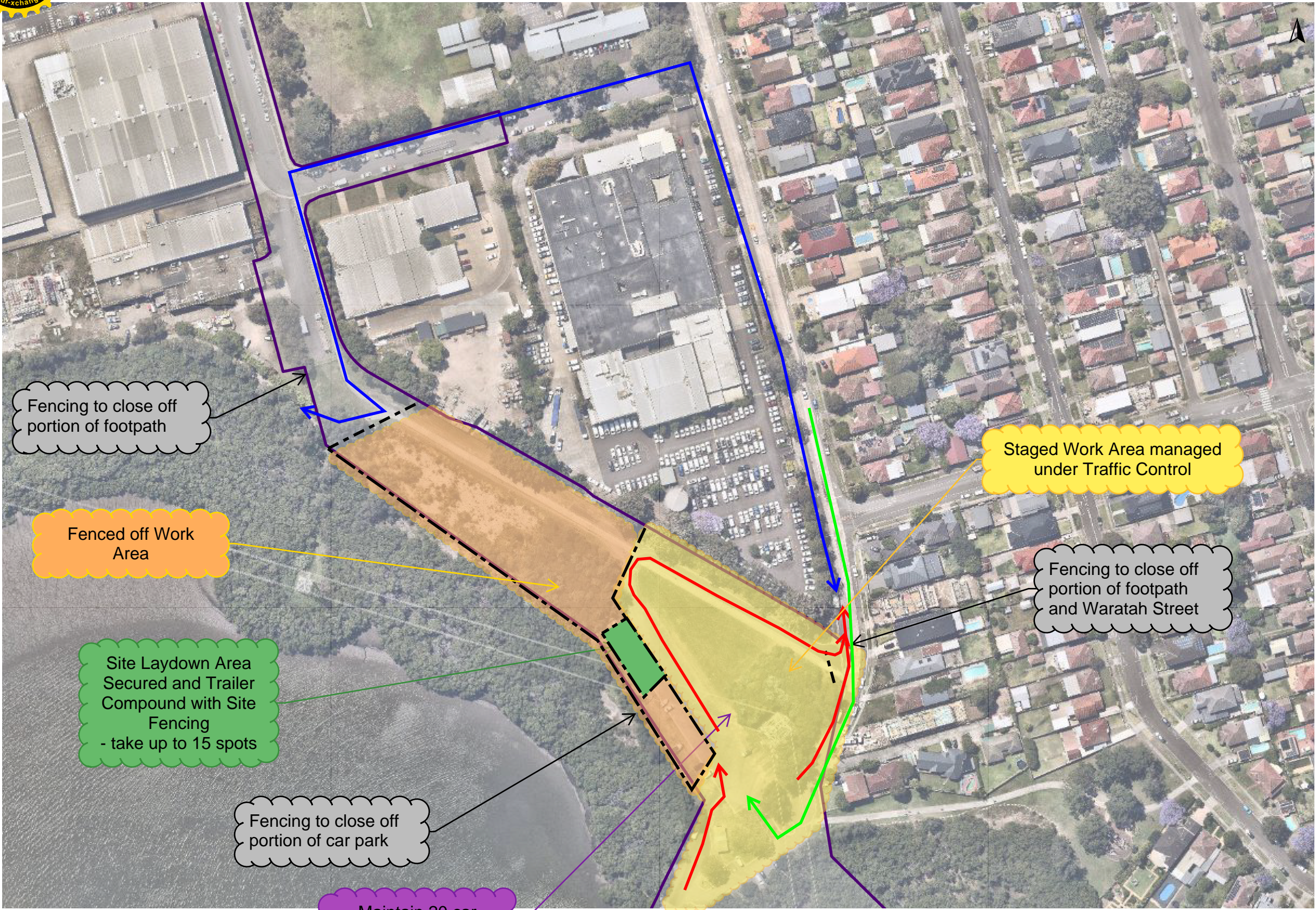


Nearmap 30 Oct 2024

- Public Vehicles - Exit
- Public Vehicles - Entry
- Pedestrians

Notes:

- All works to be staged under approved ROLs / ROPs / TGS Plans
- All works to be in line with Environmental approvals
- Dates not fixed, approximate only
- No works over nightshift, weekends or Australia Day
- Temp Site Trailer to be demobilised on Australia Day
- Footpath Closures to be in line with community consultation



0 30 60 m

Scale: 1: 2257

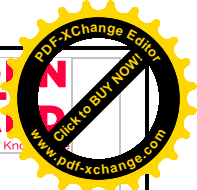
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THIS MAP IS NOT TO BE USED FOR NAVIGATION

A1 - Low Impact Works:

- Service Location Works
- Geotechnical Investigation
- Heritage Investigation
- Contamination Investigation

Dates: 10/01/2025 to mid-Mar/2025



Melrose Park Site Plan

LEGEND

PLR2_TENDER_INFO

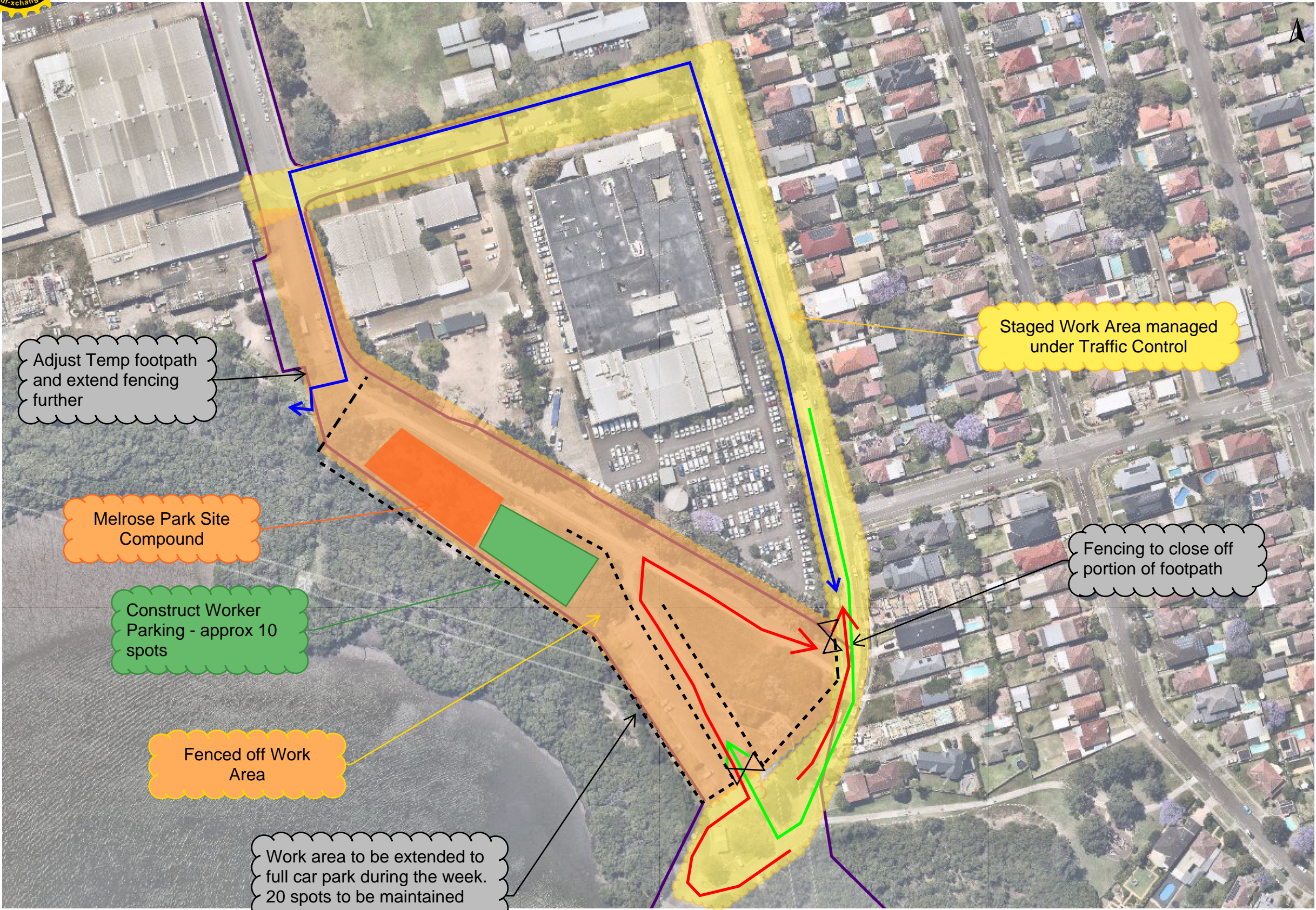
Amendment Report ProjectSite Boundary



Nearmap 30 Oct 2024

- Public Vehicles - Exit
- Public Vehicles - Entry
- Pedestrians

- Notes:**
- All works to be staged under approved ROLs / ROPs / TGS Plans
 - All works to be in line with Environmental approvals
 - Dates not fixed, approximate only
 - No works over nightshift, weekends or Australia Day
 - Footpath Closures to be in line with community consultation



0 30 60 m

Scale: 1: 2257

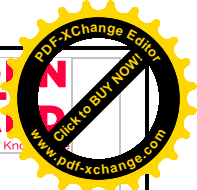
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. Plotted as A3 Landscape Sheet.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

A3 - Prelim. CEMP:

Extension of haul roads, material movement / general excavation works

Dates: mid-Mar/2025 to end Apr/2025



Melrose Park Site Plan



LEGEND

PLR2_TENDER_INFO

Amendment Report ProjectSite Boundary



Nearmap 30 Oct 2024



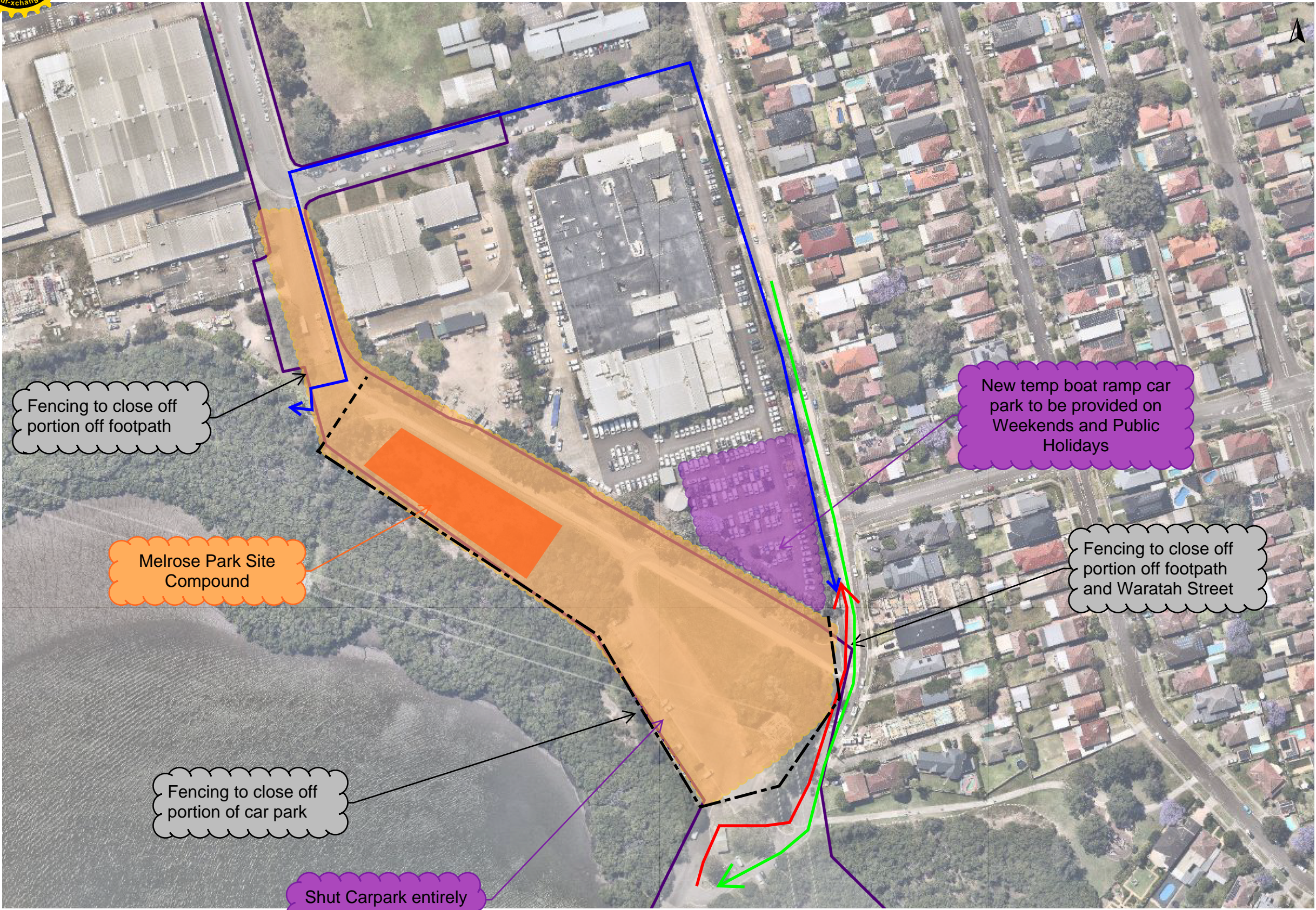
Public Vehicles - Exit

Public Vehicles - Entry

Pedestrians

Notes:

- All works to be staged under approved ROLs / ROPs / TGS Plans
- All works to be in line with Environmental approvals
- Dates not fixed, approximate only
- No works over nightshift, weekends or Australia Day
- Footpath Closures to be in line with community consultation



0 30 60 m

Scale: 1: 2257

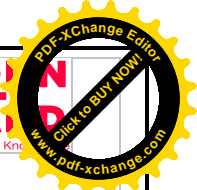
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. Plotted as A3 Landscape Sheet.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

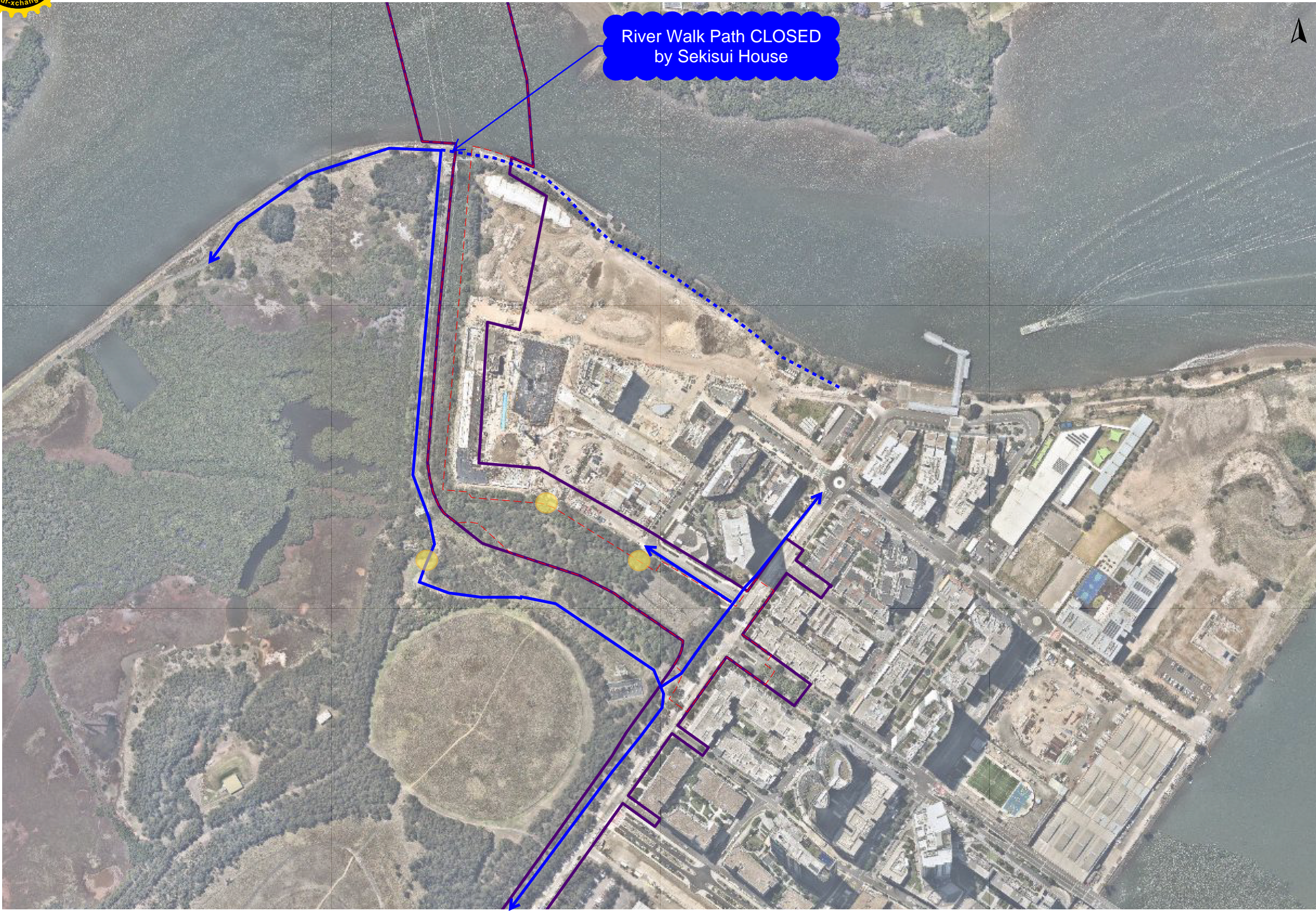
A3 - Prelim. CEMP:

- Extension of haul roads, material movement / general excavation works
- Relocation of boat ramp car park IFC construction works

Dates: from end Apr/2025



Wentworth Point - Staging



LEGEND

- PLR2_PROJECT
- Premise Boundary
 - Premise Boundary
 - Amendment Report ProjectSite Boundary
 - Amendment Report Project Site Boundary
- Nearmap 30 Oct 2024
- Public Vehicles - Exit
 - Public Vehicles - Entry
 - Pedestrians
 - Pedestrian Path - CLOSED

- Notes:**
- All works to be staged under approved ROLs / ROPs / TGS Plans
 - All works to be in line with Environmental approvals
 - Dates not fixed, approximate only
 - No works over nightshift, weekends or Australia Day
 - Footpath Closures to be in line with community consultation
 - All Baseline monitoring works under approved SOPA Permit
 - All Work Vehicles to utilise public parking and follow Council

A0 - Exempt Development:

Baseline Monitoring

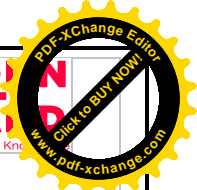
Dates: 09/12/2024 to 20/12/2024
06/01/2025 to 22/01/2025

0 50 100 m

Scale: 1: 4514

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THIS MAP IS NOT TO BE USED FOR NAVIGATION



Wentworth Point - Staging



LEGEND

- PLR2_PROJECT
- Premise Boundary
 - Amendment Report ProjectSite Boundary
- Nearmap 30 Oct 2024
- Public Vehicles - Exit
 - Public Vehicles - Entry
 - Pedestrians
 - Pedestrian Path - CLOSED

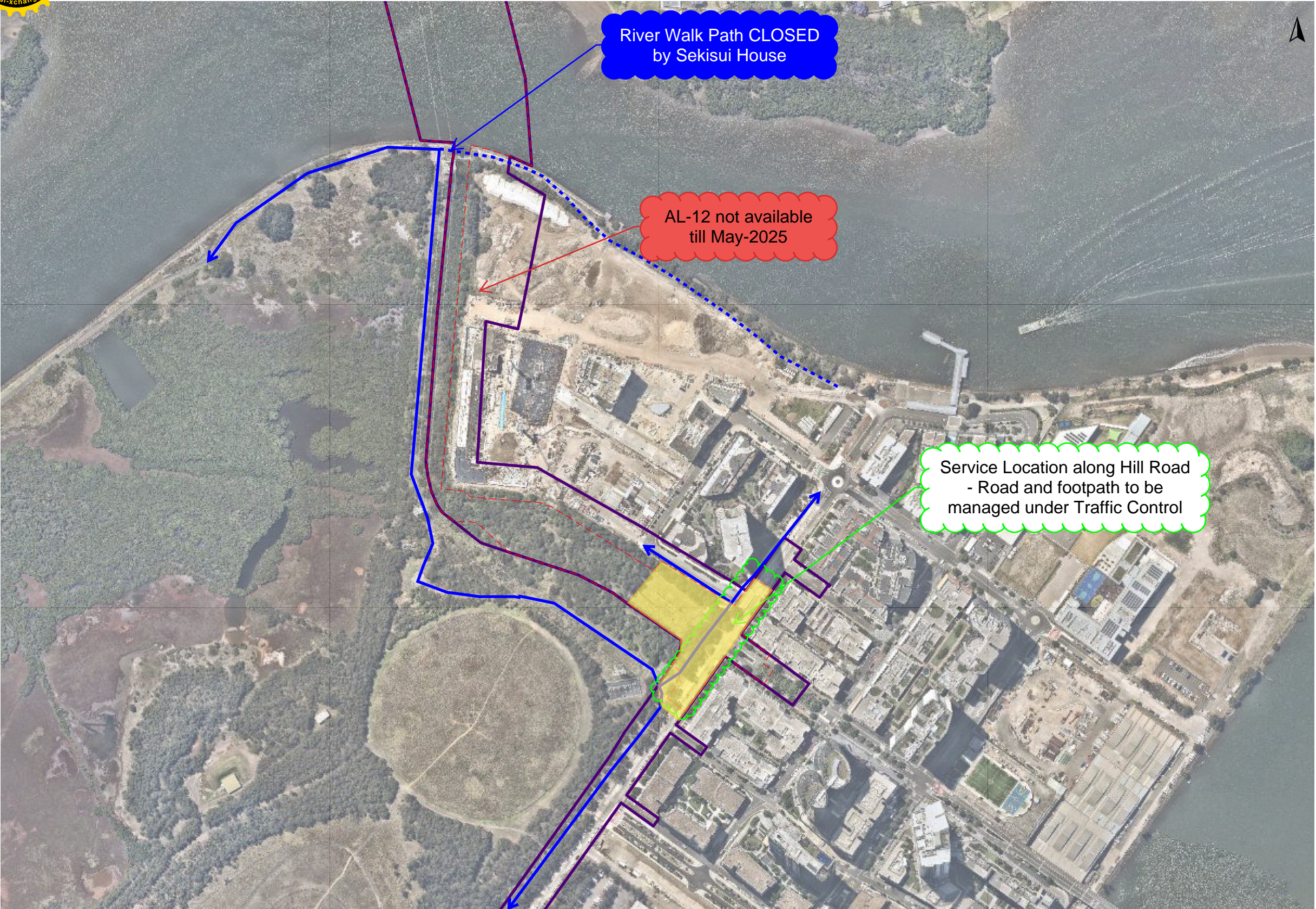
Notes:

- All works to be staged under approved ROLs / ROPs / TGS Plans
- All works to be in line with Environmental approvals
- Dates not fixed, approximate only
- No works over nightshift, weekends or Australia Day
- Footpath Closures to be in line with community consultation
- All Baseline monitoring works under approved SOPA Permit
- All Work Vehicles to utilise public parking and follow Council

A0 - Exempt Development:
A1 - Low Impact Works:

Service Location

Dates: 06/01/2025 to 20/02/2025

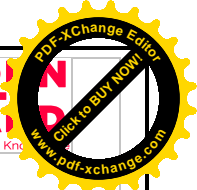


0 50 100 m

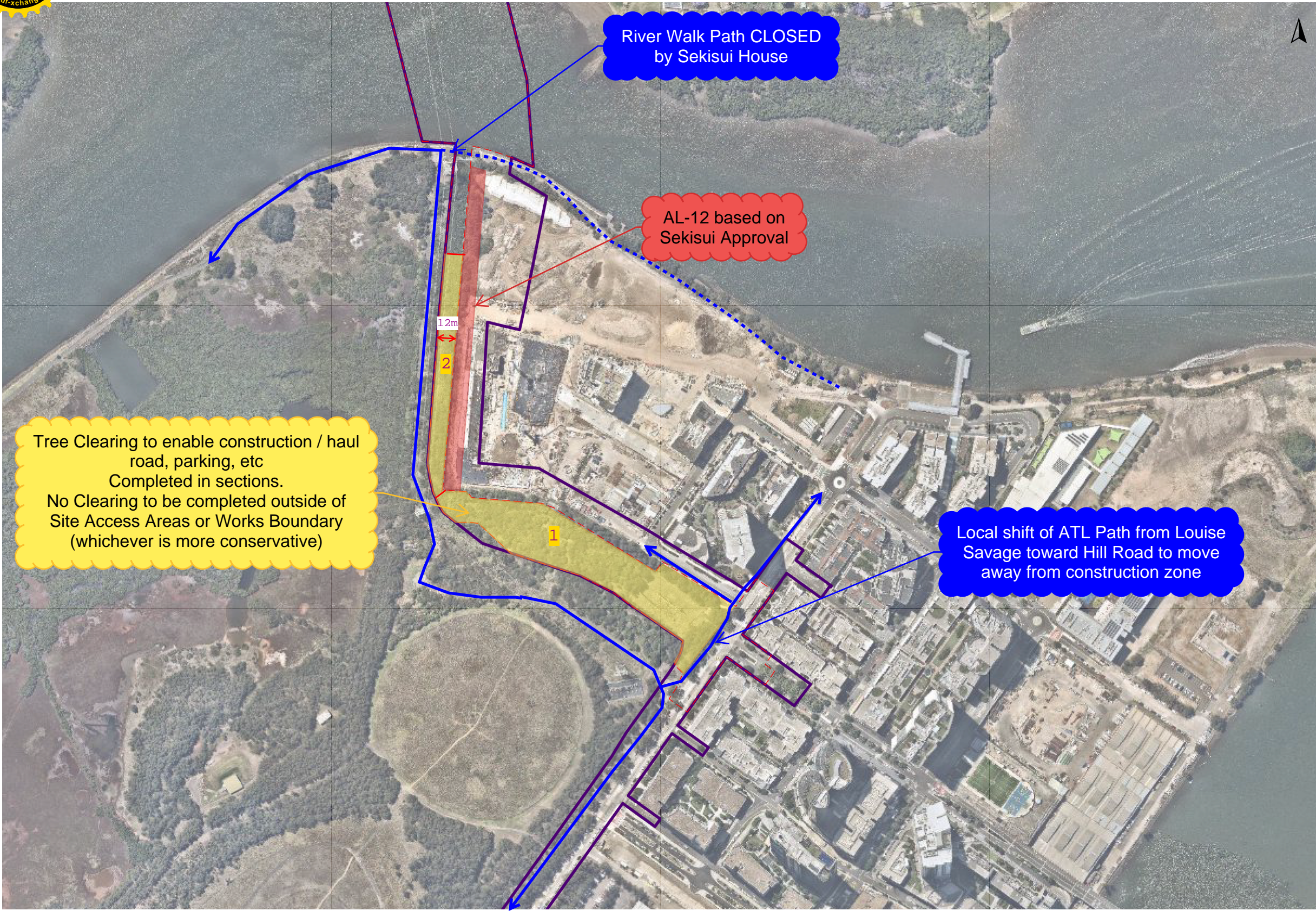
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THIS MAP IS NOT TO BE USED FOR NAVIGATION



Wentworth Point - Staging



LEGEND

- PLR2_PROJECT
- Premise Boundary
 - Amendment Report ProjectSite Boundary
- Nearmap 30 Oct 2024
- Public Vehicles - Exit
 - Public Vehicles - Entry
 - Pedestrians
 - Pedestrian Path - CLOSED

- Notes:
- All works to be staged under approved ROLs / ROPs / TGS Plans
 - All works to be in line with Environmental approvals
 - Dates not fixed, approximate only
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 - Footpath Closures to be in line with community consultation
 - All Baseline monitoring works under approved SOPA Permit
 - All Work Vehicles to utilise public parking and follow Council

A2 - Prelim. CEMP:

Clearing & Grubbing

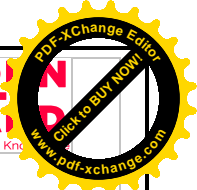
Dates: 20/02/2025 to 30/03/2025

0 50 100 m

Scale: 1: 4514

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THIS MAP IS NOT TO BE USED FOR NAVIGATION



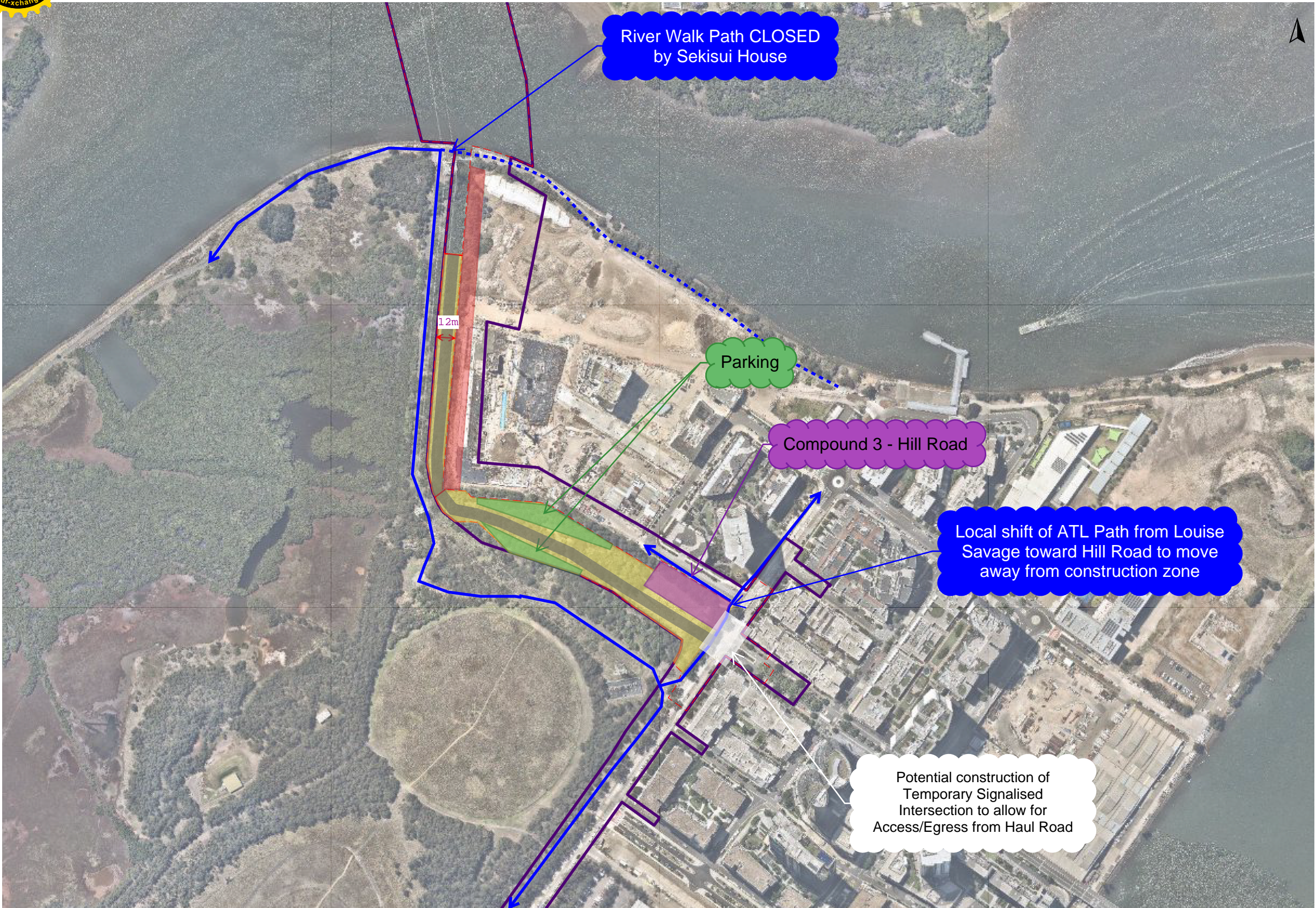
Wentworth Point - Staging



LEGEND

- PLR2_PROJECT
- Premise Boundary
 - Premise Boundary
 - Amendment Report ProjectSite Boundary
 - Amendment Report Project Site Boundary
- Nearmap 30 Oct 2024
- Public Vehicles - Exit
 - Public Vehicles - Entry
 - Pedestrians
 - Pedestrian Path - CLOSED

- Notes:
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 - All works to be in line with Environmental approvals
 - Dates not fixed, approximate only
 - No works over nightshift, weekends or Australia Day
 - Footpath Closures to be in line with community consultation
 - All Baseline monitoring works under approved SOPA Permit
 - All Work Vehicles to utilise public parking and follow Council



0 50 100 m

Scale: 1: 4514

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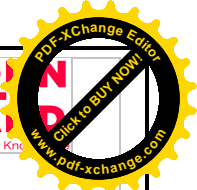
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Plotted: 12/19/2024 08:24:13

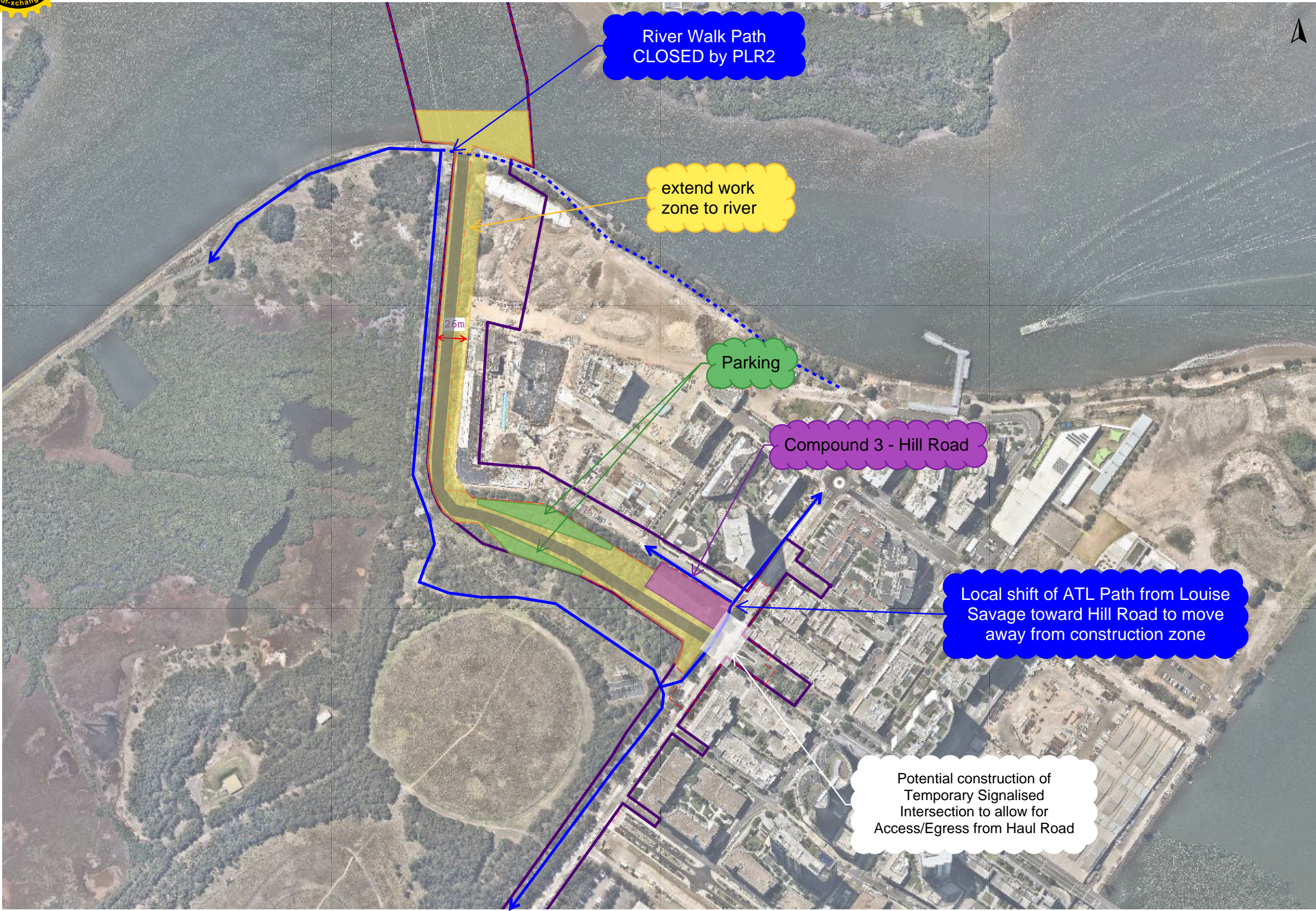
A2 - Prelim. CEMP:

Compound Establishment
Haul Road / Hardstands

Dates: 20/02/2025 to 30/03/2025



Wentworth Point - Staging



LEGEND

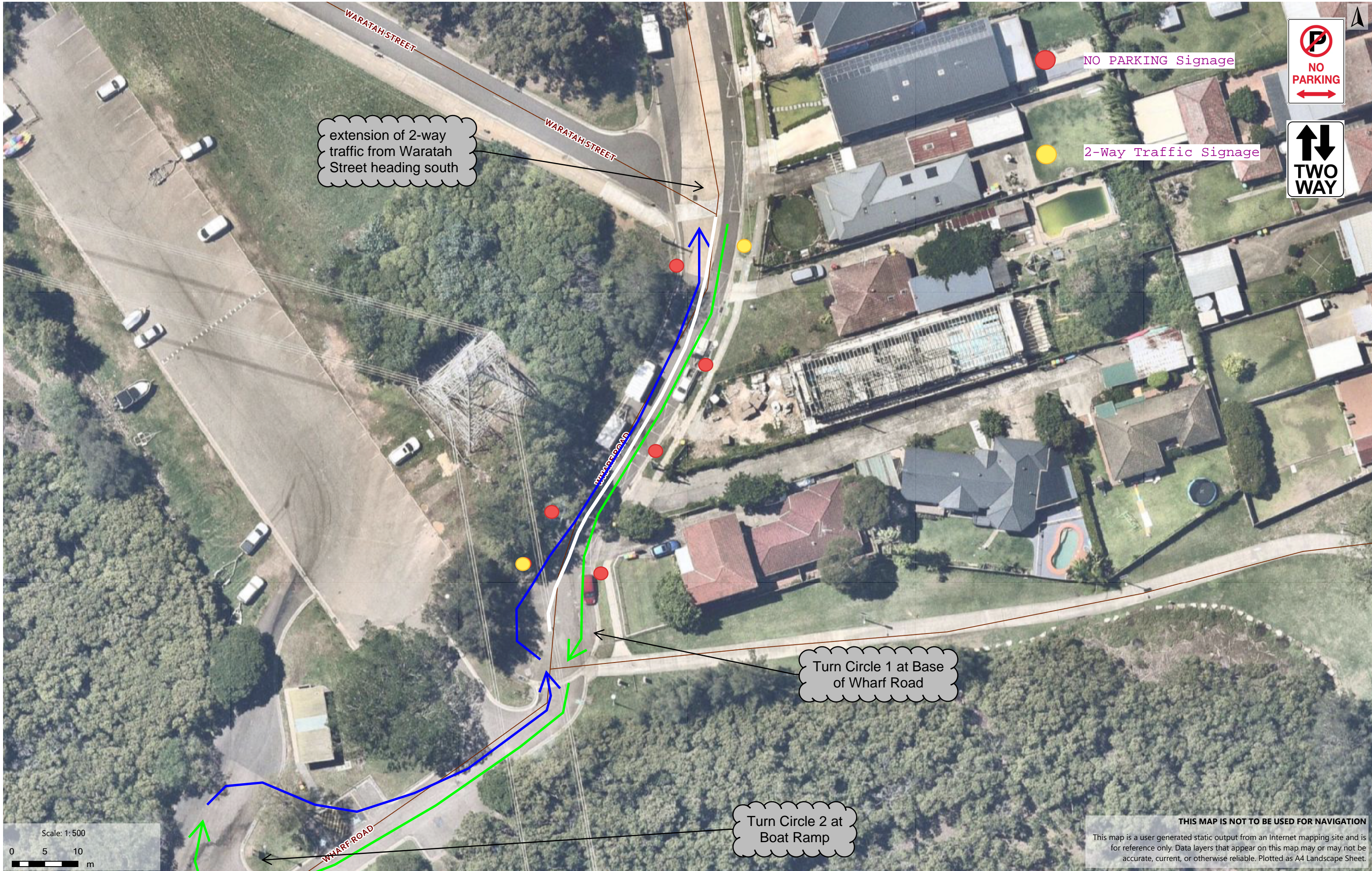
- PLR2_PROJECT
- Premise Boundary
 - Amendment Report ProjectSite Boundary
- Nearmap 30 Oct 2024
- Public Vehicles - Exit
 - Public Vehicles - Entry
 - Pedestrians
 - Pedestrian Path - CLOSED

Notes:

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- All works to be in line with Environmental approvals
- Dates not fixed, approximate only
- No works over nightshift, weekends or Australia Day
- Footpath Closures to be in line with community consultation
- All Baseline monitoring works under approved SOPA Permit
- All Work Vehicles to utilise public parking and follow Council

A3 - CEMP Approval:
Extension of Haul Road / Hardstands
Extension of Clearing & Grubbing
Main Construction Works

Dates: 01/04/2025 onward





Appendix D Consultation Report





Consultation Report

Traffic, Transport and Access Sub-Plan

Project Name: Parramatta Light Rail Stage 2 Enabling Works

Contract Number: PD-22-12894

Document Number: PLR2EW-JHGRP-NWW-EV-RPT-000004

Revision: 0

Revision Date: 31 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	[REDACTED]			For internal submission
B	17/01/2025	[REDACTED]			For ER endorsement
0	31/01/2025	[REDACTED]			For ER endorsement





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1.2.	Consultation requirements.....	6
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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 Construction Traffic, Transport and Access Management Sub-Plan (PLR2EW-JHGRP-NWW-PM-PLN-000015), Revision B (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"> 2. Nothing in this condition prevents the Proponent from combining any of the above CEMP Sub-plans. 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. 4. Consultation with SOPA is only relevant where there is SOPA affected lands being impacted. 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.

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
TT8	<p>A traffic and access management plan will be prepared prior to construction and implemented as part of the CEMP. The plan will detail processes and responsibilities to minimise traffic and access delays and disruptions, and identify and respond to changes to road access and on-street parking arrangements.</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>
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 reasonable and feasible. 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>





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 3. Detailed consultation records are provided in the appendices of this report.

Table 3 – Consultation Summary

Stakeholder	Consultation Summary	Status	Reference
City of Parramatta Council	Issues raised have been adequately addressed in the Subject Document; there are no outstanding issues.	Addressed and closed.	Appendix 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
Relevant Road Authority¹	Issues raised have been adequately addressed in the Subject Document; there are no outstanding issues.	Addressed and closed.	Appendix A: Appendix A: City of Parramatta Council Consultation Evidence Appendix B: City of Ryde Council Consultation Evidence Appendix D: TfNSW consultation evidence
NSW Police	Stakeholder confirmed that there are no issues with the Subject Document.	N/A	Appendix C: NSW Police consultation evidence
TfNSW	Issues raised have been adequately addressed in the Subject Document; there are no outstanding issues.	Addressed and closed.	Appendix D: TfNSW consultation evidence
NSW Ambulance	There were no comments received from NSW Ambulance despite repeated requests and an extension of the consultation period.	N/A	Appendix E: NSW Ambulance consultation evidence
Fire and Rescue NSW	Stakeholder confirmed that there are no issues with the Subject Document.	N/A	Appendix F: Fire and Rescue NSW consultation evidence
NSW State Emergency Service	Issues raised have been adequately addressed in the Subject Document; there are no outstanding issues.	Addressed and closed.	Appendix G: NSW State Emergency consultation evidence
Sydney Olympic Park Authority (SOPA)	Issues raised have been adequately addressed in the Subject Document; there are no outstanding issues.	Addressed and closed.	Appendix H: SOPA consultation evidence

¹ NSW CoA C14 requires consultation with the relevant road authority. Consultation evidence for the relevant road authorities are provided in Appendix A (City of Parramatta Council), Appendix B (City of Ryde Council) and Appendix D (TfNSW).





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.
In	03/12/2024	Email	Stakeholder provided comments on the Subject Document.
Out	27/01/2025	Email	Revised Subject Document provided to stakeholder for information

Table 5 – Issues raised by Stakeholder

No.	Issues raised	How addressed	Subject Document Reference
Construction Traffic, Transport and Access Management Sub-plan			
Section 3.3. Approved Heavy Vehicle Routes			
1	It is noted that Holker Street, Hill Road, Wharf Road and Hope Street are approved GML 25/26m B-Double Routes (clarification may be required whether bridge structures are included in this approval). However, any vehicle with a greater combination load, greater load in any axle group, or any non-standard vehicle (e.g. mobile cranes, concrete trucks, vehicles with quad-axle group, prime mover and low loader/platform etc) will require a structural assessment by a suitably qualified structural engineer for any bridge or culvert located in these routes confirming that the vehicle can safely travel over the structure without causing damage. Council will NOT approve any NHVR application where a structural assessment is not provided.	Section 3.3 (Approved Heavy Vehicle Routes) has been revised to reflect this comment.	Section 3.3 (Approved Heavy Vehicle Routes)
2	Due to structural failures, a 30 tonne load limit is in place on Bennelong Parkway Bridge (that crosses Haslams Creek at Wentworth Point) provided vehicles meet the maximum axial load limit of single axle weight of 9t, tandem (double) axle weight of 15t and tri-axle weight of 16t. While it is noted that the heavy vehicle routes do not use Bennelong Parkway, truck operators, are to be informed of this restriction to ensure that they do not inadvertently use Bennelong Parkway when entering to leaving the site.	Section 6.1 (Use of Local Roads) has been revised to note that heavy vehicle drivers will be informed of local road restrictions and permissible routes (noting that Bennelong Parkway Bridge is not a permissible route due to heavy vehicle load limits).	Section 6.1 (Use of Local Roads)
3	The CTTAMP states that Atkins Road and Mary Street have been approved for use as a heavy vehicle route	In accordance with NSW CoA E111, local roads	Figure 7 (Melrose Park Site Access) and Figure





No.	Issues raised	How addressed	Subject Document Reference
	<p>during the PLR2-EW. Can details of this approval be provided. Council's Traffic and Transport Services are strongly opposed to these two roads being used as haulage routes. Atkins Road has a carriageway width of only 8.4m. This means that two-way traffic flow cannot be maintained and motorists are required to find gaps in parked vehicles to allow oncoming vehicles to pass. This is fine for standard vehicles, however, this will be highly problematic and may create road safety issues if large trucks have to do the same. Further to this, Atkins Road is applicable to a 3t Load Limit restriction which Council ranges will enforce. Mary Street is similarly narrow, but is also located next to a primary school. Accordingly, this location is not suitable for increased truck movements due to the PLR construction.</p>	<p>shown in the Environmental Assessment Documentation may be used to access the construction boundary and ancillary facilities.</p> <p>Recognising the constraints of Atkins Road and Mary Street, the site access has been revised. As detailed in Figure 7 (Melrose Park Site Access) and Figure 8 (Wentworth Point Site Access), Atkins Road and Mary Street are no longer to be used by heavy vehicles.</p>	<p>8 (Wentworth Point Site Access)</p>
Section 4.2.2. Road Network Changes in Wentworth Point			
4	<p>It is to be noted that Wattlebird Road and Lapwing Street are privately owned roads associated with the Sekisui Development</p>	<p>Section 4.2.2 (Wentworth Point) has been revised to note that both Wattlebird Road and Lapwing Street are privately owned roads.</p> <p>Table 15 (Proposed local roads for use by heavy vehicles) has been revised and Wattlebird Road and Lapwing Street have been removed.</p>	<p>Section 4.2.2 (Wentworth Point)</p> <p>Table 15 (Proposed local roads for use by heavy vehicles)</p>
Section 4.3. Short Term Closures			
5	<p>Any footpath or lane closures in Wharf Road, Mary or Waratah Street must be outside of school peak times to prevent and safety issues arising and to ensure no adverse impacts on traffic flow during this critical period.</p>	<p>The following text has been added to Section 4.3 (Short term closures),</p> <p>"Where practicable, closures of the footpath or lanes in Wharf Road, Mary Street or Waratah Street will be undertaken outside of school drop off and pick up times. All short term closures are subject to approvals by the relevant road authority."</p>	<p>Section 4.3 (Short term closures)</p>
Section 4.4. Cumulative Construction Impacts			
6	<p>The current version of the CTTAMP make no consideration of the cumulative construction impact. The site location has direct interactions with the Sekisui Development in Wentworth Point and the Holdmark</p>	<p>Section 4.5 (Cumulative construction impacts) has been revised to include additional details on the</p>	<p>Section 4.5 (Cumulative construction impacts)</p>





No.	Issues raised	How addressed	Subject Document Reference
	development in Melrose Park. The Plan should consider how both construction activities will be able to occur concurrently without unreasonable impact on the surrounding community.	management of cumulative impacts. The adjacent developments are now referenced in Section 4.5.	
Section 5.1. and 6.4. Parking in Melrose Park			
7	The CTTAMP should indicate how many workers will be on-site at any one time and how many parking spaces will be provided particularly in Melrose Park which is located in in close proximity to a school and low density residential developments. Council is concerned that a lack of provision in this regard will have significant impact on the amenity of the surrounding community and will impact safe traffic flow around the school during pick up and drop off times. It is noted that there will be a Construction Parking Strategy, however, this issue should be considered concurrently with any Construction Traffic Management Plans.	Construction planning is currently in progress to confirm parking requirements which will be detailed in the Construction Parking Strategy. In accordance with NSW CoA E117, the Construction Parking Strategy will be prepared in consultation with City of Parramatta Council and submitted to the Planning Secretary for approval at least one month before the commencement of construction that reduces the long-term availability of existing parking by more than one month.	No changes to the Subject Document.
Impact on Schools			
8	The CTTAMP fails to sufficiently address the conflict between the construction works and heavy vehicle movements on the school. As a minimum, there should be no truck movements in and around the schools during critical periods where there will be a significant number of child pedestrians walking to and from the school. Generally, Council imposes a restriction on developments near schools not to have any truck movements to and from the site between 20-30min before the morning school and 10min after for the morning peak and between 10min before the afternoon bell and 20-30min after for the afternoon peak.	Section 6.1 (Use of Local Roads) notes that "heavy vehicle use will be minimised during school drop off and pick up times". The following additional text has been added to Section 4.3 (Short term closures), "Where practicable, closures of the footpath or lanes in Wharf Road, Mary Street or Waratah Street will be undertaken outside of school drop off and pick up times. All short term closures are subject to approvals by the relevant road authority."	Section 4.3 (Short term closures)





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



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Tue 12/11/2024 6:21 PM



PLR2EW-JHGRP-LET-0001 - CoPC Consultation Letter.pdf
.pdf File

Dear Ian Taylor,

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





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,



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] Council

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

H

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,

JOHN
HOLLAND

From: [REDACTED]
Sent: Tuesday, 3 December 2024 3:59 PM
To: [REDACTED]
Subject: PLR2 EW - Traffic and Transport Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000015)
Importance: High

I have provided below Council's comments on the **Traffic and Transport Management Plan** (PLR2EW-JHGRP-NWW-PM-PLN-000015).
I apologise but I don't have TeamBinder access at the moment, and apparently I need to do some training to get access.

Tomorrow I will attempt to put the information into the comment sheet and forward it to you, using the correct terminology as required for the comments sheet.
Please accept this for the time being. Happy to discuss.

Kind regards

Section 3.3. Approved Heavy Vehicle Routes:

- It is noted that Holker Street, Hill Road, Wharf Road and Hope Street are approved GML 25/26m B-Double Routes (clarification may be required whether bridge structures are included in this approval). However, any vehicle with a greater combination load, greater load in any axle group, or any non-standard vehicle (e.g. mobile cranes, concrete trucks, vehicles with quad-axle group, prime mover and low loader/platform etc) will require a structural assessment by a suitably qualified structural engineer for any bridge or culvert located in these routes confirming that the vehicle can safely travel over the structure without causing damage. Council will NOT approve any NHVR application where a structural assessment is not provided.
- Due to structural failures, a 30 tonne load limit is in place on Bennelong Parkway Bridge (that crosses Haslams Creek at Wentworth Point) provided vehicles meet the maximum axial load limit of single axle weight of 9t, tandem (double) axle weight of 15t and tri-axle weight of 16t. While it is noted that the heavy vehicle routes do not use Bennelong Parkway, truck operators, are to be informed of this restriction to ensure that they do not inadvertently use Bennelong Parkway when entering to leaving the site.



- The CTTAMP states that Atkins Road and Mary Street have been approved for use as a heavy vehicle route during the PLR2-EW. Can details of this approval be provided. Council's Traffic and Transport Services are strongly opposed to these two roads being used as haulage routes. Atkins Road has a carriageway width of only 8.4m. This means that two-way traffic flow cannot be maintained and motorists are required to find gaps in parked vehicles to allow oncoming vehicles to pass. This is fine for standard vehicles, however, this will be highly problematic and may create road safety issues if large trucks have to do the same. Further to this, Atkins Road is applicable to a 3t Load Limit restriction which Council ranges will enforce. Mary Street is similarly narrow, but is also located next to a primary school. Accordingly, this location is not suitable for increased truck movements due to the PLR construction.

Section 4.2.2. Road Network Changes in Wentworth Point

- It is to be noted that Wattlebird Road and Lapwing Street are privately owned roads associated with the Sekisui Development.

Section 4.3. Short Term Closures

- Any footpath or lane closures in Wharf Road, Mary or Waratah Street must be outside of school peak times to prevent and safety issues arising and to ensure no adverse impacts on traffic flow during this critical period.

Section 4.4. Cumulative Construction Impacts

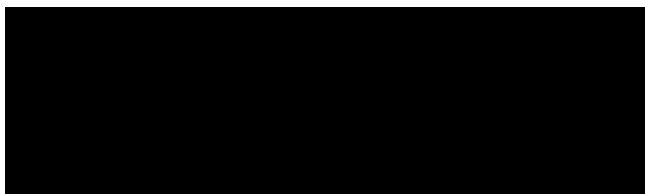
- The current version of the CTTAMP make no consideration of the cumulative construction impact. The site location has direct interactions with the Sekisui Development in Wentworth Point and the Holdmark development in Melrose Park. The Plan should consider how both construction activities will be able to occur concurrently without unreasonable impact on the surrounding community.

Section 5.1. and 6.4. Parking in Melrose Park

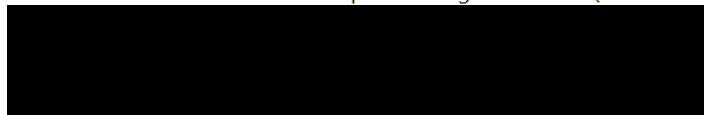
- The CTTAMP should indicate how many workers will be on-site at any one time and how many parking spaces will be provided particularly in Melrose Park which is located in in close proximity to a school and low density residential developments. Council is concerned that a lack of provision in this regard will have significant impact on the amenity of the surrounding community and will impact safe traffic flow around the school during pick up and drop off times. It is noted that there will be a Construction Parking Strategy, however, this issue should be considered concurrently with any Construction Traffic Management Plans.

Impact on Schools

- The CTTAMP fails to sufficiently address the conflict between the construction works and heavy vehicle movements on the school. As a minimum, there should be no truck movements in and around the schools during critical periods where there will be a significant number of child pedestrians walking to and from the school. Generally, Council imposes a restriction on developments near schools not to have any truck movements to and from the site between 20-30min before the morning school and 10min after for the morning peak and between 10min before the afternoon bell and 20-30min after for the afternoon peak.



FW: PLR2 EW - Traffic and Transport Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000015)



Reply Reply All Forward ...

Tue 3/12/2024 4:10 PM

You replied to this message on 10/12/2024 9:56 PM.
This message was sent with High importance.

Hi Team,

Got the below comments from CoPC on our CTTMP, they are currently having difficulty using Team Binder so send it to me from Outlook.

Please note CoPC concerns of construction traffic (haulage route) using Mary St and Atkins Street on the North, and all other restrictions of usage on the South. Also Melrose Park School also their primary concerns on construction traffic around the area.

Please review and response / update the CTTMP accordingly.

Regards





From:
Sent on:
To:
CC:



Subject: PLR2 Enabling Works - TTAMP (Rev D) - City of Parramatta Council
Attachments: PLR2EW-JHGRP-NWW-PM-PLN-000015(D)_CTTAMP_Rev D_Clean.pdf (5.11 MB)

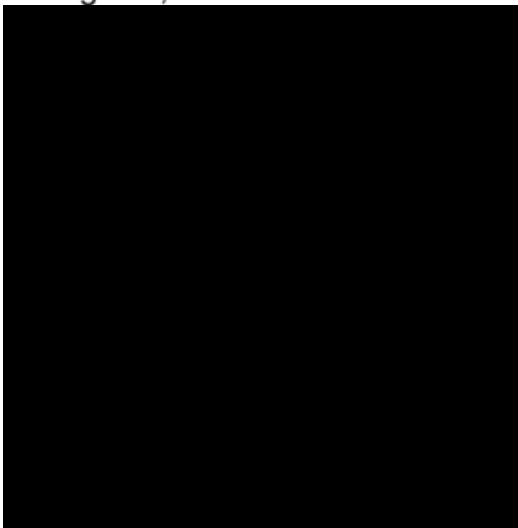
Hi again



The consultation undertaken for the Construction Traffic, Transport and Access Management Plan (CTTAMP) has been completed and 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 D, 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,





Appendix B: City of Ryde Council Consultation Evidence

Table 6 – 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	27/01/2025	Email	Revised Subject Document provided to stakeholder for information

Table 7 – Issues raised by Stakeholder

No.	Issues raised	How addressed	Subject Document Reference
Construction Traffic, Transport and Access Management Sub-plan			
1	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.	Comment noted.	No changes to the Subject Document.
2	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.	Comment noted.	No changes to the Subject Document.
3	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.	Comment noted.	No changes to the Subject Document.
4	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.	Section 3.1.2 (Traffic Volumes) has been revised to note that surveys were completed in March 2019 during school days. Additional surveys will be undertaken where necessary to inform traffic planning.	Section 3.1.2 (Traffic Volumes)



No.	Issues raised	How addressed	Subject Document Reference
5	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.	Table 15 (Proposed local roads for use by heavy vehicles) reflects the local roads approved for use in the Environmental Assessment Documentation. As detailed in Appendix A of this Consultation Report, Atkins Road was identified by City of Parramatta Council as unsuitable for heavy vehicles and as such, Figure 7 (Melrose Park Site Access) has been revised to remove heavy vehicle use. In recognition of City of Ryde Council concerns associated with construction traffic volumes, Section 6.4.7 (Worker travel and parking communication) has been revised to include the preferred access routes to Melrose Park.	Figure 7 (Melrose Park Site Access) Section 6.4.7 (Worker travel and parking communication)
6	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.	Comments noted. As detailed in Section 7.2.1 (Traffic and Transport Liaison Group), the TTLG provides a forum for discussion of all traffic, transport and road safety matters associated with the PLR 2 – EW. The TTLG will include representatives from City of Ryde Council. In the event of temporary works in excess of 12 months or proposed road closures, council representatives may advise the TTLG of the required approvals process.	No changes to the Subject Document.
7	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		
8	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	Comment noted.	No changes to the Subject Document.





No.	Issues raised	How addressed	Subject Document Reference
	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.		
9	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 accordance with NSW CoA E117, the Construction Parking Strategy will be prepared in consultation with City of Ryde Council and submitted to the Planning Secretary for approval at least one month before the commencement of construction that reduces the long-term availability of existing parking by more than one month. The approved Strategy will be appended to the Traffic, Transport and Access Management CEMP Sub-plan in accordance with the process detailed in Section 10.2 of the CTTAMP.	No changes to the Subject Document.
10	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.	Comment noted.	No changes to the Subject Document.
11	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.	Comment noted.	No changes to the Subject Document.
12	Proposed plans to address repeat worker behaviour impacting the amenity of local residents, including	Comment noted.	No changes to the Subject Document.





No.	Issues raised	How addressed	Subject Document Reference
	inappropriate parking of private vehicles, by requiring re-attendance at induction training and exposure to possible sanctions, are supported.		
13	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.	Comment noted.	No changes to the Subject Document.
14	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.	Comment noted.	No changes to the Subject Document.
15	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.	Comment noted.	No changes to the Subject Document.





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.

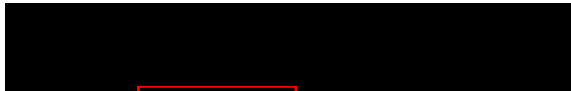
Hi [Redacted]

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,





[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [⋮](#)
Fri 6/12/2024 2:43 PM


 This sender DavidA@ryde.nsw.gov.au is from outside your organization.

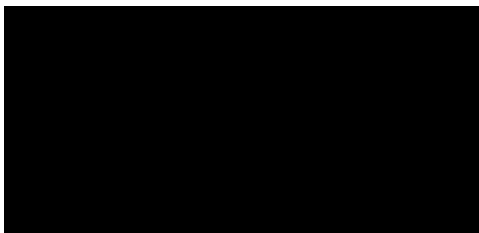
 [PLR-S2ResponseBridgeConstructionFinal1124.pdf](#)
.pdf File



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 



Customer Service Centre 1 Pope Street, Ryde (Within Top Ryde City shopping centre)
North Ryde Office Riverview Business Park, Building 0, Level 1, 3 Richardson Place, North Ryde

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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
Pope Street, Ryde NSW 2112
Within Top Ryde City shopping centre)

North Ryde Office
Level 1, Building 0, Riverview Business Park,
3 Richardson Place, North Ryde NSW 2113

Phone (02) 9952 8222
Email cityofryde@ryde.nsw.gov.au
Post Locked Bag 2069, North Ryde NSW 1670
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 ecosystems. 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.

Customer Service Centre
1 Pope Street, Ryde NSW 2112
(Within Top Ryde City shopping centre)

North Ryde Office
Level 1, Building 0, Riverview Business Park,
3 Richardson Place, North Ryde NSW 2113

Phone (02) 9952 8222
Email cityofryde@ryde.nsw.gov.au
Post Locked Bag 2069, North Ryde NSW 1670
www.ryde.nsw.gov.au
ABN 81 621 292 610



- 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.


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(Within Top Ryde City shopping centre)

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- 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.


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- 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.

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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.

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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.


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- 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)


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From:

Sent on:

To:

CC:

Subject: PLR2 Enabling Works - TTAMP (Rev D) - City of Ryde Council

Attachments: PLR2EW-JHGRP-NWW-PM-PLN-000015(D)_CTTAMP_Rev D_Clean.pdf (5.11 MB)

Hi again

The consultation undertaken for the Construction Traffic, Transport and Access Management Plan (CTTAMP) has been completed and 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 D, 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,



Appendix C: NSW Police consultation evidence

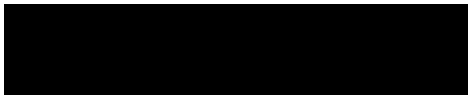
Table 8 – Consultation Log

In/out	Date	Medium	Details of contact
Out	12/11/2024	Letter	Subject Document provided to stakeholder for review and comment
Out	18/11/2024	Email	JH provided clarification as to why the Parramatta Police Area Commander and EOCON for Parramatta LGA would need to review the management plan.
In	16/11/2024	Email	Stakeholder responded with confirmation that JH would receive a response by the 3 December 2024. Stakeholder also highlighted that the works move through the Police Area Commands of Ryde and Auburn. Due to this, the stakeholder sought confirmation as to whether Ryde and Auburn would need to review the management plan as well.
In	02/12/2024	Email	Stakeholder responded confirming no comments on the Subject Document.





Parramatta Light Rail Stage 2 Enabling Works - External Consultation - NSW Police



Reply Reply All Forward ...
Tue 12/11/2024 5:42 PM

- PLR2EW-JHGRP-LET-0004 - NSW Police Consultation Letter.pdf .pdf File
- PLR2EW-JHGRP-NWW-PM-PLN-000015(B)_Construction Traffic Transport and Access Management Plan.pdf .pdf File

Dear

We have not been introduced, but as part of the Parramatta Light Rail Stage 2 – Enabling Works (PLR2 - EW) project, 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 Construction Traffic, Transport and Access Management Plan for consultation and invite comments from Emergency Services.

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



From
Sent: Saturday, 16 November 2024 1:51 PM
To
Cc
Subject: Re: Parramatta Light Rail Stage 2 Enabling Works - External Consultation - NSW Police

Good afternoon

Apologies for the late reply, I am on a weeks leave returning on Monday 25/11 - I will ensure that you have a response by 3/12/2024.

As you may know I am the Parramatta Police Area Commander but also perform the duties of EOCON for Parramatta LGA. Are you seeking my views from a policing perspective or as EOCON?

The reason for my enquiry is that the PLR (while primarily within Parramatta LGA) will also move through the Police Area Commands of Ryde and Auburn. Will you need their input/comments as well or would you like me to forward the details so that they can provide any concerns or comments?

Regards





Reply Reply All Forward ...

Mon 18/11/2024 8:28 AM

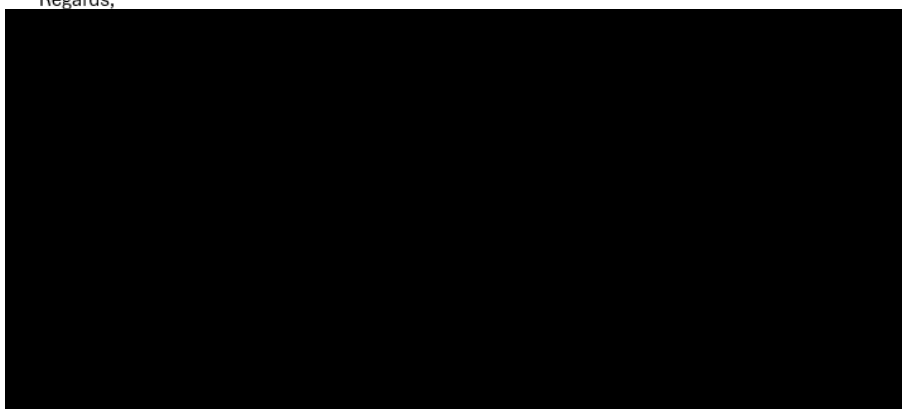
Thanks for your email.

To provide clarification, the scope of work that John Holland will be designing and constructing for the Parramatta Light Rail Stage 2 Enabling Works package (the Project) is limited to the bridge over the Parramatta River between Melrose Park and Wentworth Point (majority of this project will be conducted in Parramatta LGA, with only a small amount at Wharf Road in Ryde LGA). Therefore, I was reaching out to you as a representative of NSW Police, specifically in the Parramatta LGA, on how the Project can be constructed with consideration of NSW Police operations. This may involve both of your roles as Parramatta Police Area Commander and EOCON for Parramatta LGA.

To provide further clarification, the request for Emergency Services to review the Construction Traffic, Transport and Access Management Plan is to be restricted to the construction-stage of the project and would likely be targeted towards maintaining access for emergency vehicles during construction. Further consultation with NSW Police will be undertaken prior to the operational stage of the project (ie use of the bridge once construction is complete), but this likely won't commence for a couple of years.

Please let me know if you have any further queries.

Regards,

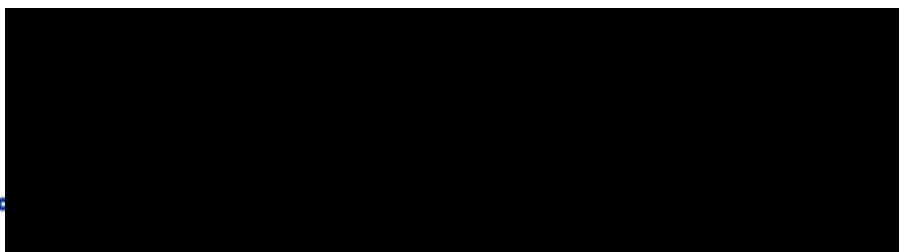


Good morning



I have reached out to my colleagues at Ryde PAC and Auburn PAC and nil issues from a NSWPF perspective.

Regards





Appendix D: TfNSW consultation evidence

Table 9 – Consultation Log

In/out	Date	Medium	Details of contact
Out	12/11/2024	Teambinder Transmittal	Revision A of the subject document provided to stakeholder for review and comment
Out	12/11/2024	Teambinder Transmittal	Revision B of the subject document provided to stakeholder for review and comment
In	04/12/2024	Teambinder Transmittal	Stakeholder provided comments on the Subject Document

Note: All revisions of the Subject Document were submitted to TfNSW as part of the contractual document review process.

Table 10 – Issues raised by Stakeholder

No.	Issues raised	How addressed	Subject Document Reference
Construction Traffic, Transport and Access Management Sub-plan			
8	Consider avoiding heavy vehicle movements during school zone hours noting the morning peak times in table 13 refers to 8-9am, which is within the morning school zones	Section 6.1 (Use of Local Roads) notes that "heavy vehicle use will be minimised during school drop off and pick up times".	No changes to the Subject Document.
9	CJP is now known as "Operations Planning", CJM is now Known as "Operations Management"	References to CJP and CJM have been corrected throughout the document.	Various updates to references throughout the Subject Document.
10	Please include: Transport Planning (Frankie Passarelli), Operational Comms (Karina D'Silva) into both TCG's and TTLG's.	Section 7.2.1 (Traffic and Transport Liaison Group) and Section 7.2.2 (Traffic Coordination Group) have been revised to include the nominated attendees.	Section 7.2.1 (Traffic and Transport Liaison Group) Section 7.2.2 (Traffic Coordination Group)
11	Please remove reference to "STA" and replace with "Sydney Buses"	Section 6.4 (Worker parking) has been revised to replace the reference to "STA" to "Sydney Buses".	Section 6.4 (Worker parking)
12	All Bus network changes are to be discussed and will only be approved by Transport Integration. The Local Bus operator does not provide approval for network changes. All changes and associated operating costs to support the project will need to be fully funded by the project.	Section 6.5 (Bus Network) has been revised to note that changes to bus networks must be approved by Transport Integration. Costs associated with changes are a contractual matter and are detailed in the relevant clauses of the contract.	Section 6.5 (Bus Network)
13	Local Bus operators should be excluded from TCG meetings however they only need to attend TTLG.	As per Section 7.2.1 (Traffic and Transport Liaison Group) and Section 7.2.2 (Traffic Coordination Group), bus operators are <u>included</u> in the	No changes to the Subject Document



No.	Issues raised	How addressed	Subject Document Reference
		Traffic and Transport Liaison Group and <u>excluded</u> from the Traffic Coordination Group. Section 6.5 (Bus Network) notes the <u>inclusion</u> of bus operators in the Traffic and Transport Liaison Group.	
14	Plan(s) shows temporary Boat and Trailer Car park in TL-03; assume that these plans are still to be updated to reflect the current temporary boat and trailer parking proposals?	The staging plans included in the Construction Traffic, Transport and Access Management Sub-plan are draft versions and will be updated prior to commencement of construction. The final plans will be included in the Site Specific Traffic and Transport Management Plans for each traffic stage. John Holland has undertaken to provide 15 car parking spaces near the Ermington Boat Ramp.	No changes to the Subject Document
15	Does Figure 12 "Long Term" process extend to temporary ancillary facilities that will operate throughout construction?	Section 9.4.1 (Traffic Road Safety Audits) has been revised to clarify that the 'long-term' protocol includes temporary works of a long duration (e.g. ancillary facilities).	Section 9.4.1 (Traffic Road Safety Audits)





Document Transmittal

Transmittal No: PLR2EW-JHGRP-TX-000034

Date: 12 November 2024 08:53 AM
 Reason for Issue: Issued For Information
 Subject: Parramatta Light Rail - Stage 2 - Enabling Works - Construction Traffic, Transport and Access Management Plan - Rev A
 Contract No: PLR2EW - Enabling Works Detailed Design and Construction

Message:

Dear [REDACTED]

Please find attached Revision A (draft) of the Construction Traffic, Transport and Access Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000015), which has been prepared as a Sub-plan of the CEMP in accordance with Condition C14 and C15 of Infrastructure Approval (CSSI-10035), for internal review by John Holland.

This document has been provided for information only, for document control purposes, and no review is required by TfNSW, please review Rev B only on receipt.

Kind regards,



Contractors Representative

Transmitted to:

Company	Name
Transport for NSW	[REDACTED]

Document Transmittal

Transmittal No: PLR2EW-JHGRP-TX-000033

Date: 12 November 2024 08:17 AM
 Reason for Issue: Issued For Review
 Subject: Parramatta Light Rail - Stage 2 - Enabling Works - Construction Traffic, Transport and Access Management Plan - Rev B
 Contract No: PLR2EW - Enabling Works Detailed Design and Construction

Message:

Dear [REDACTED]

Please find attached Revision B of the Construction Traffic, Transport and Access Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000015), which has been prepared as a Sub-plan of the CEMP in accordance with Condition C14 and C15 of Infrastructure Approval (CSSI-10035), and satisfies the requirements for a Construction Traffic and Transport Management Plan under Section 3.16 of Exhibit A, Annexure 2 of the PLR Stage 2: Enabling Works Contract. This document has been provided for review and approval.

John Holland request that review comments, if any, are provided within 15 days of this transmittal.

Kind regards,



Contractors Representative

Your Response is required by 03 December 2024

Transmitted to:

Company	Name
Transport for NSW	[REDACTED]





Document Transmittal

Transmittal No: PLR2EW-TFNSW-TX-000158

Date: 04 December 2024 05:26 PM
Reason for Issue:
Subject: PLR2 Enabling Works - Construction Traffic, Transport and Access Management Plan (CTTAMP) Revision B - TfNSW Comments
Contract No: PLR2EW - Enabling Works Detailed Design and Construction
Message:
Contract Name: Parramatta Light Rail Stage 2 - Enabling Works | IPD-22-12894

Dear [REDACTED]

I refer to the following:

- the PLR Stage 2: Enabling Works Contract between the Principal and the Contractor dated 16 September 2024; and
- Contractor's transmittal dated **12th November 2024 PLR2EW-JHGRP-TX-000033** where the Contractor submitted the Document **Parramatta Light Rail - Stage 2 - Enabling Works - Construction Traffic, Transport and Access Management Plan - Rev B**, under clause 9.12 of the Enabling Works Contract.

Pursuant to clause 9.12(d)(iii)(B) of the PLR Stage 2: Enabling Works Contract, the Principal's Representative made comments on the Document, as per the attached comments register.

The Contractor is to respond in accordance with clause 9.12(e)(ii) of the PLR Stage 2: Enabling Works Contract.

Yours sincerely,

[REDACTED]

Principal's Representative



Contract:	PLR 2 - ENABLING WORKS CONTRACT				ISSUED FOR REVIEW		<===== TO BE COMPLETED BY	
MP Ref:	PLR2EW-JHGRP-NWW-PM-PLN-000015	SUBMISSION	NO. OF DWGS	TIME ISSUED	DATE ISSUED		COMPLIANCE STATUS LEGI	
Management Plan Title:	Construction Traffic, Transport and Access Management Plan (CTTMP)	Management Plan			Tuesday, 12 November 2024		O Observation / Commen	
Management Plan:							N Non-Compliant (must p	
							to a Project Deed / SWT	
No.	Reviewer Name	Discipline	Organisation	Document Reference	Reviewer Initial Comment		Project Deed ref	Compliance Status
8		Network Integration	TfNSW	Section 4.1 Construction Traffic Volumes Table 13	Consider avoiding heavy vehicle movements during school zone hours noting the morning peak times in table 13 refers to 8-9am, which is within the morning school zones			0
9		Operations Planning	TfNSW	Page 9 - Definitions	CJP is now known as "Operations Planning" CJM is now Known as "Operations Manangement"		General	0
10		Operations Planning	TfNSW	Page 51-52 - Section 7.2 Stakeholder Communications	Please include : Transport Planning (Frankie Passarelli) Operational Comms (Karina D'Silva) into both TCG's and TTLG's.		General	0
11		Operations Planning / Transport Integration	TfNSW	Section 6.4	Please remove reference to "STA" and replace with "Sydney Buses"			0





Contract:	PLR 2 - ENABLING WORKS CONTRACT	ISSUED FOR REVIEW				<===== TO BE COMPLETED BY	
MP Ref:	PLR2EW-JHGRP-NWW-PM-PLN-000015	SUBMISSION	NO. OF DWGS	TIME ISSUED	DATE ISSUED	COMPLIANCE STATUS LEGI	
Management Plan Title:	Construction Traffic, Transport and Access Management Plan (CTTMP)	Management Plan			Tuesday, 12 November 2024	O Observation / Commen	
Management Plan:						N Non-Compliant (must p	
						to a Project Deed / SWT	
No.	Reviewer Name	Discipline	Organisation	Document Reference	Reviewer Initial Comment	Project Deed ref	Compliance Status
12		Operations Planning / Transport Integration	TfNSW	Section 6.5 Bus Network	All Bus network changes are to be discussed and will only be approved by Transport Integration. The Local Bus operator does not provide approval for network changes. All changes and associated operating costs to support the project will need to be fully funded by the project.	General	0
13		Operations Planning / Transport Integration	TfNSW	Section 6.5 Bus Network	Local Bus operators should be excluded from TCG meetings however they only need to attend TTLG.	General	0
13		Technical	TfNSW	Pg 86 - Drawing No. PLR2-NTH-STG-03 -11.	Plan(s) shows temporary Boat and Trailer Car park in TL-03; assume that these plans are still to be updated to reflect the current temporary boat and trailer parking proposals?	General	0
13		Technical	TfNSW	9.4.1 Traffic Road Safety Audits, Figure 12	Does Figure 12 "Long Term" process extend to temporary ancillary facilities that will operate throughout construction?	Exhibit E Conditions Of Approval Road Safety - E123	0





Appendix E: NSW Ambulance consultation evidence

Table 11 – Consultation Log

In/out	Date	Medium	Details of contact
Out	12/11/2024	Letter	Subject Document provided to stakeholder for review and comment by 3 December 2024.
Out	29/11/2024	Email	Reminder email sent to stakeholder
Out	11/12/2024	Email	Reminder email sent to stakeholder, including an extension of the consultation period to 13 December 2024.





Parramatta Light Rail Stage 2 Enabling Works - External Consultation - NSW Ambulance



Reply Reply All Forward ...

Tue 12/11/2024 5:45 PM

You replied to this message on 29/11/2024 4:02 PM.

- PLR2EW-JHGRP-LET-0005 - NSW Ambulance Consultation Letter.pdf .pdf File
- PLR2EW-JHGRP-NWW-PM-PLN-000015(B)_Construction Traffic Transport and Access Management Plan.pdf .pdf File

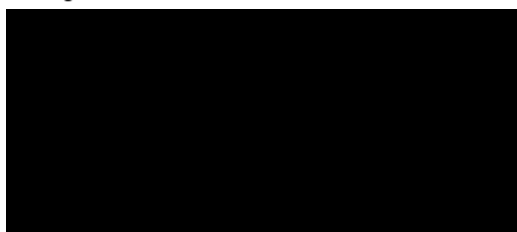
Dear [Redacted]

We have not been introduced, but as part of the Parramatta Light Rail Stage 2 – Enabling Works (PLR2 - EW) project 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 Construction Traffic, Transport and Access Management Plan for consultation and invite comments from Emergency Services.

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



Reply Reply All Forward ...

Fri 29/11/2024 4:03 PM

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.

Regards,



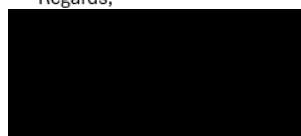
Reply Reply All Forward ...

Wed 11/12/2024 5:02 PM

Just a quick reminder that if you're able to provide comments, or confirmation of no comments, by this Friday (13 December 2024), we can ensure they are incorporated into the Construction Traffic, Transport and Access Management Plan.

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

Regards,





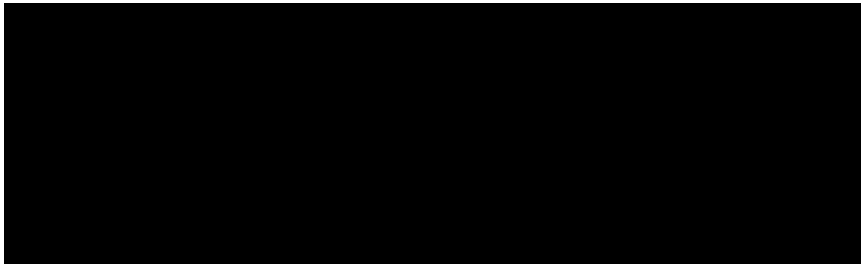
Appendix F: Fire and Rescue NSW consultation evidence

Table 12 – 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	Reminder email was sent to the stakeholder
In	02/12/2024	Email	Stakeholder confirmed no comments on the Subject Document.



Parramatta Light Rail Stage 2 Enabling Works - External Consultation - Fire and Rescue NSW



Reply Reply All Forward ...

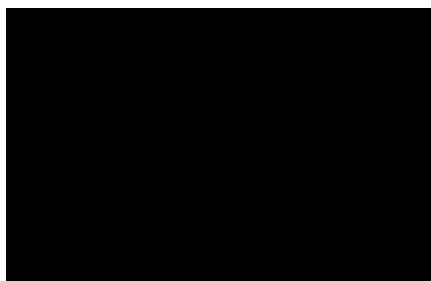
Tue 12/11/2024 5:46 PM

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 Construction Traffic, Transport and Access Management Plan for consultation and invite comments from Emergency Services.

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

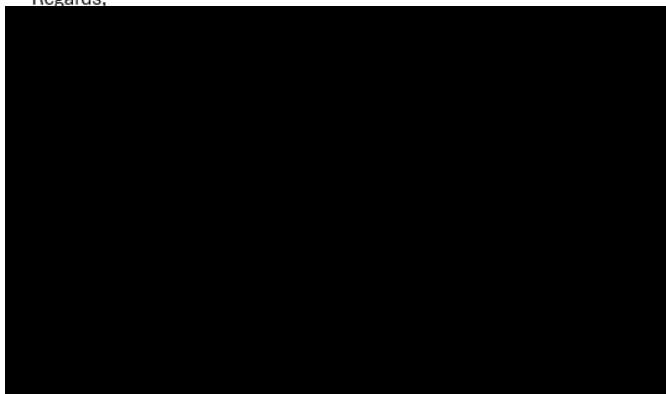


Reply Reply All Forward ...

Fri 29/11/2024 4:06 PM

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,

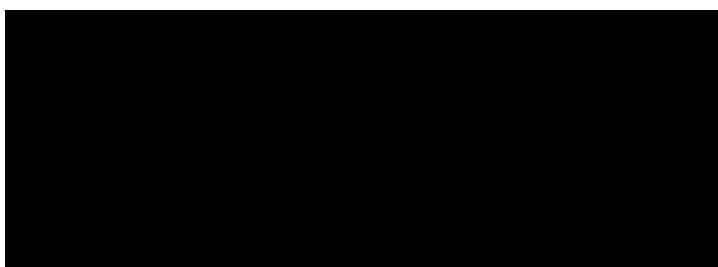


Reply Reply All Forward ...

Mon 2/12/2024 9:49 AM

No comments or questions

Thanks





Appendix G: NSW State Emergency consultation evidence

Table 13 – 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	Reminder email was sent to the stakeholder.
In	03/12/2024	Letter	Stakeholder provided comments on the Subject Document.
Out	27/01/2025	Email	Revised Subject Document provided to stakeholder for information

Table 14 – Issues raised by Stakeholder

No.	Issues raised	How addressed	Subject Document Reference
Construction Traffic, Transport and Access Management Sub-plan			
1	Recommend considering and managing the impact of flooding on traffic, transport and access, including the impact of climate change on the flood risk. There has historically been a number of vehicles trapped in floodwater in the area including Hill Road and Footbridge Boulevard. Roads in the area are susceptible to flooding, which may restrict access during flooding.	Comment noted. The Soil and Water Management Sub-plan (Section 5.1, Site Shutdown Protocol) details the protocol to be implemented before forecasted severe weather events and before planned site shutdowns of more than 48 hours. Key controls include moving heavy machinery to designated safe areas, lowering and securing crane booms, dismantling temporary structures, bracing partially built structures, and checking that stormwater systems are clear of debris.	No changes to Subject Document.
2	Recommend ensuring emergency service vehicles can access critical locations without the need for additional capability requirements.	Comment noted. As detailed in Section 7.2.1 (Traffic and Transport Liaison Group), the TTLG provides a forum for discussion of all traffic, transport and road safety matters associated with the PLR 2 – EW. The TTLG will include representatives from emergency services (NSW Police Force, Ambulance NSW, and NSW Fire and	No changes to the Subject Document.





No.	Issues raised	How addressed	Subject Document Reference
		Rescue). Emergency service vehicle access will be discussed in the TTLG meetings and specifically addressed in all Site Specific Traffic and Transport Management Plans.	





Attn: [REDACTED] - Parramatta Light Rail Stage 2 Enabling Works - External Consultation - NSW SES



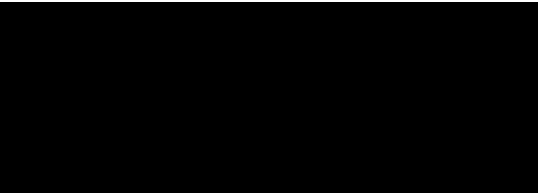
Reply Reply All Forward ...
Tue 12/11/2024 5:49 PM

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 Construction Traffic, Transport and Access Management Plan for consultation and invite comments from Emergency Services.

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

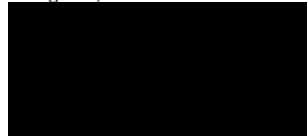


Reply Reply All Forward ...
Fri 29/11/2024 4:07 PM

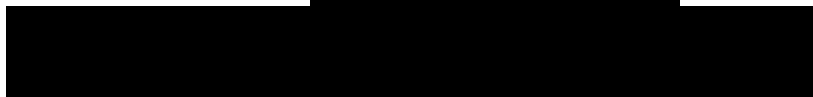
Hi there,

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,



Response ID2786 RE: Attn: [REDACTED] - Parramatta Light Rail Stage 2 Enabling Works - External Co...



Reply Reply All Forward ...
Tue 3/12/2024 9:39 AM

This sender [redacted@ses.nsw.gov.au] is from outside your organization.

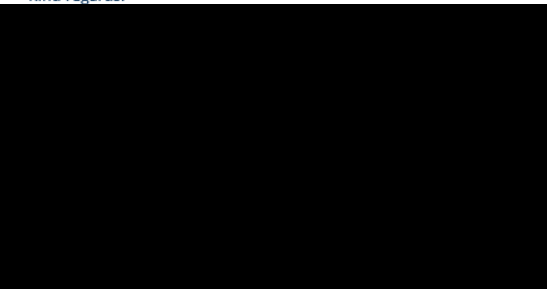
20241203 NSW SES ID2786 Parramatta Light Rail Stage 2 - Traffic, Transport and Access Management Plan.pdf
.pdf File

Good morning [REDACTED]

Thank you for providing NSW SES the opportunity to review the proposed Parramatta Light Rail Stage 2 Enabling Works.

Please find NSW SES response attached for consideration.

Kind regards,



Our Ref: ID 2786
Your Ref: PLR2EW-JHGRP-LET-0008

3 December 2024

[REDACTED]
John Holland
Level 3, 65 Pirrama Road
Pyrmont NSW 2009

Via email

Flood Emergency Response Plan for Parramatta Light Rail Stage 2 - Traffic, Transport and Access Management Plan

Thank you for the opportunity to provide comment on the Flood Emergency Response Plan (FERP) for the proposed development at Parramatta Light Rail Stage 2 - Traffic, Transport and Access Management Plan.

The NSW State Emergency Service (NSW SES) is the agency responsible for dealing with floods, storms and tsunami in NSW. This role includes, planning for, responding to and coordinating the initial recovery from floods. As such, the NSW SES has an interest in the public safety aspects of the development of flood prone land, particularly the potential for changes to land use to either exacerbate existing flood risk or create new flood risk for communities in NSW.

It is the preference of NSW SES that all development follows the application of sound land use planning and flood risk management in accordance with the Flood Prone Land Policy, the Flood Risk Management Manual 2023 (the Manual) and supporting guidelines.

In summary, we:

- Recommend considering and managing the impact of flooding on traffic, transport and access, including the impact of climate change on the flood risk. There has historically been a number of vehicles trapped in floodwater in the area including Hill Road and Footbridge Boulevard. Roads in the area are susceptible to flooding, which may restrict access during flooding.
- Recommend ensuring emergency service vehicles can access critical locations without the need for additional capability requirements.

Please feel free to contact [Claire Flashman](mailto:rra@ses.nsw.gov.au) via email at rra@ses.nsw.gov.au should you wish to discuss any of the matters raised in this correspondence. The NSW SES would also be



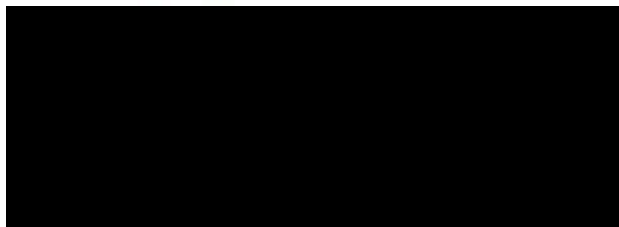
STATE HEADQUARTERS

93 - 99 Burrelli Street, Wollongong 2500
PO Box 6126, Wollongong NSW 2500
P (02) 4251 6111
F (02) 4251 6190
www.ses.nsw.gov.au
ABN: 88 712 649 015



interested in receiving future correspondence regarding the outcome of this referral via this email address.

Yours sincerely,



www.ses.nsw.gov.au





From:

Sent on:

To:

CC:

Subject: RE: Response ID2786 RE: Attn: [REDACTED] - Parramatta Light Rail Stage 2 Enabling Works - External Consultation - NSW SES

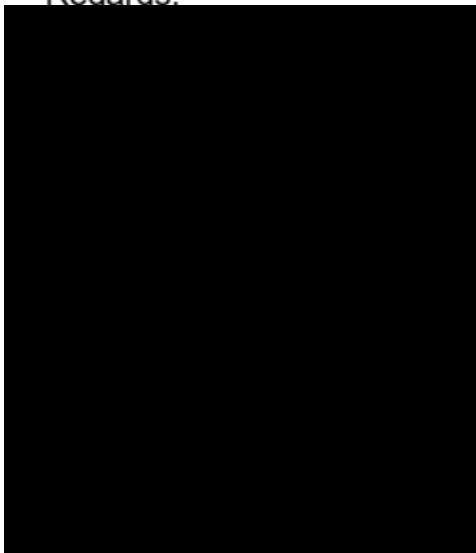
Attachments: PLR2EW-JHGRP-NWW-PM-PLN-000015(D)_CTTAMP_Rev D_Clean.pdf (5.11 MB)

Hi there [REDACTED]

The consultation undertaken for the Construction Traffic, Transport and Access Management Plan (CTTAMP) has been completed and 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 D, 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,





Appendix H: SOPA consultation evidence

Table 15 – 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 provided comments on the Subject Document.
Out	27/01/2025	Email	Revised Subject Document provided to stakeholder for information

Table 16 – Issues raised by Stakeholder

No.	Issues raised	How addressed	Subject Document Reference
Construction Traffic, Transport and Access Management Sub-plan			
1	Figure 8 showing indicative compounds - SOPA reminds TNSW 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 TNSW/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.	Figure 8 (Wentworth Point Site Access) has been revised and the ancillary facility adjacent to the P5 carpark has been removed.	Figure 8 (Wentworth Point Site Access)
2	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.	Appendix C of the Subject Document has been updated to include Preliminary Staging Plans for Wentworth Point. It is noted that detailed Staging Plans will be provided to SOPA for comment as part of the Site Specific Traffic and Transport Management Plans described in Section 1.6 (Traffic Management Strategy).	Appendix C (Preliminary Staging Plans)
3	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	The role of the Site Auditor in the review and approved of nominated plans and documents is detailed in the Soil and	No change to Subject Document.



No.	Issues raised	How addressed	Subject Document Reference
	SOPA land final signoff 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.	Water Management Sub-plan, including Section 6.1.2 (EPA Accredited Site Auditor) and Section 6.5 (Compliance Tracking and Reporting). The Soil and Water Management Sub-plan also provides guidance on conducting works on land managed by SOPA. Specifically, control measure SW24 (Table 17 – Environmental management and mitigation measures), requires consultation with SOPA prior to commencement of investigations, remediation or works on land managed by SOPA. Additional consultation will occur if a Remedial Action Plan is to be prepared.	




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

Dea 

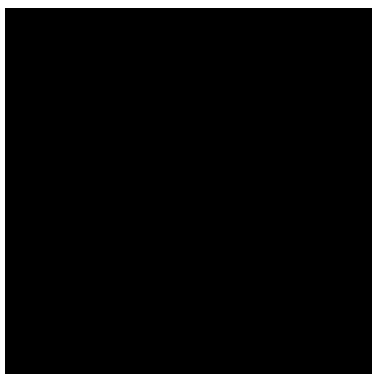
As part of the Parramatta Light Rail Stage 2 – Enabling Works (PLR2 - EW) project involving the design and construction of a new bridge over the Parramatta River between Melrose Park and Wentworth Point, John Holland are preparing the Construction Environmental Management Plan (CEMP), and its Sub-plans 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.

 [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





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,



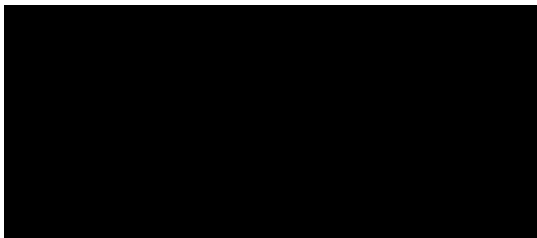
General Correspondence

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

Date: 29 November 2024, 17:54

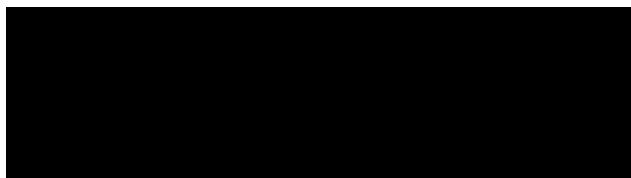
To:

Cc:



1

From:



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

H



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,





From:
Sent:
To:
Cc:
Subject:
Attachments:

RE: PLR2EW - CEMP Sub-plans for Consultation - SOPA
PLR2EW - CEMP Document Comments_SOPA_03122024.xlsx

H

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 JH could talk me through it.

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

Thanks,



REVIEW COMMENTS SHEET



WORK PACKAGE	CONTRACT ID	DOCUMENT NO.	TITLE	STAT	HC	DATE	COMPA	RAISED BY	REVIEW DOC. NO.	ALL DOCS RELAT TO WORK PACKAGE	REFERENCE	DEED REF	COMMENTS / RESPONSE	COMMENT CATEGORY	CLOSED ON	Doc ID
Enabling Works	PD-22-12894	PLR2EV-JHGRP-NV-V-PM	Traffic & Transport			11th November 2	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 EV.			18
Enabling Works	PD-22-12894	PLR2EV-JHGRP-NV-V-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	PLR2EV-JHGRP-NV-V-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 signoff 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





From:
Sent on:
To:
CC:

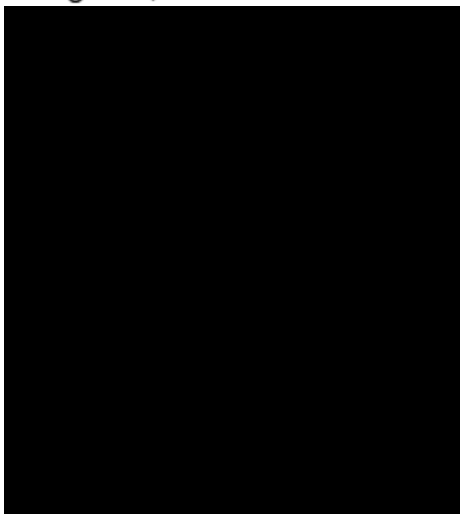


Subject: PLR2 Enabling Works - TTAMP (Rev D) - SOPA
Attachments: PLR2EW-JHGRP-NWW-PM-PLN-000015(D)_CTTAMP_Rev D_Clean.pdf (5.11 MB)

The consultation undertaken for the Construction Traffic, Transport and Access Management Plan (CTTAMP) has been completed and 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 D, 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,






Appendix E ER Endorsement



REF: A01044 PLR2A TTAMP endorsement 250203

Monday 3rd February 2025


Senior Manager Environment
Transport for NSW
Parramatta Light Rail

Re: Appendix B1 Construction Traffic, Transport and Access Management Plan (CTTAMP)

Pursuant to SSI10035 Condition of Approval A30 (d) i), as the approved Environmental Representative, I confirm that I have reviewed Appendix B1 Construction Traffic, Transport and Access Management Plan (PLR2EW-JHGRP-NWW-PM-PLN-000015), revision 0, dated 31 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,

