



# Construction Parking Strategy (CPS)

**Project Name:** Parramatta Light Rail Stage 2 Enabling Works

**Contract Number:** PD-22-12894

**Document Number:** PLR2EW-JHGRP-NWW-TF-PLN-000003

**Revision:** 2

**Revision Date:** 30 May 2025

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## Document Control

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## Document History and Status

Rev	Date	Prepared By	Approved By	Remarks
A	12/02/2025			For review
0	10/03/2025			For DPHI submission
1	15/05/2025			For DPHI submission
2	30/05/2025			For DPHI approval

## John Holland Approval Record

Rev	Function	Position	Name		Date
2	Approved By	Environment and Sustainability Manager			30/05/2025
2	Authorised By	Project Director			





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## Definitions

Term	Meaning
AV	Articulated vehicle
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
CPS or Strategy	Construction Parking Strategy
CSSI	Critical State Significant Infrastructure
CTTAMP	Construction Traffic, Transport and Access Management Sub-plan
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement Parramatta Light Rail Stage 2
Environmental Assessment Documentation	<p>The set of documents that comprise the Division 5.2 Approval:</p> <ul style="list-style-type: none"> <li>• Transport for NSW (November, 2022) Environmental Impact Statement (EIS)</li> <li>• Transport for NSW (October, 2023) Response to Submissions Report (Submissions Report)</li> <li>• Transport for NSW (October, 2023) Amendment Report (AR)</li> </ul> <p>The documents that comprise the EPBC Act referral:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Notification of referral decision and designated proponent - controlled action; date of decision 30 September 2022; ID: 2022/09300.</li> </ul>
HV	Heavy vehicle
LILO	Left in / left out
LV	Light vehicle
NSW CoA	Condition of Approval of State Significant Infrastructure (SSI) 10035 Parramatta Light Rail Stage 2
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
Project, the	Parramatta Light Rail Stage 2 – Enabling Works
ROL	Road Occupancy License
Short term	Less than one month
SOPA	Sydney Olympic Park Authority
SPR	Scope and Performance Requirements
SSI	State Significant Infrastructure





Term	Meaning
<b>SSTMP</b>	Site Specific Traffic and Transport Management Plan
<b>TfNSW</b>	Transport for New South Wales (includes the former Roads and Maritime) (the proponent)
<b>TGS</b>	Traffic Guidance Scheme
<b>TL</b>	Temporary Land
<b>TTLG</b>	Traffic and Transport Liaison Group
<b>UMM</b>	Updated Mitigation Measures
<b>VMP</b>	Vehicle Movement Plan
<b>Work</b>	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).

The Construction Parking Strategy (CPS or Strategy) has been prepared to address the relevant 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 (TfNSW, November 2024)
- 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 and TfNSW Specifications.

## 1.2. Project description

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 1). 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 Construction Environmental Management Plan (CEMP).



Figure 1 – Location of the PLR2 – EW





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

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







## 2. Purpose and objectives

### 2.1. Purpose

The purpose of this CPS is to identify and mitigate impacts extending greater than one month resulting from on-and off-street parking changes during construction of the Project. This CPS will support the delivery of John Holland's vision of reducing the dominance of the construction vehicle/workforce vehicles and minimising any subsequent negative impacts.

### 2.2. Objectives

The objectives of the CPS are to:

- Ensure the requirements of the Infrastructure Approval, UMMs, performance outcomes, and the CEMF are described, scheduled and assigned responsibility within this CPS
- Ensure appropriate controls and measures are implemented during construction to address potential impacts to on- and off-street parking
- Ensure that parking impacts during construction are minimised and are within the scope permitted by the Infrastructure Approval and the Project Deed
- Maintain existing standards of public access, safety and mobility
- Support delivery of sustainability targets by encouraging workers to use active modes of transport and shuttle services
- Establish suitable controls to monitor the effectiveness of mitigation measures, enforce driver behaviour standards, and adhere to parking restrictions.

### 2.3. Strategy scope

The scope of this Strategy is to identify and mitigate impacts extending greater than one month resulting from on- and off-street parking changes (long-term parking changes). The short-term removal of on- and off-street parking spaces (less than one month) are not addressed in this Strategy; impacts will be managed and mitigated through Site Specific Traffic and Transport Management Plans (SSTMP) and Road Occupancy Licences (ROL).

There will be temporary loss of accessibility parking, located at the end of the Ermington Boat Ramp car park, in front of and opposite to the amenities block.

Two (2) accessibility parking spots, located adjacent to the amenities block at the Ermington Boat Ramp car park, will be removed temporarily as the amenities block will be decommissioned. The amenities block, which the specialised parking spaces currently service, will be reinstated with newly built facilities prior to operation.

John Holland do not intend to permanently remove any on-street parking spaces as part of the PLR2 – EW scope.

### 2.4. Plan consultation and approval

#### 2.4.1. Stakeholder consultation

Reflecting the requirements of the Infrastructure Approval (NSW CoA E117), this CPS has been prepared in consultation with Sydney Olympic Park Authority (SOPA) and relevant councils. A detailed consultation report, including matters raised by stakeholders and John Holland responses, has been prepared in accordance with NSW CoA A12 (Appendix A).

#### 2.4.2. Plan endorsement and approval

In accordance with NSW CoA E117, this CPS 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 approved Strategy will be appended to the Construction Traffic, Transport and Access Management Sub-plan (CTTAMP) in accordance with the plan review process Section 10.2 of the CTTAMP.





### 3. Environmental requirements

In accordance with NSW CoA A7, references in the terms of this Strategy 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.





### 3.1. Ministers Conditions of Approval

The NSW CoA of relevance to the development of this CPS are listed in Table 2. A cross reference is included to indicate where the NSW CoA is addressed in this Strategy.

Table 2: NSW CoA

NSW CoA	Condition	Strategy reference	How addressed
E90	<b>Boat Trailer Parking</b> 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 7.1.1 Section 7.3.1 Section 8.1	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. This includes the provision of alternative parking locations.  The delivery of capacity improvement measures at other boat ramps will be addressed by TfNSW during the PLR2 – EW.
E116	<b>Construction Parking Management</b> Vehicles (including light and heavy vehicles) associated with the CSSI must be managed to: <ul style="list-style-type: none"> <li>(a) minimise parking on public roads;</li> <li>(b) minimise idling and queueing on state and regional roads;</li> <li>(c) not carry out marshalling of construction vehicles near sensitive land user(s);</li> <li>(d) not block or disrupt access across pedestrian or shared user paths at any time; and</li> <li>(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the Traffic, Transport and Access Management CEMP Sub-plan.</li> </ul>	Section 6.2 Section 8.2 Section 8.2.3	The requirements of this condition are addressed as follows: <ul style="list-style-type: none"> <li>• E116(a) – Section 8.2</li> <li>• E116(b) – CTTAMP (Section 6.1)</li> <li>• E116(c) – Sections 6.2 and 8.2.3</li> <li>• E116(d) – Sections 9.3 and 9.3.1, and the CTTAMP (Section 6.6.1)</li> <li>• E116(e) – Sections 9.3 and 9.3.1, and the CTTAMP (Section 5.1.1).</li> </ul> Measures to mitigate potential impacts arising from light and heavy vehicles will also be reflected in the Vehicle Movement Plan (VMP) for each stage.
E117	<b>Construction Parking Strategy</b>	Section 2.1	As detailed in Section 2.1, the purpose of this CPS is to identify and mitigate impacts extending greater than one month resulting





NSW CoA	Condition	Strategy reference	How addressed
	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:		from on-and off-street parking changes during construction of the Project.
(a)	achieving the requirements of Condition E116;	Section 6.2 Section 8.2 Section 8.2.3	The requirements of NSW CoA E116(a) are addressed in Section 8.2. The marshalling of construction vehicles is addressed in Sections 6.2 and 8.2.3.  The remaining requirements of this condition are addressed in Section 6.3 of the CTTAMP. Measures to mitigate potential impacts arising from light and heavy vehicles will also be reflected in the VMP for each stage.
(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;	Section 5	A detailed assessment of the impacts to on-and off-street parking is provided in Section 5.
(c)	identification of additional locations for worker parking to maximise the use of off-street parking for the CSSI workforce;	Section 8.2	Measures to maximise the use of off-street parking for the John Holland workforce are detailed in Section 8.2.
(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;	Section 10.1	Fortnightly inspections will be undertaken 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;	Section 8.2	As detailed in Section 8.2, shuttle bus transfers between construction support sites will be provided where required.
(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);	Section 2.3	It is not intended to permanently remove any on-street parking spaces as part of the PLR2 – EW scope.



NSW CoA	Condition	Strategy reference	How addressed
(h)	provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	Section 10.4	The process by which contingency measures will be identified and implemented is detailed in Section 10.4.
(i)	provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three (3) monthly intervals.	Section 9	Reporting of monitoring results will be undertaken quarterly in accordance with the requirements of this condition.
	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.	Section 2.4 Appendix A	Stakeholder consultation requirements and the CPS approval process is detailed in Section 2.4. A detailed consultation report, including matters raised by stakeholders and John Holland responses, has been prepared in accordance with NSW CoA A12 (Appendix A).
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). 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.	Section 2.3	It is not intended to permanently remove any on-street parking spaces as part of the PLR2 – EW scope.

## 3.2. Updated Mitigation Measures

The UMMs of relevance to this Strategy are listed in Table 3. A cross reference is also included to indicate where the requirement is addressed in this Strategy.

Table 3: UMMs relevant to this Strategy

UMM	Requirement	Strategy reference	How addressed
TT5	Opportunities to reduce the loss of on and off-street parking will be reviewed during design development.	Section 7 Section 8	Opportunities to reduce the loss of on and off-street parking are addressed in Section 7



UMM	Requirement	Strategy reference	How addressed
		Design Review Reports	and Section 8. The requirements of this UMM will also 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> <ul style="list-style-type: none"> <li>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</li> <li>construction worker parking, such as provision of designated parking areas within the project site, encouraging use of public transport, and shuttle bus arrangements.</li> </ul>	<p>Section 2.1 Section 7 Section 8 Section 8.2 Section 8.2.1</p>	<p>As detailed in Section 2.1, the purpose of this CPS is to identify and mitigate impacts extending greater than one month resulting from on-and off-street parking changes during construction of the Project.</p> <p>Opportunities to mitigate the loss of on-street parking are detailed in Section 7 and Section 8. Measures to maximise the use of off-street parking for the John Holland workforce are detailed in Section 8.2 and Section 8.2.1.</p>



## 4. Standards and guidelines

### 4.1. Parking standards

The main guidelines and standards relevant to this Strategy are detailed in Table 4.

Table 4: Design and construction standards for access, parking and standing

Parking Element	Design Standard
Parking spaces	<ul style="list-style-type: none"> <li>Australian Standard AS 2890.1-1993: Parking Facilities – Part 1: Off-street car parking – Section 2.4 – Design of Parking Modules</li> </ul>
Vehicle movement areas (including circulation driveways and turning areas)	<ul style="list-style-type: none"> <li>Australian Standard AS 2890.1-1993: Parking Facilities – Part 1: Off-street Car parking: (1) Section 2.5 – Design of Circulation Roadways and Ramps, and (2) Section 3 – Access Driveways to Off-street Parking areas and Queuing Areas</li> <li>Australian Standard AS 2890.2-2002: Parking Facilities – Part 2: Off-street Commercial Vehicle Facilities – Section 3 – Access Driveways and Circulation Roadways</li> </ul>
Provisions for disabled access and parking	<ul style="list-style-type: none"> <li>Australian Standard AS 2890.1-1993: Parking Facilities – Part 1: Off-street car parking – Section 2.4.5 – Parking Spaces for People with Disabilities</li> </ul>
Service loading and unloading areas	<ul style="list-style-type: none"> <li>Australian Standard AS 2890.2-2002: Parking Facilities – Part 2: Off-street Commercial Vehicle Facilities – Section 4 – Service Areas</li> </ul>
Vehicle queuing	<ul style="list-style-type: none"> <li>Australian Standard AS 2890.1-1993: Parking Facilities – Part 1: Off-street car parking – Section 3.6 – Queuing Areas</li> </ul>
Bicycle parking facilities	<ul style="list-style-type: none"> <li>Guide to Traffic Engineering Practice, Part 14 – Bicycles (AUSTROADS, 1999)</li> </ul>

### 4.2. Vehicle types

Vehicles servicing the PLR2 – EW sites during normal work periods will generally be one of three categories as detailed in Table 5.

Table 5: Vehicle physical constraints by type

Vehicle Type	Width	Length	Height Clearance	Turning Radii
Light Vehicle (LV)	3.5m	7.0m	3.5m	6.3m
Heavy Vehicle (HV)	3.5m	11.0m	4.5m	9.0m
Articulated Vehicle (AV)	3.5m	17.5m	4.5m	12.5m

### 4.3. Calculating parking occupancy

Parking occupancy is defined as the ratio of number of occupied spaces to the total number of spaces available. To determine the number of spaces available, the number of available parking spaces was counted and all parking controls/ restrictions (i.e. unrestricted, timed, disabled parking, loading zones etc) were considered. To determine the number of occupied spaces, the number of parked vehicles were recorded over a defined survey period.

$$\text{Parking Occupancy (\%)} = \frac{\text{Number of parked cars}}{\text{Number of parking spaces}}$$







## 5. Construction parking

A set of overarching objectives have been developed to guide construction access and parking during the PLR2 – EW. The key philosophy guiding workforce movements between home and the Project is to rely heavily on the public transport network.

To achieve this strategic goal, John Holland will:

- Analyse the existing on-street parking capacity in Melrose Park and Wentworth Point area surrounding the Project's construction sites
- Identify on-street parking required to be removed as part of the Project (long-term temporary and permanent) outside the Project footprint
- Determine the need for construction workforce parking and assess how this demand could be met to minimise impacts on the surrounding community
- Describe the monitoring and any enforcement actions that will be implemented to manage construction access and parking in conformance with the environmental and road safety requirements identified above.

### 5.1. Existing environment

John Holland conducted parking surveys using NearMaps images of all parking spaces impacted by the PLR2 – EW to determine the current demand. The survey included both weekends and weekdays during the previous two years. The results of the surveys are shown in Figure 2 Figure 2 – and Figure 3, and detailed in Table 6 and Table 7.



Figure 2 – Melrose Park – Ermington Boat Ramp parking facility





Figure 3 – Wentworth Point – Hill Road Parking

Table 6: Melrose Park – Ermington Boat Ramp parking facility average occupancy

Day Type	Supply	2023		2024	
		Number occupied	Percent occupied	Number occupied	Percent occupied
Weekdays	62 <sup>1</sup>	11	18%	10	16%
Weekends		40	65%	24	39%

Notes:

1. Of the 62 parking spaces, 52 are boat and trailer parking

Table 7: Wentworth Park – parking average occupancy

Day Type	Supply	2023		2024	
		Number occupied	Percent occupied	Number occupied	Percent occupied
Weekdays	25	4	16%	12	48%
Weekends		8	32%	22	88%







## 6. Construction access and parking

Construction of the Project will involve the movement of workers on foot, in cars, vans and utility vehicles as well as materials delivery, pick-up and floating of work machinery. The trucks and machinery will vary in both size and quantity and will include small trucks, semi-trailers, concrete trucks, and water carts.

### 6.1. Use of public roads to access construction sites

John Holland will access construction sites using the roads shown in Figure 4. Roads other than those listed in the following tables will not be used, except for the purpose of property works, local area works or utility service works directly associated with the relevant road.

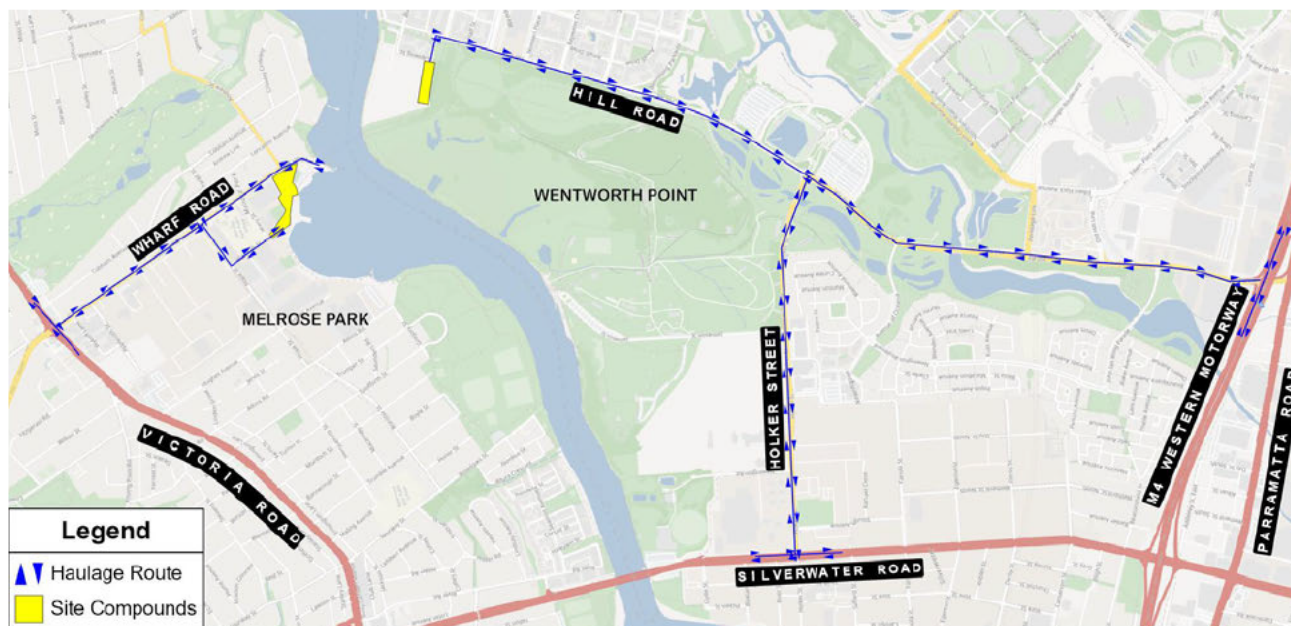


Figure 4 – PLR2 – EW ancillary facilities and access routes

Movements of vehicles from sites onto the approved local road network listed above are designed to minimise adverse impacts to amenity and safety at the interface points.

### 6.2. Construction precincts

The Project will include two ancillary facilities which will provide the main access to the river embankment and facilitate the delivery of materials and machinery for the PLR2 – EW construction activities.

The ancillary facilities, comprising a flat, asphalted surface surrounded by security fencing, will be located at Waratah Street and Hill Road, as shown in Figure 4. Vehicle movements, access and parking facilities at each ancillary facility are described in Table 8 and Table 9.

Table 8: Description of Melrose Park Ancillary Facility

Element	Description
<b>Proposed changes</b>	Closure of Ermington Boat Ramp parking facility and part of Waratah Street
<b>LV movements</b>	15 per day
<b>HV movements</b>	15 per day
<b>Access/egress operation</b>	<ul style="list-style-type: none"> <li>Straight in and out of site via Waratah Street or Wharf Road</li> <li>Left in / right out on Hope Street</li> <li>Right in / left out on Wharf Road</li> </ul>





Element	Description
	<ul style="list-style-type: none"> <li>State and local roads are used for this haulage route.</li> </ul>
Truck queuing/storage capacity	1 x 19m vehicle
Staff and parking capacity	20 light vehicles

Table 9: Description of Wentworth Point ancillary facility

Element	Description
Proposed changes	Left-in / right out controlled intersection at Footbridge Boulevard
LV movements	20 per day
HV movements	30 per day
Access/egress operation	<ul style="list-style-type: none"> <li>Left in from Hill Road / left out at Hill Road turning around at the roundabout at the intersection of Hill Road and Lapwing Street</li> <li>Left-in / right out at signalised intersection at Holker Street</li> <li>Access from either M4 and Parramatta Road or Silverwater Road signalised intersections</li> <li>Where u-turn movement at the roundabout are not feasible, right out</li> <li>State and local roads are used for this haulage route.</li> </ul>
Truck queuing/storage capacity	1 x 19m vehicle
Staff and parking capacity	40 light vehicles







## 7. Parking management

### 7.1. Melrose Park

#### 7.1.1. Civil works impact

The off-street Ermington Boat Ramp parking facility, which can be accessed from Wharf Road and Waratah Street, will be closed from the end of April 2025 until completion of the PLR2 – EW. This aligns with the closure of the Ermington Boat Ramp to the public on weekdays.

During the opening of Ermington Boat Ramp from 5:00 am to 8:00pm on Saturdays, Sundays, NSW public holidays and nominated additional dates (24, 27, 28, 29, 30 and 31 December, and 2 January), an alternative temporary public parking facility will be provided. The facility, located at 112 Wharf Road complex (denoted in purple in Figure 5) will accommodate up to 20 boat trailer parking spaces.

On-street parking impacts are limited to the removal of seven parking spaces at the Ermington Boat Ramp and a further five to six parking spaces on Wharf Road (south of Andrew Street), including two disabled parking spaces.

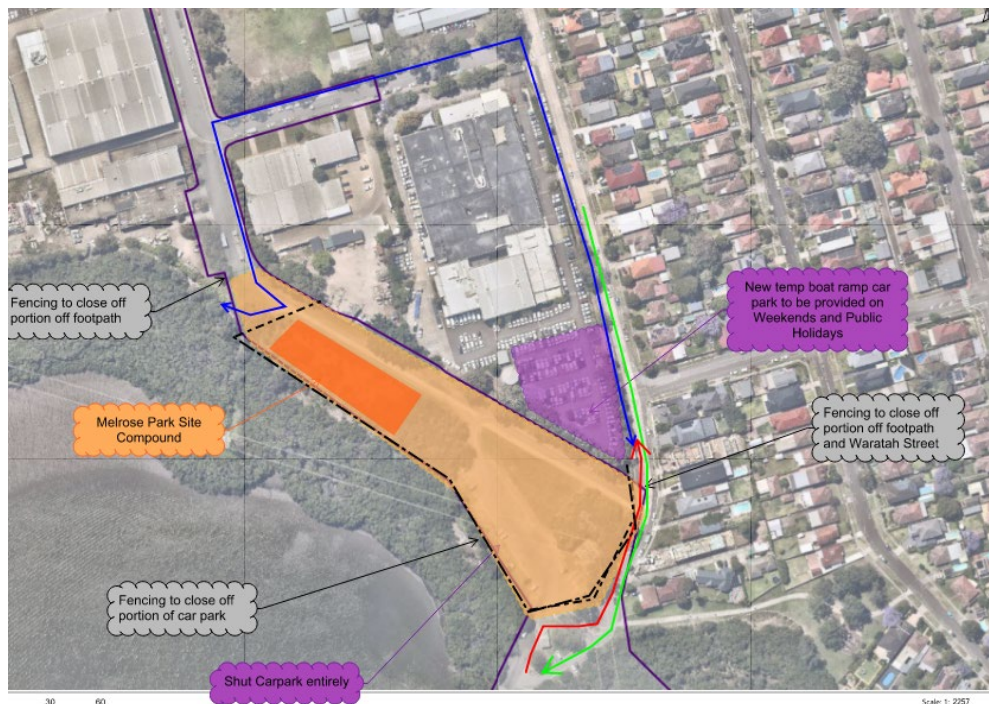


Figure 5 – Melrose Park civil works impact

#### 7.1.2. Utility works impact

Viva relocation works will be completed along Waratah Street, Mary Street, Wharf Road and Andrew Street. During these works, parking will be removed for a short period of time (less than one-month) around the construction site. These impacts are deemed short-term with further information included in the SSTMP for Melrose Park and Road Occupancy Licences (ROLs).

### 7.2. Wentworth Point

On-street parking in the vicinity of the Wentworth Point ancillary facility is not proposed to be impacted by the PLR2 – EW. Entry to the ancillary facility will occur via Hill Road utilising existing Homebush Bay No.1 Transition Point No.7330 (Figure 6).





*Figure 6 – Wentworth Point ancillary facility access gate*

Occupation of public off-street parking on Hill Road at the intersection with Bennelong Parkway (25 parking spaces) will occur from end of May 2025 until the completion of the PLR2 – EW construction activities (Figure 7). This area is within the Approved Project boundary and will provide parking for the PLR2 – EW workforce.



*Figure 7 – Wentworth Point long-term off-street parking impacts (Hill Road)*

Approximately 10 additional parking spaces for the PLR2 – EW workforce will be available from March 2025 within the construction alignment (shown in green in Figure 8).





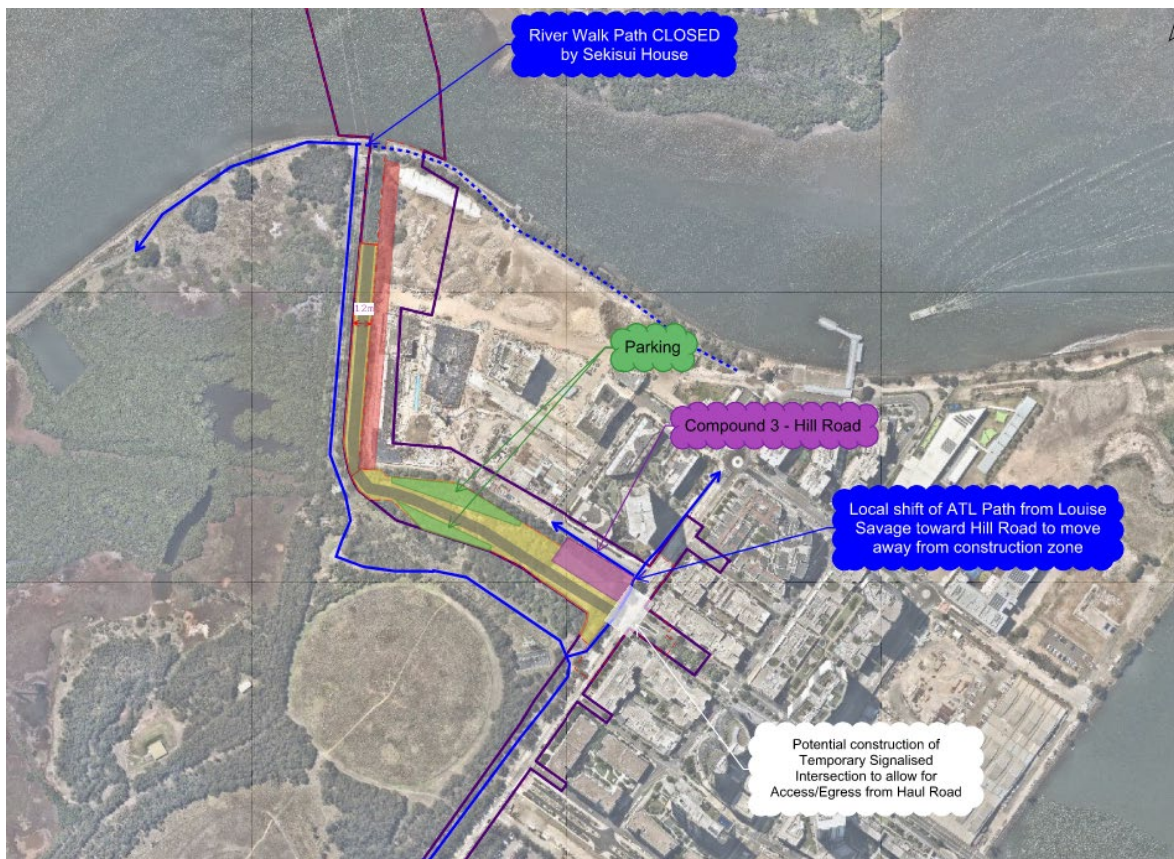


Figure 8 – Wentworth Park ancillary facility workforce parking arrangements

## 7.3. Alternative parking locations

### 7.3.1. Melrose Park

As detailed in Section 7.1.1, the Ermington Boat Ramp parking facility currently accommodates 62 car spaces of which 52 are boat and trailer parking. Commencing at the end of April 2025, up to 20 boat trailer parking spaces will be provided in the alternative temporary public parking facility on weekends, NSW public holidays and nominated additional dates in December / January.

As shown in Table 6, the projected maximum occupancy rate of the Ermington Boat Ramp parking facility is 65% indicating that 32.5% of vehicles (approximately 20 boat trailers) can utilise the available parking spaces. The remaining 32.5% (20 boat trailers) can be accommodated within on-street parking on Andrew Street and Wharf Road (shown in Figure 9), which collectively provide sufficient parking capacity to meet this demand.

The availability of on-street parking spaces was calculated by subtracting the lengths of existing driveways from the total length of each street. Specifically, approximately 17 on-street parking spaces are available on Andrew Street and approximately 32 on-street parking spaces are available in the wider section of Wharf Road, between Andrew Street and Mary Street. Parking occupancy surveys undertaken as part of the Environmental Assessment Documentation indicates that the maximum occupancy of on-street parking is less than 50% and as such, sufficient on-street parking capacity exists to meet demand.

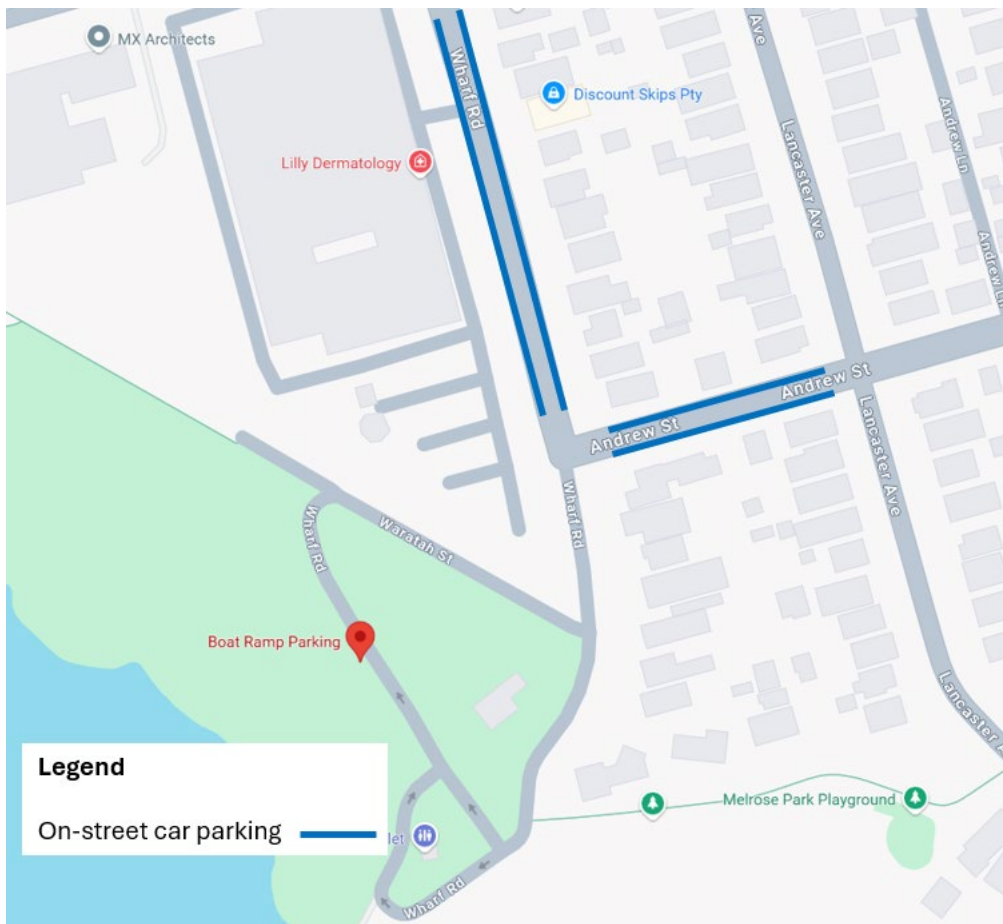


Figure 9 – Alternative on-street carparking options near the Ermington Boat Ramp

### 7.3.2. Wentworth Point

During the PLR2 – EW, the off-street car park located within the Approved Project boundary at the intersection of Hill Road and Bennelong Parkway will be temporarily closed. As per the data presented in Table 7, a maximum of 22 vehicles will be affected, which represents approximately 88% of the car park's total capacity.

In order to mitigate this impact, the following alternative car parking is available to the public, seven days per week and all hours:

- Sydney Olympic Park P5b (URBNSURF) (Figure 10) – Located approximately 600 metres from Hill Road (Figure 10). Casual parking is available to the public seven days per week with the first two hours being free.
- Archery Car Park (Figure 10) – Offers a total of 65 parking spaces exclusively reserved for Archery permit holders. However, 26 of these spaces are available for public use, all hours and seven days per week. Commencing in June 2025, the public use spaces are free to use for the first two hours.
- On-street parking – There are free, time-limited on-street parking spaces available on every block of Wentworth Point. The parking that lines the streets along various apartment buildings is generally timed – 3P, from 7am to 7pm, 7 days a week.



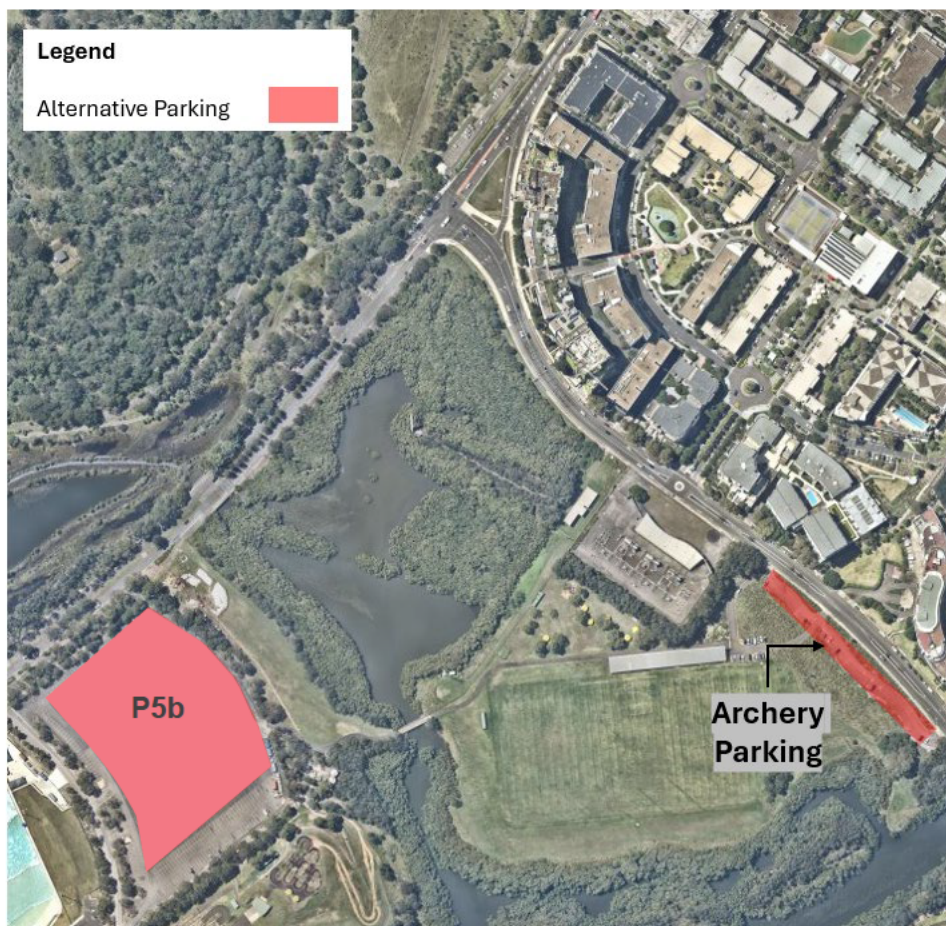


Figure 10 – Alternative parking options at Wentworth Point near the Hill Road and Bennelong Parkway intersection



## 8. Mitigations measures

### 8.1. Alternative parking arrangements

In the event that residents and/or business-owners are affected by the long-term temporary loss of on-street parking, stakeholders will be identified prior to the removal of parking, and potential alternative parking arrangements will be developed in consultation with the affected stakeholder. This consultation process will occur at least five days prior to the removal of parking.

### 8.2. Managed staff parking arrangements

John Holland expects to generate negligible impact on existing street parking allowances by providing 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 (denoted in purple in Figure 5). A parking survey to assess the usage of the temporary parking during construction hours will be completed where required.

#### 8.2.1. Design and construction of parking areas

To manage vehicle movements, the following measures will be considered in the design, construction and operation of parking areas:

- Maximise onsite parking for site-based personnel at the Melrose Park ancillary facility
- Locate the main office facility for the Project off-site and near public transport
- Utilise shuttle buses and public transport networks to commute the workforce from off-site parking (where required) to ancillary facilities
- Supervise traffic movements via:
  - Spotters and short-term traffic control (e.g. stop / slow)
  - Signage and spotters (as required) to manage pedestrians and cyclists across the site entrances.

#### 8.2.2. Vehicle movement plans

John Holland will develop a VMP for every active ancillary facility and site gate. Wherever practicable, left in / left out (LILO) movements only will be permitted to and from the work sites. Where LILO is not practicable, additional controls will be implemented to manage the safe access and egress from the site gate.

Depending on the location, the VMP may recommend manual supervision, engineering and administrative controls. These controls may include:

- Traffic signals
- Traffic controller (gatekeeper)
- Controlled crossing points
- Advice and directional signage
- Safety barrier installation
- Police presence/oversight
- Traffic signals modifications or temporary installations





- Additional advice and directional signage.

Each VMP will include the following information:

- Site gate/compound identification (alpha-numeric)
- UHF channel
- Preferred approach and departure routes
- Any additional 'road rules' relevant for the particular road
- The necessity for additional traffic control for specific vehicle or plant deliveries.

### **8.2.3. Truck marshalling areas**

John Holland will implement truck marshalling areas, where feasible and reasonable, to minimise potential queueing and traffic and access disruptions in the vicinity of construction sites. These areas will be included in VMP developed for each activity and will not be located near sensitive land users.





## 9. Consultation

### 9.1. Traffic and Transport Liaison Group

As described in Section 7.2.1 of the CTTAMP, John Holland has established a Traffic and Transport Liaison Group (TTLG) for the Project. The TTLG will meet at least once every month, or at another frequency that is acceptable to all members of the group. Issues relating to traffic and transport, including any issues regarding construction workforce parking, may be raised and possible management measures discussed.

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.

### 9.2. Communicating changes to parking

John Holland acknowledges that impacts on parking availability are a concern of the community surrounding the Project. Any potential disruption to public street parking provisions will be communicated in accordance with the Communications and Engagement Plan (CEP).

Communication tools will include:

- Letterbox drops regarding permanent/long-term temporary parking removal, construction updates/newsletters
- Door-to-door knocking
- Community information sessions
- Email updates and provision of information on Project website
- Variable message signage and static signage, where required.

### 9.3. Workforce communication

Parking restrictions around construction sites will be communicated to construction workforce personnel through site inductions, the Project 'Driver Code of Conduct', 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 Project
- Always check street signs for parking restrictions and privately owned roads before leaving your vehicle
- Ensure vehicles do not block or disrupt access across pedestrian or shared user paths at any time
- Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTTAMP
- If approached by a member of the public, be respectful and refer them to the Community Information Line.

Parking exclusions zones (i.e. 'no parking areas') and the location of privately owned roads around construction sites will be clearly shown on maps provided at site offices, and on flyers to be issued at the induction as needed.

Educational initiatives will be provided to workers during inductions, pre-start meetings and toolbox talks, advising workers of carpooling incentives, and the availability of public transport and the shuttle bus service.

Where workers are impacting the amenity of residents, not complying with the Project 'Driver Code of Conduct', or repeatedly behaving or parking inappropriately, they may be required to reattend the Project induction which will include details on the alternative parking options. Stronger sanctions, up to and including dismissal, may be implemented for repeat offenders at the discretion of the Project Director.

### 9.3.1. Driver code of conduct

The purpose of the Driver Code of Conduct is to ensure that the impacts of construction traffic on local roads and the local community is minimised. This code clearly defines and details acceptable behaviour for all vehicle drivers in connection with the PLR2 – EW including John Holland employees, suppliers and subcontractors using private and company vehicles.

Drivers are to follow ALL road rules and regulations required by law including:

- Hold a current and appropriate licence for the class of vehicle they are operating
- Complying with speed including roadwork speed limits and other construction traffic signs
- Making sure that your vehicle is roadworthy and well maintained.

Drivers are to practise safe driving and behaviour which includes:

- Being medically fit to drive and not under the influence of drugs and / or alcohol
- Driving to existing road, traffic and weather conditions
- Complying with driver fatigue management and rest laws and procedures for Heavy Vehicle National Law (HVNL) (i.e. >4.5 tonne)
- Ensuring that rest breaks are taken at the prescribed intervals and are effective when operating a heavy vehicle (i.e. >4.5 tonne)
- Not operating any vehicles while suffering from fatigue
- Minimising heavy vehicle use during school drop off and pick up times
- Not block residential driveways or any other access points.

Additionally, for truck drivers:

- Only driving on Project approved roads and haul routes
- Ensuring vehicle does not exceed mass or dimension limits and loads are appropriately restrained in accordance with the NSW Load Restraint Guideline





- Turn vehicles off when not attended or not in use to minimise disturbance to residents and businesses
- Vehicles must not transfer dirt or debris onto public roads. If any materials are deposited on the roads, immediately contact your supervisor and the John Holland Supervisor
- Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTTAMP
- If approached by people with enquiries or complaints about the Project, refer them to the Community Information Line number
- As a courtesy to people who may be impacted by driver behaviours, drivers will:
  - Use horns only in an emergency or for safety reasons
  - Not use compression brakes for construction vehicles associated with the Project.





## 10. Monitoring and reporting

### 10.1. Monitoring of mitigation measures

Monitoring to assess the effectiveness of this Strategy will be carried out by John Holland on local streets where parking has been temporarily removed (as a result of Project construction activities). Monitoring will include fortnightly inspections to confirm:

- Where alternative parking arrangements have been provided, the arrangement is implemented
- Compliance with parking restrictions
- Compliance with the mitigation measures detailed in this Strategy.

Inspections will be documented and corrective actions will be identified and implemented in accordance with Section 10.2 of this Strategy.

### 10.2. Corrective actions

Corrective actions will be undertaken through the Project's non-compliance works procedure where surveillance or community complaints identify non-compliances with this Strategy.

Corrective actions will be at the discretion of the Project Director and may include:

- Caution (first offence)
- Direction to repeat Project inductions, specifically content covering access and parking
- Written warnings to individual drivers
- Written warnings to that individuals' employer (if a contractor)
- Dismissal of staff from the Project (accumulation of two or more written warnings)
- Cancellation of contract with drivers employer (if a contractor).

Corrective actions will be documented as per the procedure. Where practicable, non-compliances and corresponding corrective actions will be communicated to the workforce and reinforced through various communications including:

- Project toolbox and prestart meetings
- Project alerts.

### 10.3. Reporting

John Holland will provide a quarterly summary report to TfNSW, local councils, and the Planning Secretary detailing the outcomes of the monitoring undertaken for the preceding quarter.

Matters of non-compliance and corrective actions will be summarised.

### 10.4. Contingency measures

Contingency measures will be dependent upon the issues / non-compliances identified during monitoring, and the effectiveness of corrective actions implemented.

Contingency measures will be investigated if it is determined that the corrective actions implemented are ineffective, and may include:

- Investigating additional off-site parking for the construction workforce
- Revising site induction and toolbox talk content to better encourage the use of active and public transport and communicate designated and prohibited locations for construction workforce parking
- Amending carpooling communications to encourage an increase in participation rates





- Implementing disciplinary process for repeated non-conformance.

## 10.5. Revising this Strategy

This Strategy will be reviewed annually and within one month of any of the below occurrences:

- On identification of new risks of relevance to the Strategy
- When recurring non-compliances are identified
- In response to Project change(s) that impacts on- or off-street parking.

Evidence of the document review process will be reflected in the Document History and Status table of this Strategy (where CPS changes are required) or documented in a file note (where CPS changes are not required).

The revised Strategy will be provided to TfNSW, SOPA and council(s) for review and resubmitted to the Planning Secretary for approval.

A copy of the updated Strategy and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure.





## Appendix A: Consultation Report





# Consultation Report

## Construction Parking Strategy

**Project Name:** Parramatta Light Rail Stage 2 Enabling Works

**Contract Number:** PD-22-12894

**Document Number:** PLR2EW-JHGRP-NWW-PE-RPT-000001

**Revision:** B

**Revision Date:** 12 February 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	12/02/2025	■■■■ ■■■■	■■■■ ■■■■	■■■■ ■■■■	For DPHI submission





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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 Parking Strategy (PLR2EW-JHGRP-NWW-TF-PLN-000003), Revision A (Subject Document).

## 1.2. Consultation requirements

### 1.2.1. Ministers Conditions of Approval

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

Table 1 – Conditions of Approval

CoA	Condition
A12	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: <ul style="list-style-type: none"> <li>(a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval;</li> <li>(b) a log of the dates of engagement or attempted engagement with the identified party</li> <li>(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;</li> <li>(d) outline of the issues raised by the identified party and how they have been addressed; and</li> <li>(e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.</li> </ul>
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: <ul style="list-style-type: none"> <li>(a) achieving the requirements of Condition E116;</li> <li>(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;</li> <li>(c) identification of additional locations for worker parking to maximise the use of off-street parking for the CSSI workforce;</li> <li>(d) where residential parking schemes already exist, off -street parking facilities must be provided for the CSSI workforce;</li> <li>(e) mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures;</li> <li>(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;</li> <li>(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);</li> </ul>



CoA	Condition
	<p>(h) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and</p> <p>(i) provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three (3) monthly intervals.</p> <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>





## 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 2 – 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: 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 A: 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 A: Consultation Evidence





## Appendix A: Consultation Evidence

Table 3 – Consultation Log

In/out	Date	Medium	Meeting Attendees	Details of contact
Out / In	6/11/2024	Meeting – Community and Stakeholder Reference Group	<p>City of Ryde Council</p> <p>City of Parramatta Council</p> <p>SOPA</p> <p>Wentworth Point Peninsula Town Team</p> <p>NSW Maritime</p> <p>Melrose Park Residents Action Group</p> <p>Waterfront Action Group</p> <p>John Holland</p> <p>TfNSW</p>	To inform the development of the Construction Parking Strategy, consultation was undertaken with stakeholders on construction matters including parking and traffic management. Feedback received during the meeting has been incorporated into the Subject Document.
Out / In	5/02/2025	Meeting – Traffic and Transport Liaison Group (TTLG)	<p>The TTLG consists of representatives from the following organisations:</p> <p>City of Parramatta Council</p> <p>City of Ryde Council</p> <p>SOPA</p> <p>TfNSW (including Transport Planning and Operational Communications)</p> <p>TfNSW (Roads)</p> <p>Operations Planning</p> <p>Emergency services (NSW Police Force, Ambulance NSW, and NSW Fire and Rescue)</p> <p>Sydney Buses and NSW Bus &amp; Coach Association</p> <p>Bus operators</p> <p>Ferry operators</p> <p>Bicycle NSW</p> <p>NSW Taxi Council</p> <p>Royal Agricultural Society of NSW</p>	To inform the development of the Construction Parking Strategy, further consultation was undertaken with stakeholders on parking and traffic management, including staged removal of off-street parking. There were no comments provided by the stakeholders on the Subject Document.

Table 4 – Issues raised by Stakeholders

No.	Issues raised	Stakeholder	How addressed
Community and Stakeholder Reference Group			
1	John Holland have committed to keeping the boat ramp open on weekends and public holidays during the majority of the construction phase, notwithstanding limited occasions when safe access cannot be provided.	John Holland	<p>Section 7.1.1 (Civil works impact)</p> <p>To support the opening of the Ermington Boat Ramp on weekends and public holidays,</p>





No.	Issues raised	Stakeholder	How addressed
			alternative temporary public parking (20 spaces) will be provided on weekends, NSW public holidays and nominated additional dates during December and January.
2	Midweek closure of the boat ramp will not commence until Mar-Apr 2025. However, minor works (e.g. investigations) will be undertaken before Mar-Apr 2025 which may result in the temporary closure of a few parking spaces.	John Holland	Section 7.1.1 (Civil works impact) The closure of the Ermington Boat Ramp parking facility to the public on weekdays will be delayed until Stage 3 (March 2025) to align with the weekday closure of the boat ramp.
3	The community will be notified in advance of all closures.	John Holland	Section 9.2 (Communicating changes to parking) Any potential disruption to public street parking provisions will be communicated in accordance with the Communications and Engagement Plan (CEP).
4	City of Parramatta and City of Ryde should consider existing parking impacts and constraints in Melrose Park. Community members to provide details of parking concerns to City of Parramatta for investigation.	City of Parramatta Council City of Ryde Council	Section 5.1 (Existing environment) Parking surveys have been conducted over a two year period to determine demand for all parking spaces impacted by the PLR2 – EW.
5	The majority of roads in Wentworth Point are privately owned by Community Associations. John Holland advised that no additional land requirements are anticipated outside the areas subject to property acquisition, and will advise construction workers of the privately owned roads and highlight alternate parking areas in the site induction.	Community Groups	Section 9.3 (Workforce communication) Reflecting stakeholder feedback, Section 9.3 notes that parking exclusions zones (i.e. 'no parking areas') and the locations of privately owned roads around construction sites will be clearly shown on maps provided at site offices, and on flyers to be issued at the induction as needed.







Transport  
for NSW

## MINUTES

### Parramatta Light Rail Stage 2 Bridge Works Community and Stakeholder Reference Group (CSRG) – Meeting #4

<b>Date</b>	6 November 2024		
<b>Time</b>	5.00 - 6.30pm		
<b>Venue</b>	Level 7, 4 Parramatta Square, Parramatta (and online via Microsoft Teams)		
<b>Chairperson</b>	Denise Wilson		
<b>Invitees</b>	David Anderson Anthony Newland* Shant Ohannessian* Peter Corry James Cowie* Drew Jones* Pam Smith Sue Marendy Maria Rigoli Rod Sepsot Damien Jepson John Douglas Leanna Fuller Paul Dalziel Colm Kennedy Karlson Koo Anthony Di Giacomo Vanessa Ferreira Eva Young Megan Haberley Nick Butler* Faye Rescigno	DA AN SO PC JC DJo PS SM MR RS DJe JD LF PD CK KK ADG VF EY MH NB FR	City of Ryde City of Parramatta City of Parramatta (Community Rep) Wentworth Point Peninsula Town Team Wentworth Point Peninsula Town Team NSW Maritime Melrose Park Residents Action Group Melrose Park Residents Action Group Sydney Olympic Park Authority Sydney Olympic Park Authority Waterfront Action Group Waterfront Action Group John Holland John Holland John Holland John Holland TfNSW TfNSW TfNSW TfNSW TfNSW TfNSW
<b>Apologies:</b>	Ian Taylor Liz Bennett Adam Smith Neil Patchett Paul Youssef Marcelle Raheb	IT LB AS NP PY MR	City of Parramatta City of Ryde Boating Industry Association Boating Industry Association Holdmark NSW Maritime

\*Online attendance via Microsoft Teams



#	Item	Status / action
<b>1.</b>	<b>Opening comments</b>	
1.1	<p>The Chairperson opened the meeting and welcomed members.</p> <p>Members introduced themselves outlining their organisation and title/role (where relevant).</p>	All
<b>2.</b>	<b>John Holland update</b>	
2.1	<p><b>Six-month lookahead</b> John Holland provided an overview of proposed work until Apr 2025 which included:</p> <ul style="list-style-type: none"> <li>• Drafting management plans (ongoing)</li> <li>• Commencement of investigations to inform design (Nov-Dec 2024)</li> <li>• Commencement of dilapidation reports (Nov-Dec 2024)</li> <li>• Utilities work and site establishment (Jan-Feb 2025)</li> <li>• Full construction commencement (Mar-Apr 2025)</li> </ul>	JH
2.2	<p><b>Ermington Boat Ramp</b> John Holland advised:</p> <ul style="list-style-type: none"> <li>• They have committed to keeping the boat ramp open on weekends and public holidays during the majority of the construction phase, notwithstanding limited occasions when safe access cannot be provided.</li> <li>• Midweek closure of the boat ramp will not commence until Mar-Apr 2025. However, minor works (e.g. investigations) will be undertaken before Mar-Apr 2025 which may result in the temporary closure of a few parking spaces.</li> <li>• The community will be notified in advance of all closures.</li> <li>• The Construction Traffic and Transport Management Plan (CTTMP) will consider parking in the boat ramp carpark and neighbouring streets.</li> <li>• They are targeting construction completion in 2028.</li> </ul>	JH
2.3	<p><b>Traffic management</b> John Holland advised:</p> <ul style="list-style-type: none"> <li>• They are preparing a CTTMP which will be publicly available once finalised and approved (estimated completion Feb-Mar 2025).</li> <li>• The CTTMP will take a high-level approach to dealing with traffic and transport matters.</li> <li>• Key stakeholders will be consulted on the draft CTTMP, including emergency services and Councils.</li> <li>• Individual residents and community members will be consulted at a later date when the Local Access Plans are developed.</li> <li>• Access will always be provided to emergency services during construction.</li> <li>• They are aware of existing residential developments in Melrose Park and increased congestion as a result of worker parking.</li> </ul> <p>Members responses:</p>	JH





	<ul style="list-style-type: none"> <li>Some residents have specific medical needs which should be considered in the CTTMP.</li> <li>Community and residents should be consulted during development of the CTTMP as they know the area best.</li> <li>City of Parramatta and City of Ryde should consider existing parking impacts and constraints in Melrose Park. Community members to provide details of parking concerns to City of Parramatta for investigation.</li> <li>The existing closure of River Walk (due to construction of the Sanctuary development, Sekisui House) is inconvenient to the community. Community will find the extension of this closure challenging when Enabling Works bridge construction commences.</li> <li>That the majority of roads in Wentworth Point are privately owned by Community Associations. John Holland advised that no additional land requirements are anticipated outside the areas subject to property acquisition, and will advise construction workers of the privately owned roads and highlight alternate parking areas in the site induction.</li> </ul> <p><b>ACTION:</b> LF to meet residents and community members in relation to specific traffic and access requirements.</p> <p><b>ACTION:</b> Community members to provide details of parking concerns to City of Parramatta for investigation.</p>	
2.4	<p><b>Managing construction noise</b></p> <p>John Holland advised:</p> <ul style="list-style-type: none"> <li>They are preparing a Construction Noise and Vibration Management Plan (estimated completion Feb-Mar 2025).</li> <li>This plan will provide a comprehensive impact assessment to residents and sensitive receivers, who will be consulted as part of the process.</li> </ul>	JH
2.5	<p><b>Contamination management</b></p> <p>John Holland advised:</p> <ul style="list-style-type: none"> <li>Areas of potential contamination have been identified.</li> <li>That high level sampling and early investigations will be undertaken to inform design and contamination management.</li> <li>That a Sampling and Analysis Quality Plan is being developed.</li> <li>An accredited Site Auditor has been appointed to oversee contamination management.</li> </ul>	JH
2.6	<p><b>Construction cultural standard</b></p> <p>John Holland advised:</p> <ul style="list-style-type: none"> <li>They are committed to the new construction cultural standard which considers workforce wellbeing, diversity and inclusion, and personal situations of workers.</li> <li>There will be construction work on weekends for critical bridge works and when required by external stakeholders (e.g. critical utility works)</li> </ul>	JH
2.7	<p><b>Sustainability</b></p> <p>John Holland advised:</p>	JH





	<ul style="list-style-type: none"> <li>They are committed to meeting the requirements of the Infrastructure Sustainability Council.</li> <li>They are seeking feedback on community priorities and opportunities which will feed into the Sustainability Strategy – closing date for input is 6 December 2024.</li> <li>They will provide feedback to the CSRG when the framework is developed.</li> </ul>	
<b>3.</b>	<b>Closing comments</b>	
6.1	<b>Next meeting</b> Next meeting confirmed as Wednesday, 12 March 2025.	Note
6.2	<b>General comments / Any other business</b> Design timeframe <ul style="list-style-type: none"> <li>Enquiry about the design process and when the CSRG could be shown more detailed plans or illustrations of the proposed infrastructure, in particular the end-state design for Archer Park and future boat trailer parking arrangements.</li> <li>John Holland advised that appropriate details could be available in 6-12 months.</li> </ul> Impact to local bee hives <ul style="list-style-type: none"> <li>Comment that one member keeps bees on his property which will be approximately 120 metres to the nearest part of the proposed bridge. The member is seeking details of how the bees may be affected by the works, and vice versa.</li> </ul> 132kV powerlines <ul style="list-style-type: none"> <li>Comment that a Melrose Park development is suggesting the existing 132kV powerlines towards Victoria Road could be placed underground. A member questioned if this would impact the Enabling Works plans to keep them above ground over the Parramatta River.</li> <li>TfNSW advised it is not in the Enabling Works scope to underground the powerlines, and that all enquiries about other developments should be directed to the respective developer.</li> </ul> <b>ACTION:</b> John Holland to provide details of bridge design and Archer Park boat trailer parking arrangements in end-state (when available).  <b>ACTION:</b> John Holland to provide advice in relation to potential impacts caused to/by local bees.	All
6.3	<b>Items for future agendas</b> Suggestions for future agenda items to be provided to NB.	All







## PREVIOUS QUESTIONS AND ACTIONS

Meeting	Question	Response / timeframe	Status
#2	Can we be shown the estimates and actuals of the timing and costs of Stage 1, so we have a guide for expectations of Stage 2	Once Stage 2 is fully funded and contract is awarded	Open
#2	Can the Reference Group have an update on: <ul style="list-style-type: none"> <li>Bridge design and contracts</li> <li>Bridge location [CLOSED]</li> <li>Construction dates</li> <li>Relocation of Power lines</li> <li>Boat ramp closure</li> <li>Boat ramp access and exit</li> </ul>	Detailed design and construction planning phase	Open
#2	Interface between southern side of Sekisui House and SOPA, specifically the grade separation	Detailed design and construction planning phase	Open
#2	TfNSW will arrange a discussion with JD regarding noise amplification assessment methodology and data for reporting back to the full CSRG later, if required.	Response provided at CSRG Meeting #3	Closed
#3	TfNSW to provide information pertaining to the original procurement request (EOI) if still available on the NSW Government e-tender website.	17 July 2024	Closed
#4	LF to meet residents and community members in relation to specific traffic and access requirements.	12 Mar 2025	Open
#4	Community members to provide details of parking concerns to City of Parramatta for investigation.	12 Mar 2025	Open
#4	John Holland to provide advice in relation to potential impacts caused to/by local bees.	12 Mar 2025	Open
#4	John Holland to provide details of bridge design and Archer Park boat trailer parking arrangements in end-state (when available).	Detailed design and construction planning phase (May-Nov 2025)	Open





██████████  
Project Director – PLR2  
Transport for NSW  
Locked Bag 5085  
Parramatta NSW 2124

05/06/2025

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Subject: Parramatta Light Rail Stage 2 (SSI-10035) Construction Parking Strategy, Rev 2

Dear Ms ██████████

I refer to the Parramatta Light Rail Stage 2 Construction Parking Strategy (CPS) - South (Rev 2 dated 30 May 2025), submitted to the Planning Secretary for approval under condition E117 of SSI-10035. I also acknowledge your response to the Department's review comments and requests for additional information.

I note the CPS Revision 2:

- details the Project's parking impacts extending greater than one month resulting from on-and off-street parking changes during Stage A Enabling Works;
- includes the temporary removal of 13 on-street and 87 off-street parking spaces at Melrose Park and Wentworth Point including the removal of the Ermington Boat Ramp parking facility until 30 December 2027;
- includes construction parking mitigation measures for these sites; and
- has been reviewed by Transport for NSW and no issues have been raised with the Department.

Accordingly, as a nominee of the Planning Secretary, I approve the Parramatta Light Rail Stage 2 Construction Parking Strategy (Revision 2, dated 30 May 2025) under condition E117 of SSI- 10035.

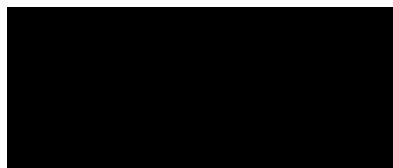
Please ensure that the approved plan is placed on the project website in accordance with condition B15. I remind you of your commitments to continue to consult with City of Parramatta, City of Ryde Council and the affected local community, and that you manage any unforeseen parking impacts in accordance with the mitigation measures outlined in the CPS.

You are reminded that if there are any inconsistencies between the approved CPS and the conditions of approval, the conditions prevail.

If you wish to discuss the matter further, please contact ██████████ ██████████ at

██████████.

Yours sincerely

A large black rectangular box redacting the signature of the Director.A small black rectangular box redacting the name of the Director.

Director  
Infrastructure Management

As nominee of the Planning Secretary