

Chiswick Wharf Interchange Upgrade

Submissions report

December 2016



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Roads and Maritime Services

Chiswick Wharf Interchange Upgrade Submissions report

December 2016

Prepared by Roads and Maritime Services
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Approval and authorisation

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Signed	
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Executive summary

This submissions report relates to the Review of Environmental Factors (REF) prepared for the Chiswick Wharf Interchange Upgrade, and should be read in conjunction with that document.

The REF was placed on public display between 31 October and 21 November 2016. During and following the display, four submissions relating to the proposal and REF were received by Roads and Maritime Services (Roads and Maritime).

Of the 4 submissions received, a general position on the proposal was not provided, with submissions raising specific issues with the proposal.

The issues raised in the submissions can be categorised into three main areas:

1. The design of the proposal, including canopy coverage, the open berthing face and stability of the pontoon in hydrological conditions.
2. The need for the proposal
3. The location of the ancillary site during the construction period and removal following construction.

No additional refinements, safeguards of mitigation measures were considered to be necessary. Nevertheless the summary of safeguards and mitigation measures from the REF are again detailed in Chapter 5 of this report for ease of reference.

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1 Introduction and background

1.1 The proposal

The main elements of the proposal for the Chiswick Wharf Interchange Upgrade include:

- Demolition of the existing gangway, pontoon and waiting area, including removal of piles from the riverbed
- Construction of a new covered bridge, gangway and pontoon to be supported and held in position by new piles. New pontoon to include a waiting area with appropriate seating and shelter, enabling efficient berthing.
- Replacement of the existing waiting area canopy to maintain a covered seating area on the landside for reserve users.
- Construction of landside infrastructure to improve current vehicle and pedestrian access to the wharf including:
 - Installation of one accessible parking space and a “kiss-and-ride” zone along Bortfield Drive
 - Regrade of existing pathway through Blackwell Point Reserve to provide a Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport (DSAPT) compliant access route, including rest areas as required.
 - Additional bicycle racks close to the wharf entry
 - Upgrade of existing lighting within Blackwell Point Reserve to comply with modern standards.
- An ancillary site, including a temporary construction compound would be required during construction of the proposal.

The existing Chiswick Wharf is shown in relation to Sydney Harbour in Figure 1 below, with an overview of the proposal area provided in Figure 2.

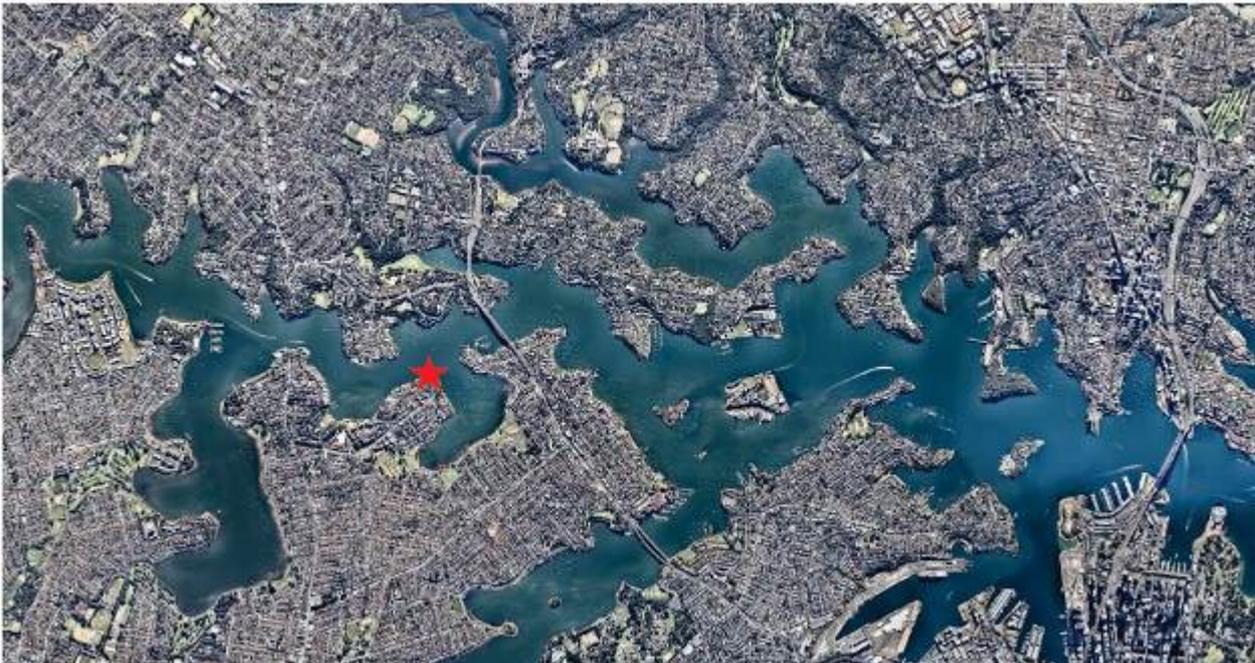


Figure 1 Chiswick Wharf in relation to Sydney Harbour - taken from REF

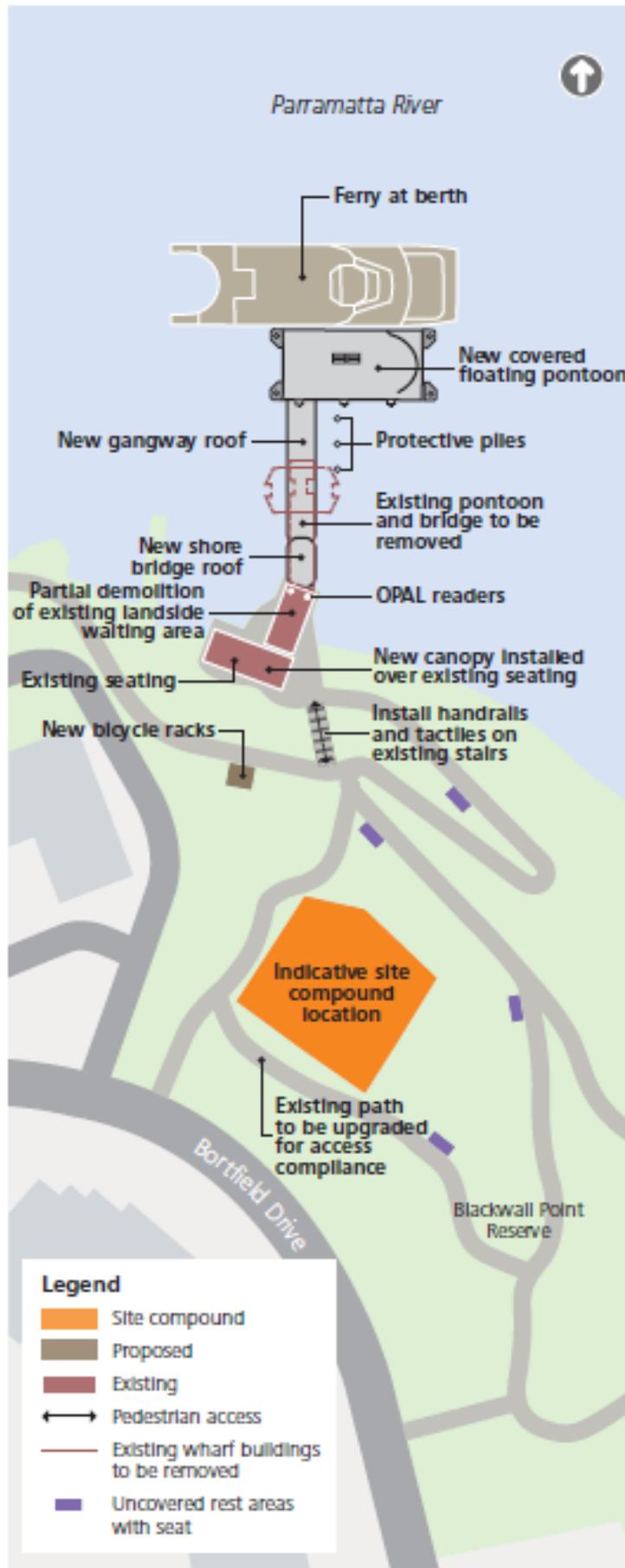


Figure 2 Chiswick Wharf Interchange Upgrade proposal and indicative area for site compound location - taken from REF

A more detailed description of the proposal is found in the Chapter 3.1 of the Chiswick Wharf Interchange Upgrade REF prepared by Roads and Maritime in October 2016.

1.2 REF display

Roads and Maritime prepared a review of environmental factors to assess the environmental impacts of the proposed works. The review of environmental factors was publically displayed for 21 days between 31 October 2016 and 21 November 2016 at two locations, as detailed in Table 1.1. The review of environmental factors was placed on the Roads and Maritime project website and made available for download. The display locations and website link were advertised in the Inner West Courier.

In addition to the above public display, an invitation to comment and link to a copy of the review of environmental factors was sent directly to about 50 stakeholders including local clubs, schools, businesses and water user groups.

A community update detailing locations of the REF display and invitation to comment was issued to around 1600 local residents.

Table 1.1: Display locations

Location	Address
Five Dock Library	Five Dock Library, 4-12 Garfield St, Five Dock, 2046
Roads and Maritime Services (Head Office)	Roads and Maritime Services, 20-44 Ennis Road, Milsons Point, 2061

1.3 Purpose of the report

This submissions report relates to the review of environmental factors (REF) prepared for the Chiswick Wharf Interchange Upgrade, and should be read in conjunction with that document.

The REF was placed on public display and submissions relating to the proposal and the REF were received by Roads and Maritime. This submissions report summarises the issues raised and provides responses to each issue (Chapter 2) and re-summarises the environmental management measures (Chapter 5).

No project changes are proposed that would require the preparation of a preferred infrastructure report. No revisions have been made to the assessment or environmental management measures as described in the environmental impact statement.

2 Response to issues

Roads and Maritime Services received four submissions, accepted up until the 22 November 2016. Table 2.1 lists the respondents and each respondent's allocated submission number. The table also indicates where the issues from each submission have been addressed in Chapter 3 of this report.

Table 2.1: Respondents

Respondent	Submission No.	Section number where issues are addressed
Individual 1	1	2.2.1
Individual 2	2	2.2.2
Individual 3	3	2.2.3
Individual 4 & 5	4	2.2.1, 2.2.4, 2.2.5

2.1 Overview of issues raised

A total of four submissions were received in response to the display of the review of environmental factors. This included no submissions from government agencies and four from the community.

Each submission has been examined individually to understand the issues being raised. The issues raised in each submission have been extracted and collated, and corresponding responses to the issues have been provided. Where similar issues have been raised in different submissions, only one response has been provided. The issues raised and Roads and Maritime response to these issues forms the basis of this chapter.

Of the 4 submissions received, a general position on the proposal was not provided, with submissions raising specific issues with the proposal.

The issues raised in the submissions can be categorised into three main areas:

1. The design of the proposal, including canopy coverage, the open berthing face and stability of the structure in hydrological conditions.
2. The need for the proposal
3. The location and removal of the ancillary site during the construction period.

2.2 Design

2.2.1 Canopy coverage for wharf entrance area

Submission numbers

1, 4

Issue description

- A respondent raised concerns with the removal of canopy cover between existing seating area and wharf entrance and requested this is rectified unless there is a specific reason for this
- A respondent provided positive feedback for the canopy proposed for the existing seating at wharf entrance as this will maintain existing amenity for the community.

Response

The original Chiswick Wharf Interchange Upgrade proposal involved the removal of the entire canopy structure from the existing waiting shelter due to the poor condition of the existing roof frame and design of the new wharf structure, which provides a sheltered waiting area with adequate seating on the pontoon.

The feedback received from the community information sessions (see Chapter 5 of the REF for details) indicated the local community use the existing fixed waiting shelter as a local amenity, rather than just as a waiting area for ferry users, and that removing this area would potentially impact on the level of amenity provided within Blackwell Point Reserve. As a result the proposal was revised to include removing the existing roof structure and installing a new canopy over the retained existing seating area.

Relocating the existing waiting area to the pontoon also assists with meeting the proposal objectives (see Chapter 2.3.1 of the REF) by increasing speeds at which passengers embark and disembark to improve boarding efficiency and travel times, and by enabling ferry users to wait for services as close to the boarding location as possible.

2.2.2 Wharf safety during operation

Submission number

4

Issue description

- A respondent raised concerns with the design for the new pontoon used throughout the Ferry Wharf Upgrade Program from a safety perspective, as no railings are provided to prevent people from falling into the water in typical, and in inclement weather.

Response

All upgraded wharves have open faces to enable ferries to berth, improving the efficiency of boarding and disembarking. This is a consistent thematic design for all upgraded wharves in Sydney Harbour which has been developed for the Ferry Wharf Upgrade Program, with similar pontoons used elsewhere around the harbour (see Chapter 3.2 of the REF).

For customer safety and amenity, the new pontoon has been installed with seating, handrails and glazed weather protection screens included on all faces of the pontoon where berthing would not occur (see Appendix A of the REF for details). Additional handrails would also be provided around each roof column, to provide additional support for customers close to the berthing face.

The new pontoon has been designed to provide appropriate clearance of tide, storm surge and wave action during the operation of the wharf, and uses a floating structure held in place by steel piles for maximum stability.

Some additional safety features provided by the proposal, include lighting, closed circuit television (CCTV), ladders to the water and a life ring on the pontoon. Tactile floor treatments would be provided on the open faces to alert users of the pontoon edges.

2.3 Need for the proposal

Submission number(s)

2

Issue description

- Requesting more information on why the upgrade is required as current structure is more than adequate. Concerned upgrade is not a good use of public funds.

Response

Sydney Harbour's commuter wharves are an integral part of the Sydney transport system. The Transport Access Program (TAP) is an ongoing initiative to deliver modern, safe and accessible transport infrastructure (Transport for New South Wales (TfNSW), 2015). Following an assessment of the condition of the existing wharves along the Parramatta River for items such as safe berthing, lighting, structural integrity, and disability access by Roads and Maritime, along with the current provisions of commuter wharves within the vicinity of planned growth areas, it was concluded that the redevelopment of the commuter wharf at Chiswick is required for TfNSW and Sydney Ferry operations (see Chapter 2 of the REF).

The *Disability Standards for Accessible Public Transport 2002* (DSPAT) and *Disability (Access to Premises – Buildings) Standards (2010)* (Disability Standards 2010) made under the DDA, require all public transport infrastructure, including wharves, to have fully compliant disability access by 2022.

The proposal is therefore needed to improve ferry commuter services including safe berthing, lighting, structural integrity and to provide services that meet the requirements of the DDA and current DSAPT standards for disabled access.

The wharf and interchange upgrade would provide:

- better protection from the wind, rain and sun
- improved seating and waiting areas
- improved safety for customers
- quicker and more efficient ferry boarding and disembarking
- improved access for mobility impaired customers and customers with prams
- improved pedestrian access
- efficient interchanges with other modes of transport
- effective wayfinding signage and lighting.

3 Environmental management

The REF for the Chiswick Wharf Interchange Upgrade identified the framework for environmental management, including safeguards and management measures that would be adopted to avoid or reduce environmental impacts (Chapter 7 of the review of environmental factors).

After consideration of the issues raised in the public submissions, it is concluded the safeguards and management measures presented in the REF do not require revision. Nevertheless, for ease of reference, these are included below.

Should the proposal proceed, environmental management would be guided by the framework and measures outlined below.

3.1 Environmental management plans (or system)

A number of safeguards and management measures have been identified in order to minimise adverse environmental impacts, including social impacts, which could potentially arise as a result of the proposal. Should the proposal proceed, these management measures would be incorporated into the detailed design and applied during the construction and operation of the proposal.

A Construction Environmental Management Plan (CEMP) would be prepared to describe safeguards and management measures identified. The CEMP would provide a framework for establishing how these measures would be implemented and who would be responsible for their implementation.

The CEMP would be prepared prior to construction of the proposal and must be reviewed and certified by environment staff, Greater Sydney Program Region, prior to the commencement of any on-site works. The CEMP would be a working document, subject to ongoing change and updated as necessary to respond to specific requirements. The CEMP would be developed in accordance with the specifications set out in the Roads and Maritime Construction Environmental Management Plan Revision 2.

3.2 Summary of safeguards and management measures

The review of environmental factors for the Chiswick Wharf Interchange Upgrade identified a range of environmental outcomes and management measures that would be required to avoid or reduce the environmental impacts.

After consideration of the issues raised in the public submissions, the environmental management measures for the project (refer to Chapter 7 of the REF) do not require revision, but have been included within this report for ease of reference. Should the project proceed, the environmental management measures in Table 3.1 would guide the subsequent phases of the Chiswick Wharf Interchange Upgrade development.

Table 3.1: Summary of environmental safeguards and management measures

No	Impact	Environmental safeguards	Responsibility	Timing
GEN1	General - minimise environmental impacts during construction	<p>A CEMP will be prepared and submitted for review and endorsement of the Roads and Maritime Environment Manager prior to commencement of the activity.</p> <p>As a minimum, the CEMP will address the following:</p> <ul style="list-style-type: none"> • any requirements associated with statutory approvals • details of how the project will implement the identified safeguards outlined in the REF • issue-specific environmental management plans • roles and responsibilities • communication requirements • induction and training requirements • procedures for monitoring and evaluating environmental performance, and for corrective action • reporting requirements and record-keeping • procedures for emergency and incident management • procedures for audit and review. <p>The endorsed CEMP will be implemented during the undertaking of the activity.</p>	Contractor / Roads and Maritime Project Manager	Pre-construction / detailed design
GEN2	General - notification	All businesses, residential properties and other key stakeholders (e.g. schools, local councils) affected by the activity will be notified at least five days prior to commencement of the activity.	Contractor / Roads and Maritime Project Manager	Pre-construction

No	Impact	Environmental safeguards	Responsibility	Timing
GEN3	General - environmental awareness	<p>All personnel working on site will receive training to ensure awareness of environment protection requirements to be implemented during the project. This will include up-front site induction and regular "toolbox" style briefings.</p> <p>Site-specific training will be provided to personnel engaged in activities or areas of higher risk. These include [the following are examples only:</p> <ul style="list-style-type: none"> • areas of Aboriginal heritage sensitivity • threatened species habitat • adjoining residential areas requiring particular noise management measures.] 	Contractor / Roads and Maritime Project Manager	Pre-construction / detailed design
4	Land surface	Silt and sediment controls will be established prior to any disturbances of the land surface. Controls will be in accordance with edition 4 of 'Managing Urban Stormwater, Soils and Construction' (NSW Government, 2004) (the blue book)	Contractor	Pre-Construction
5	Land surface	<p>A silt curtain, extending from a minimum of 100 millimetres above the water line and extending to no less than 2.5m to below sea level will be installed around the entire redevelopment work area within the waterway prior to commencement of works that disturb the seafloor</p> <p>If excessive turbidity of the water is observed during removal of the first few piles, a second, moveable silt curtain will be installed around the piles being removed during each day of operation</p>	Contractor	Construction

No	Impact	Environmental safeguards	Responsibility	Timing
6	Land surface	<ul style="list-style-type: none"> A contamination and acid sulfate soil management plan will be prepared prior to commencing construction, and implemented in the event that acid sulfate soils is exposed to the atmosphere as a result of removing the piles. This will include: <ul style="list-style-type: none"> Checking piles for potential acid sulfate soils on removal of piles from water Carrying out pH and peroxide tests, as relevant, to detect the presence of any potential acid sulfate soils <p>Removing, containing and disposing of any acid sulfate soils in <i>Waste Classification Guidelines: Part 1 Classifying Waste</i> (DECCW 2009)</p>	Contractor	Pre-construction and construction
7	Land surface	<p>Visual observations of the effectiveness of the silt curtain are required to be made at least twice each day</p> <p>Results of observations of the integrity of the silt curtain are required to be recorded in a site notebook maintained specifically for the purpose. The notebook is required to be kept on the site and to be available for inspection by persons authorised by Roads and Maritime</p>	Project Manager	Construction
8	Land surface	Trees located within the vicinity of the temporary compound will be protected by tree protection fencing for the duration of construction	Project Manager	Pre-construction and construction
9	Land Surface	Following completion of landside activities and the removal of the temporary compound, the area will be restored with all land surfaces rehabilitated	Contractor	Construction
10	Land Surface	<p>All of the 'land surface' environmental control measures listed are to be implemented during site establishment and will be set out in the CEMP</p> <p>The CEMP will be completed by the contractor and endorsed by Roads and Maritime prior to any works commencing of the site.</p>	Project Manager	Pre-construction and construction

No	Impact	Environmental safeguards	Responsibility	Timing
11	Land surface	Dial Before You Dig (DBYD) investigations would be carried out during the detailed design phase. If any relocation of services is required further assessment would be carried out in accordance with Roads and Maritime Environment Branch requirements and the appropriate utility providers would be consulted.	Project Manager	Pre- Construction
12	Hydrology	Weather forecasts will be checked regularly during construction and where flooding is forecast, all equipment and materials will be removed from the compound site and wharf construction area or appropriately secured.	Project Manager	Construction
13	Water quality	Weather forecasts will be checked regularly during construction and where flooding is forecast, all equipment and materials will be removed from the compound site and wharf construction area or appropriately secured.	Project Manager	Construction
14	Water quality	Erosion and sediment measures would be checked prior to forecasted rainfall and following periods of rainfall.	Project Manager	Construction
15	Water quality	Emergency spill kits will be kept on-site at all times and maintained throughout the construction work. The spill kit must be appropriately sized for the volume of substances at the work site. A spill kit will be kept on each barge and at the temporary compound site All staff will be made aware of the location of the spill kits and trained in their use If a spill occurs, the Roads and Maritime contract manager will be notified as soon as practicable and the Roads and Maritime Incident Procedure will be followed.	Project Manager	Construction
16	Water quality	Equipment barges carrying plant or machinery will be fitted with bunding around equipment which contain chemicals to prevent chemical spills or leakages from entering the water.	Project Manager	Construction

No	Impact	Environmental safeguards	Responsibility	Timing
17	Water quality	Any chemicals or fuels stored at the temporary compound will be within double bunded areas.	Project Manager	Construction
18	Water quality	All equipment, materials and wastes transported between an appropriately approved and licensed facility, and the construction work site will be secured to avoid spills during transportation.	Project Manager	Construction
19	Water quality	Vehicles, vessels and plant will be properly maintained and regularly inspected for fluid leaks.	Project Manager	Construction
20	Water quality	No vehicle or vessel will be washed down or refuelled while on-site.	Project Manager	Construction
21	Water quality	Emergency contacts will be kept in an easily accessible location on the construction work site and on all construction vessels. All construction workers will be advised of these contact details and procedures.	Project Manager	Construction
22	Water quality	In an event of a spill during operation, the incident emergency plan will be implemented in accordance with Sydney Ports Corporation's response to shipping incidents and emergencies outlined in the ' <i>NSW State Waters Marine Oil and Chemical Spill Contingency Plan</i> ' (Maritime, 2012).	Project Manager	Operation
23	Waste Management	Waste disposed of off-site shall be classified in accordance with the Waste Classification Guidelines: Part 1 Classifying Waste (DECCW 2009) prior to disposal shall be disposed of at an appropriately licenced facility for that waste. Where necessary, this shall include sampling and analysis.	Project Manager	Operation

No	Impact	Environmental safeguards	Responsibility	Timing
24	Air quality	<p>Measures to address air quality impacts will be incorporated into the CEMP and implemented throughout the construction period. As a minimum, the following measures will be included.</p> <ul style="list-style-type: none"> • Covering of all loaded trucks and vessels • Machinery to be turned off rather than left to idle when not in use • Maintenance of all vehicles, including trucks and vessels entering and leaving the site in accordance with the manufacturers specifications to comply with all relevant legislation • Maintenance of all plant and equipment to ensure good operating conditions and exhaust emissions comply with the <i>Protection of the Environment Operations Act 1997</i> <p>Maintaining the work site in a condition that minimises fugitive emissions such as minor dust</p>	Project Manager	Pre-construction and construction
25	Noise and Vibration	<ul style="list-style-type: none"> • Notification of all potentially affected residents will be undertaken at least five days prior to the proposed night time works • Properties where noise management levels may be exceeded (those properties within the red line of Figure 6-2) will receive indirect notification and residences that may be highly noise affected (those properties within the yellow line of Figure 6-2) will receive direct notification • These notifications will include the timing and nature of works as well as the expected noise levels, duration and impacts prior to the commencement of construction <p>Contact details to lodge noise complaints or receive updates would also be provided at this time.</p>	Project Manager	Pre-construction

No	Impact	Environmental safeguards	Responsibility	Timing
26	Noise and Vibration	<ul style="list-style-type: none"> • A noise and vibration management plan will be prepared and incorporated into the CEMP. The management plan will include but not be limited to: <ul style="list-style-type: none"> • Reasonable and feasible noise control measures to reduce noise levels taking into account the control methods specified in the noise and vibration impact assessment for the proposal • Identification of nearby sensitive noise receivers • A construction noise assessment in accordance with EPA <i>Interim Construction Noise Guidelines</i> for qualitative noise assessment • Details of the assessed hours of work and work to be undertaken • Behavioural practices or other management measures to be implemented to minimise noise 	Project Manager	Pre-construction
27	Noise and Vibration	Work will be carried out during the recommended standard construction hours identified in the Interim Construction Noise Guideline (DECC, 2009a) as much as practicable.	Project Manager	Pre-construction
28	Noise and Vibration	Preparation and movement of material will be maximised prior to works commencing so that it can be limited during the extended hours period.	Project Manager	Pre-construction
29	Noise and Vibration	Temporary hoarding will be erected around the compound site.	Project Manager	Construction
30	Noise and Vibration	Construction personnel will be informed of the location of sensitive receivers, and the need to minimise noise and vibration from the works, through the site induction and regular toolbox talks.	Project Manager	Construction
31	Noise and Vibration	The use of portable radios, public address systems or other methods of site communication that may impact on residents unnecessarily will be avoided.	Project Manager	Construction

No	Impact	Environmental safeguards	Responsibility	Timing
32	Noise and Vibration	The use of tonal reverse alarms will be minimised wherever practicable. This will include implementing site practices that minimise reversing movements wherever practicable.	Project Manager	Construction
33	Noise and Vibration	Plant and equipment will be inspected fortnightly to ensure they are in good working order and not emitting excessive noise levels.	Project Manager	Construction
34	Noise and Vibration	Quieter plant and equipment will be selected based on the optimal power and size to most efficiently perform the required task.	Project Manager	Construction
35	Noise and Vibration	Noise monitoring using a hand held metering device will be undertaken at the site from time to time during the high noise periods including piling. The results of monitoring will be used to devise further control methods where required.	Project Manager	Construction
36	Landscape character and visual impact	Urban design principles will be integrated throughout the detailed design and construction of the proposal	Project Manager	Pre-construction and construction
37	Biodiversity	A spill management plan will be developed and communicated to all staff working on site	Project Manager	Pre-construction
38	Biodiversity	To minimise wash and prevent bottom scouring of the marine sediments, vessels will not use excessive power when manoeuvring barges into place over the course sand and rock rubble habitat. Scouring damage will also be minimised by 'working the wind and tides', by only moving floating plant into place on high tides and under favourable or no-wind conditions, where practicable.	Project Manager	Construction

No	Impact	Environmental safeguards	Responsibility	Timing
39	Biodiversity	All staff working on the site will be advised of the location of rock rubble habitats. No vessel anchors will be placed in identified rocky reef or marine vegetation habitats. Anchor cables must be suitably buoyed prior to laying, and kept buoyed once laid, to prevent cable drag and cable swing damage (scalping) to marine vegetation and rock rubble habitat areas. Where this is impractical, contractors will use floating rope.	Project Manager	Construction
40	Biodiversity	In the case that any unexpected threatened species are observed in the construction area, works will cease and Roads and Maritime will be informed to guide further action.	Project Manager	Construction
41	Social and Economic	Canada Bay Council and the local community to be kept informed about details of the works, construction progress, wharf closure, changes to public transport and other impacts throughout the construction period	Project Manager	Pre-construction and construction
42	Social and Economic	An internet site and free call phone number for proposal enquiries will be established for the duration of the works. Contact details will be clearly displayed at the site throughout the construction period. Directions will be provided on how to make an enquiry or register a complaint regarding the works.	Project manager	Pre-construction and construction
43	Social and Economic	An enquiry and complaint tracking system will be established. Any enquiries or complains will be acknowledged within 24 hours of being received.	Project Manager	Pre-construction and construction
44	Social and economic	All operational wharf lighting and signage is to comply with the DSAPT 2002	Project manager	Construction
45	Social and economic	The construction site will be lit at night for safety. Lights will be positioned so that light is not directed towards nearby residences	Project manager	Construction

No	Impact	Environmental safeguards	Responsibility	Timing
46	Land transport and parking	A traffic control plan will be prepared in accordance with the ' <i>Traffic control at work sites manual</i> ' (RTA, 2010a) and Australian Standard 1742.3 (Manual of uniform traffic control devices) and will include such things as appropriate wayfinding signage to be installed advising of alternative transport options where necessary.	Project manager	Pre-construction
47	Land transport and parking	The following matters will be developed in consultation with council prior to work commencing: Traffic management plan Worker parking.	Project Manager	Pre-construction
48	Water Transport	Commercial, recreational operators and private services that use the existing wharf will be advised of the wharf closure at least two weeks prior to closure.	Project Manager	Pre-construction
49	Water transport	The water-based construction zone will be clearly delineated and marked to prevent non-construction vessels from entering the construction site.	Project Manager	Construction

No	Impact	Environmental safeguards	Responsibility	Timing
50	Water transport	<ul style="list-style-type: none"> • A Marine Traffic Management Plan will be prepared and implemented during water based construction works, in consultation with NSW Maritime and approved by the Harbourmaster. • The proposed works will not interfere with the movement of seagoing ships unless agreed in advance with the Harbourmaster • Buoys will not be laid in or adjacent to shipping channels unless agreed in advance with the Harbourmaster • All buoys will be fitted with lights • All vessels associated with the works are to have Response Plans for emergencies and spills • At least one vessel is to be fitted with AIS • The applicant is to consult with NSW Maritime and Harbourmaster regarding any navigation lights placed on the structure • Any marine spill (whether spill occurs on water on land and subsequently enters the water) is to be immediately reported to Sydney Ports VTS and VHF Channel 13 • Any material associated with the construction of the development that enters the water is to be immediately retrieved. Should material not be retrieved, the Port Authority will organise for its removal and recover costs from the Applicant • The Applicant is to prepare a Communications Plan for implementation during the works which must include 24/7 contact details, protocols for enquiries, complaints and emergencies 	Project Manager	Pre-construction

No	Impact	Environmental safeguards	Responsibility	Timing
51	Aboriginal	If Aboriginal heritage items are uncovered during the works, all works in the vicinity of the find must cease and the Roads and Maritime' Aboriginal cultural heritage advisor and the senior regional environmental officer contacted immediately. Steps in the Roads and Maritime Standard Management Procedure: <i>Unexpected Archaeological Finds</i> must be followed.	Contractor	Construction
52	Non-Aboriginal heritage	All construction staff will be inducted in the <i>Roads and Maritime Unexpected Archaeological Finds Procedure (2011)</i> and will implement this procedure where necessary.	Project Manager	Construction
53	Hazards	A life preserving ring and appropriate first aid provisions will be located within the compound and on all barges during the construction period.	Project Manager	Construction
54	Climate change	It is considered the potential for adverse impacts to and by climate change are effectively addressed by the design of the proposal	Project Manager	Pre-construction
55	Utilities	It is considered the potential for impacts to utilities are effectively addressed by the design of the proposal	Project Manager	Pre-construction
56	Greenhouse gases	It is considered the potential for adverse greenhouse gases are effectively addressed by the design of the proposal	Project Manager	Pre-construction
57	Cumulative construction impacts	Notification will be sent to locally affected residents regarding noise works	Project Manager	Pre-Construction and Construction

3.3 Licensing and approvals

Table 3.2: Summary of licensing and approval required

Instrument	Requirement	Timing
<i>Licence/short term licence</i>	Licence/short term licence would be required from Canada Bay Council for the location of the temporary compound	Prior to the start of construction works
<i>Approval from the Harbourmaster</i>	Approval from the Harbourmaster for any works that disturb the seafloor	Prior to the commencement of any works that disturb the seafloor

4 References

- Australian Standard series 1428
Australian Standards 4997-2005
Building Code of Australia (2011)
Department of Environment Climate Change and Water (DECCW), 2009 (a), *Interim Construction Noise Guideline*.
Disability Standards for Accessible Public Transport, 2002.
Disability (Access to Premises – Buildings) Standards, 2010.
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National Native Title Tribunal (NNTT) <http://www.nntt.gov.au/Applications-And-Determinations/Search-Applications/Pages/Search.aspx> (accessed 22 October 2015)
NSW Government, 2012, *NSW Long Term Transport Master Plan*, Sydney.
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