WESTERN HARBOUR TUNNEL
Package 2: WHT Driven Tunnels,
Mechanical and Electrical Fitout

Construction Parking and Access Strategy (North)

WHTP2-ACOC-WHT-TF-GE01-PLN-000003

Client: Transport for NSW | Project No: WHTP2

Revision 08

Date: 19 January 2024

Contents

1. Tables

Figures

Document control

This plan is a controlled document, approved by the Acciona Project Director. The Traffic Manager is responsible for ensuring this plan is kept up to date for the Project, according to Transport for NSW (TfNSW) requirements, Project risks, activities and legislative requirements.

Project revision history

Rev	Date	Description of changes
A	13.03.2023	Original issue
00	27.03.2023	Updated following TfNSW review; for DPE Submission
01	03.04.2023	Updated following TfNSW review; for DPE Submission
02	08.05.2023	Updated following DPE Comments
03	15.06.2023	Updated following DPE Comments
04	19.06.2023	Updated following DPE Comments
05	23.06.2023	Updated following DPE Comments
06	24/10/2023	Updated to include Berry Street north (WHT8), Adjusted parking at Cammeray construction support site Adjusted parking numbers for Ridge Street Retitled to Construction Parking and Access Strategy (North)
07	20/12/2023	Updated following DPE Comments
08	19/01/2024	Updated following DPE Comments

Control and records

This plan will be signed and made available for all Project Personnel on the appropriate Electronic Document management System.

Uncontrolled Copies

Any uncontrolled hard copy documents are up to date at issue and are only issued to outside organisations, customers, etc., upon request and approval by a Workplace Manager. Such uncontrolled documents will be clearly marked ‘Uncontrolled Copy When Printed’ and will not be subject to an update.

Abbreviations and definitions

Term	Meaning
ACCIONA	ACCIONA Infrastructures
CPAS	Construction Parking and Access Strategy
CEMP	Construction Environmental Management Plan
CCS	Community Consultation Strategy
CoA	Conditions of Approval
CSSI	Critical State Significant Infrastructure
DPE	Department of Planning and Environment
Project, the	Western Harbour Tunnel (Package 2)
EIS	Environmental Impact Statement
ROL	Road Occupancy Licence
TfNSW	Transport for NSW
TTAMP	Traffic Transport and Access Management sub-plan
WFU	Warringah Freeway Upgrade
WHT	Western Harbour Tunnel

1. Introduction

This Construction Parking and Access Strategy (CPAS) has been developed to provide an outline of the construction parking arrangements for workers on the Western Harbour Tunnel project (the Project). The CPAS also outlines the anticipated impacts for any on-street parking removal as a result of the construction activities.

Specifically, it has been developed to be consistent with the Project Environmental Impact Statement (EIS) and provide the information necessary to address Project Condition of Approval (CoA) E139 and E140 relating to parking and access.

1.1. Background

The Project is a major transport infrastructure project that will make it easier, faster and safer to travel around Sydney. By creating a western bypass of the Sydney CBD, the WHT will take pressure off the Sydney Harbour Bridge, Sydney Harbour Tunnel, Anzac Bridge and Western Distributor corridors to improve transport capacity in and around Sydney Harbour.

The tunnel project will be constructed using two Tunnel Boring Machines (TBMs) to tunnel through sandstone under Sydney Harbour, while roadheaders will excavate the northern approach to the harbour crossing. The project methodology has adopted TBMs to eliminate any dredging activities through the Sydney Harbour seabed, removing risks to the marine environment and biodiversity and the need for construction sites at Yurulbin Point and Berrys Bay, significantly reducing construction impacts for residents in Birchgrove and Waverton.

Once all excavation activities are finished, the roadheaders will be removed from the two northern tunnelling construction sites and the TBMs will be disassembled and removed in pieces from the City West Link portal. The larger parts of the TBMs that cannot be removed will be buried underground allowing for the mechanical and electrical (M&E) work to fit out the tunnels with lighting, safety features, and jet fans to proceed.

1.2. Purpose and scope of this CPAS

This CPAS will outline how the Project will satisfy the requirements of the CoA and Revised Environmental Management Measures (REMM). The CPAS will describe how construction worker parking will be facilitated and monitored on the project, and the implementation of mitigation measures described in Section 4, 5 and 6.

This CPAS (CPAS North) have been prepared and includes the following sites:

- Ridge Street north (WHT9) construction support site;
- Berry Street north (WHT8) construction support site; and
- Cammeray (WHT10) construction support site.

This document will also be updated as required to address any additional works which are not associated with a construction support site, but may impact on- and off-street parking, such as:

- Utilities installations; and
- Local area works and road upgrades.

A separate CPAS (CPAS South) will be prepared for the Rozelle Precinct comprising of Glebe Island (WHT3) construction support site (formerly White Bay (WHT3)) and City-West Link (WHT12) construction support site (formerly Rozelle rail yard (WHT1)) and any other relevant construction activities which occur south of the Harbour Crossing works.

1.3. Compliance Matrix

The Compliance Matrices below outline specific requirements detailed in the CoA as well as the REMM and where they have been addressed in this plan.

Table 1-1 CoA Compliance Matrix

Reference	Requirement	Section
E135	The locations of all heavy vehicles used for spoil haulage must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one year following the completion of construction.	Section 5.7
E136	Before any local road is used by a heavy vehicle for the purposes of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the relevant council within three weeks of completion of the survey and no later than one month prior to the road being used by heavy vehicles associated with the CSSI.	Section 5.6
E139	Vehicles (including light and heavy vehicles) associated with the CSSI must be managed to:	-
	(a) Minimise parking on public roads;	Section 4
	(b) Minimise idling and queuing on state and regional roads;	Section 5.8
	(c) Not carry out marshalling of construction vehicles near sensitive land user(s);	Section 5.8
	(d) Not block or disrupt access across pedestrian or shared user paths at any time; and	Section 5.4
	(e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the Traffic, Transport and Access Management CEMP Sub-plan.	Section 5.5 & Section 5.7
E140	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on- and off-street parking changes during construction of the CSSI. The Strategy must include, but not necessarily be limited to:	-
	(a) achieving the requirements of Condition E139;	See above
	(b) confirmation and timing of the removal of on- and off-street parking associated with construction of the CSSI;	Section 4
	(c) parking surveys of all parking spaces to be removed or occupied by the CSSI workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events;	Section 3
	(d) consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction;	Section 2 Note, no additional long-term parking removal
	(e) assessment of the impacts to on- and off-street parking stock taking into consideration, occupation by the CSSI workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events;	Section 3
	(f) identification of mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes;	Section 5.10

Reference	Requirement	Section
	(g) where residential parking schemes already exist, off-road parking facilities must be provided for the CSSI workforce;	Section 5.1
	(h) mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures;	Section 5
	(i) 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 5.3
	(j) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	Section 5.10
	(k) provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three monthly intervals.	Section 6.2
	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one month before the commencement of any construction that reduces the availability of existing parking. The approved Strategy must be implemented before impacting on on-street parking and incorporated into the Traffic, Transport and Access Management CEMP Sub-plan.	Section 1.2

Table 1-2 REMM compliance matrix

REMM Reference	Requirement	Section
CTT7	Vehicle movements to and from construction sites will be managed to ensure pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasion, police presence.	Section 5.4
CTT9	Where provision of construction on-site parking cannot accommodate the full construction workforce, feasible and reasonable management measures that minimise impacts on parking on local roads will be identified and implemented. Depending on the location, management measures may include workforce shuttle buses and the use of public transport.	Section 5.10
CTT11	Truck marshalling areas will be identified and used where feasible and reasonable, to minimise potential queueing and traffic and access disruptions in the vicinity of construction support sites	Section 5.8

2. Consultation & Approval

2.1. Community Consultation

Consultation on parking impacts for the Ridge Street location has been undertaken with the affected stakeholders and residents in accordance with the project Community Consultation Strategy (CCS). The intent of consultation is to inform affected stakeholders, to assess impacts to affected stakeholders and to identify any addition specific mitigation measures to manage the impacts to affected stakeholders.

The initial notifications distributed by WFU project for the Ridge Street parking removal included a completion date of June 2023. As such, the WHT Stage 3B Project has undertaken additional notifications to affected stakeholders for the extension of the parking removal required at this site. The notifications for the extension include:

- Start of work notification to local community of the extension of the removal of the 9 parking spaces until June 2028. Distribution completed 13-14 May 2023.
- Information included in Ridge Street fact sheet that was provided as part of door knocking of homes and businesses within 250 metres of the site during the week of 8 April 2023.
- Additional door-knocking and notification drop to residents on 15 June 2023.

No major issues were raised at that time.

Notification and consultation of any additional parking removal would be undertaken in accordance with the Project CCS, and as part of updates to this document.

2.2. Council consultation

Consultation has been undertaken on revisions of this document as follows:

Table 3 Council consultation register

Rev	Date	Change to impacts as described in document.	Council consultation summary
A	13.03.2023	Original issued	In accordance with the WFU Construction Parking and Access Strategy (Rev M; 15 February 2023) parking impacts for the impact of nine spaces were approved at Ridge Street.
00	27.03.2023	No worsening of proposed impacts; no additional consultation required.	
01	03.04.2023	No worsening of proposed impacts; no additional consultation required.	
02	08.05.2023	Updated following DPE Comments	Consultation with North Sydney Council for the extension of the existing nine spaces was undertaken within the Western Harbour Tunnel Stage 2 and North Sydney Council Interface meeting, held on 3 May 2023. No issues were raised.
03	15.06.2023	Update to include removal of additional three spaces at ridge Street, consistent with EIS.	Notification of the change and opportunity for ongoing discussion was made to Council 15 June 2023. No response was received.
04	19.06.2023	No worsening of proposed impacts; no additional consultation required.	
05	23.06.2023	Updated following DPE Comments	Document approved.

Rev	Date	Change to impacts as described in document.	Council consultation summary
06	19.10.2023	Updated to include Berry Street north (WHT8), Adjusted parking at Cammeray construction support site	The proposed construction support site at Berry Street north will not impact existing on- and off-street parking for local stakeholders and residents. Adjustment to Cammeray construction support site does not result in change to impact. Document provided to North Sydney Council, who provided comment. Response to comments was provided back to Council – no changes to document required. One update made to reflect increase in parking impact at Ridge Street from 3 to 7 spaces, as a result of a corresponding decrease in numbers described in the latest approved WFU CPAS (i.e. total number of impacted spaces doesn't change). This update was communicated to North Sydney Council via routine coordination meeting.
07	20.12.2023	Adjustment to Section 4.1.1 to clarify parking removal at Ridge Street to align with Table 4-1.	Nil – no net change to removal only fixing wording.

In addition to the above, ongoing opportunity for consultation with Council and other stakeholders will be available through the Traffic and Transport Liaison Group (TTLG), established as a technical forum to discuss road safety and traffic management measures, potential impacts on the road, pedestrian and cycle network and program. The TTLG will include representatives from TfNSW and relevant Councils and on occasion representatives from other construction projects.

Additional consultation will be undertaken where there is a worsening of parking impacts than previously considered under the approved CPAS.

2.3. Document approval

In accordance with CoA E140 this CPAS will be submitted to the Planning Secretary for approval at least one month before the commencement of any construction that reduces the availability of existing parking and, following approval, will be incorporated into the Projects Traffic, Transport and Access Management Sub-plan (TTAMP).

Note, additional on-street parking removal required by the Project, excluding mandatory changes Road Occupancy Licenses (ROL) or Council Permit as described in Section 4.1, will be addressed in an updated CPAS and provided to the Planning Secretary for review and approval.

3. Existing Conditions

In accordance with CoA E140(c), initial parking surveys have been undertaken by the WFU project at all locations where on-street parking spaces have been removed to determine existing parking demand during peak, off-peak, school drop-off and pick up, weekend periods and during special events. The parking survey results are included below for the relevant Project locations; further details can be found in the WFU Construction Parking and Access Strategy.

Table 3-1 Parking survey precinct areas

Precinct reference	Survey area February and May/June 2022
Ridge Street Precinct	Ridge St
	Walker St

Table 3-2 Parking survey results per Precinct

Day	Time period	Occupied spaces	Unoccupied spaces	Total available spaces	Parking occupancy
Ridge Street Precinct					
Average weekday	8:30am (weekday morning peak / school drop-off)	77	42	119	65%
	3pm (school pick up)	105	14	119	88%
	5pm (weekday evening peak)	82	47	129	64%
	10pm (weekday evening off-peak)	41	98	139	29%
Average weekend	12pm (weekend day)	104	35	139	75%
	11pm (weekend evening)	36	103	139	26%

Further parking surveys have been conducted at Ridge Street Precinct prior to WHT extending the existing parking removal at this site.

Table 3-3, below outlines the updated parking survey results recorded during May 2023.

Table 3-3 Updated parking survey results per Precinct

Day	Time period	Occupied spaces	Unoccupied spaces	Total available spaces	Parking occupancy
Ridge Street Precinct					
Average weekday	8:30am (weekday morning peak / school drop-off)	74	36	110	67%
	3pm (school pick up)	108	2	110	98%
	5pm (weekday evening peak)	62	58	120	52%
	10pm (weekday evening off-peak)	47	83	130	36%
Average weekend	12pm (weekend day)	124	6	130	95%
	11pm (weekend evening)	43	87	130	33%

The updated survey results suggest an increased demand on weekends, however the counts conducted often had local events which saw an increased utilisation of parking (including a local market as well as a football game at North Sydney stadium).

In consideration of the above results, the proposed additional removal of three spaces and ongoing removal of the original nine spaces (as also described in the WFU CPAS), to result in a total

removal of twelve spaces consistent with the EIS, will only result in very minor changes to overall parking availability and indicates remaining parking opportunities in the area for residents and visitors.

4. Parking and access impacts

4.1. General impacts

As part of the delivery of the Project, there will be times where localised, short-term removal of parking will be required under a Road Occupancy License (ROL) or council permit. Short-term removal of parking would include works which are for a single, or a series of shifts but would be reinstated at the completion of the activity. This short-term removal of parking may be necessary where utilities or footpath works are required. Where this occurs, any short term on-street parking that has been removed will be reinstated following the expiration of the ROL.

Any such short-term car parking removal will be managed in accordance with the TTAMP, site specific Traffic Management Plans, and Traffic Guidance Schemes and will not result in an update of this document.

The project will provide off-road parking facilities at all sites where there are existing residential parking schemes. This is to ensure minimal parking by the workforce is on public roads. Subject to the approval of this CPAS, the impacts outlined in this document will be undertaken in accordance with the TTAMP and the associated project notification requirements.

4.1.1. Ridge Street

Long-term parking removal of seven spaces at the Ridge Street site is proposed as part of the WHT project (CPAS Rev 05 and Rev 06), and existing approved parking removal of five spaces as implemented by the Warringah Freeway Upgrade (WFU) contractor will be retained (note, the removal of these spaces is also described in the WFU CPAS). This results in a total of 12 removed spaces which is consistent with the Project EIS[1].

Table 4-1 outlines the approved parking removal for the WHT Stage 3B project. WHT Stage 3B and 3C proposes to retain the existing parking removal implemented by the WFU contractor. The locations the parking is proposed to be retained is listed in Table 4-1, below.

Table 4-1 Summary of approved parking impacts at Ridge Street north site

Location	Street	No. spaces removed	Approved (A) or Proposed (P)	Current approved timeframe until	Figure reference
Ridge Street north construction support site	Ridge Street	5	A[1]	30 June 2024	Figure 1
		3	A[2]	30 June 2028	Figure 1
		4	P[3]	30 June 2028	Figure 1

Notes:
1. 5 spaces currently approved in Rev O of the WFU CPAS
2. 3 spaces approved as part of WHT CPAS (Rev 05)
3. 4 spaces proposed as part of this WHT CPAS (Rev06), note these spaces were previously approved and removed as part of WFU CPAS Rev J

These spaces are expected to be required for the entire project delivery (expected completion in 2028) and time to facilitate demobilisation of the site facilities. A tentative date of 30th June 2028 has been noted as the anticipated period for returning the spaces however this may be adjusted as the project program develops. Should there be a requirement for further parking removal extension beyond 30th of June 2028, the Project will resubmit the CPAS including the new revised date to DPE for approval.

[1] Chapter 8, Table 8-17.

Figure 1 Total of twelve spaces impacted at Ridge Street north construction support site (WHT9)

Access to the Ridge Street north site will be facilitated initially via Ridge Street (accessed from Miller Street, in accordance with Figure 2, below). Depending on origin and destination of construction vehicles, some movements may be to and from Falcon Street to the north-west.

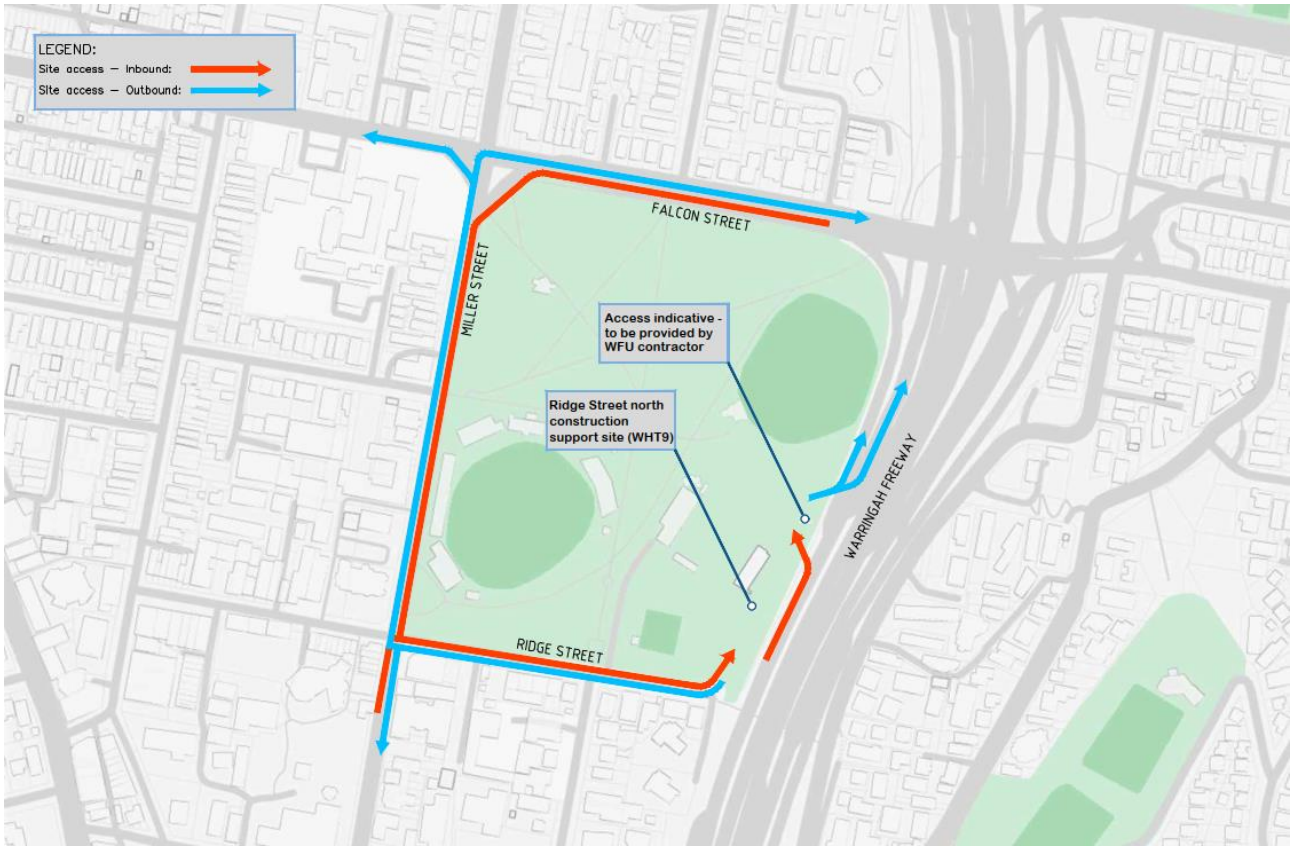


Figure 2 Access arrangements for Ridge Street north construction support site

The WFU contractor identified a potential impact to long-term resident and visitor parking servicing the adjoining unit blocks, townhouse and the short-term parking associated with the North Sydney Bowling Club. It was noted however that when parking surveys were conducted at the site by the WFU contractor that there was spare capacity to accommodate the displaced parking demand.

Limited impact is expected as a result of the extension of the parking space removal at this site and the additional three spaces to be removed.

4.1.2. Berry Street north

No long-term removal of on-street parking to accommodate the workforce associated with the Berry Street north (WHT8) is proposed by the Project.

Berry Street north site is not a tunnelling site and will typically only have civil construction workers accessing the site. Worker demand at this site will be low during construction. Some light vehicles will access the site to service the works and provide the access for workers, any other ad-hoc access may be provided by approaching the site on foot from Ridge Street if necessary.

Access to the Berry Street north site will be facilitated via the Berry Street onramp (via Berry Street). Constructions vehicles will leave the site via the Berry Street onramp and join the Warringah Freeway. Refer to Figure 3 below.

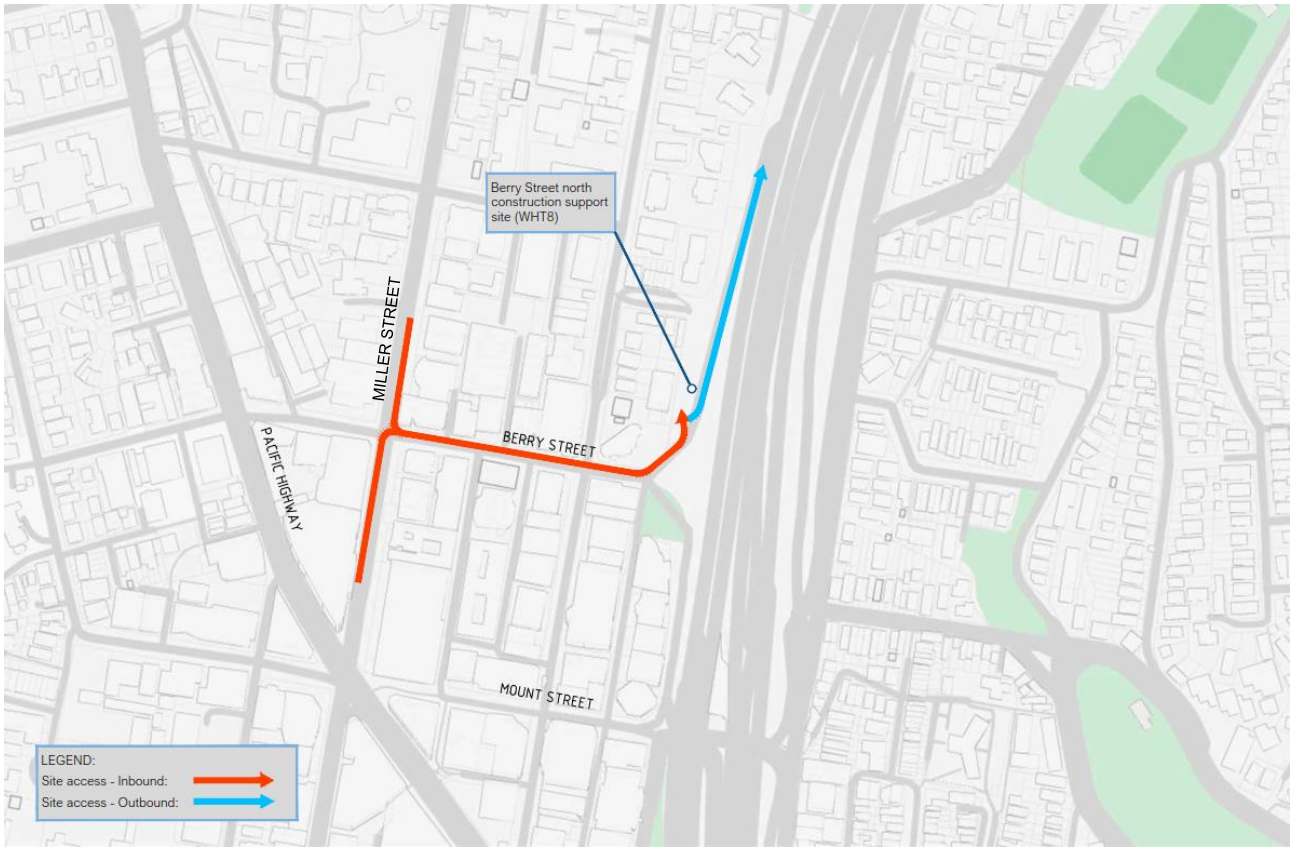


Figure 3 Access arrangements for Berry Bay north construction support site

4.1.3. Cammeray

Long-term parking removal of 10 spaces on Ernest Street have been implemented and approved as part of the WFU CPAS. No further parking removal is proposed as part of this CPAS at this site. As described in the WFU CPAS, the existing approval extends to 30 June 2025. Should no further extension be applied for as part of the WFU works, a subsequent assessment will be conducted by WHT on any ongoing requirements for parking removal in the area.

5. Mitigation Measures

5.1. Construction workforce parking

This section will discuss the on-site available parking for the construction workforce. This will be a measure of the forecast worker demand compared to available on-site parking. The project program for each of the sites will dictate the demand for parking.

The workforce size will vary between different activities, with peak worker and parking demand typically during fit out of the tunnels. Early site establishment activities will typically have a smaller workforce, until the tunnelling operation commences, and onsite parking availability may fluctuate until the site establishment period concludes.

Construction workforce parking will be managed between day and night shift turnover where required. Management measures to address parking turnover may include options (where reasonably practicable) such as: scheduling a buffer between shifts; organising workers' shift to encourage carpooling activities for workers who reside close to one another into similar shift patterns to minimise number of vehicles; or other alternative measures. Impact of parking turnover is not expected to occur until the commencement of 24-hour tunnelling operation.

Overall parking demand has been developed to reflect the current delivery program and workforce histogram. These numbers are outlined in Table 5-1 and Table 5-2. A 20% reduction in parking demand based on worker numbers has been assumed for this plan to allow for workers utilising public transport and carpooling options.

5.1.1. Berry Street north (WHT8)

No on-site carpark will be provided at the Berry Street north (WHT8) construction support site.

The workforce will be encouraged to utilise the public transport system given the proximity to major local transport hubs from the site. Where workforce require the use of vehicles, they will be directed to park their vehicles at Ridge Street north (WHT9) construction support site and walk approximately 500m to the Berry Street north (WHT8) site. Workforce will also be encouraged to use carpooling options.

Table 5-1, below outlines some expected workforce demand, and the associated impact on the Ridge Street carpark.

Table 5-1 Berry Street workforce parking demand comparison

Period	Indicative daily on-site total workforce	Indicative day shift On-Site Parking Demand	Indicative night shift On-Site Parking Demand	On-site Carparks
2024	12	8	0	0
2025	4	3	0	0
2026	4	3	0	0
2027[1]	12	8	0	0

Notes:

1. Increase in worker demand later in the project may be serviced from Cammeray, Ridge or Rozelle subject to tunnel progress

5.1.2. Ridge Street north (WHT9)

Anticipated on-site workforce and on-site parking availability at the completion of site establishment is outlined in Table 5-2, below.

Table 5-2 Ridge Street workforce parking demand comparison

Period	Indicative daily on-site total workforce	Indicative day shift On-Site Parking Demand (With Berry)	Indicative night shift On-Site Parking Demand	On-site Carparks
2023	20	16 (16)	0	56
2024	70	35 (43)	21	56
2025	70	35 (38)	21	56
2026	50	25 (28)	15	56
2027	30	15 (23)	9	56

There will be no deficit in parking availability for the anticipated workforce during peak construction at this site. The workforce listed above will be split over a night and day shift as shown. Peak day shift workforce on site is not anticipated to exceed 35 (or 43 when including the demand created by the Berry Street site). This will see sufficient parking on site to accommodate visitors to the site in addition to daily workforce parking demand.

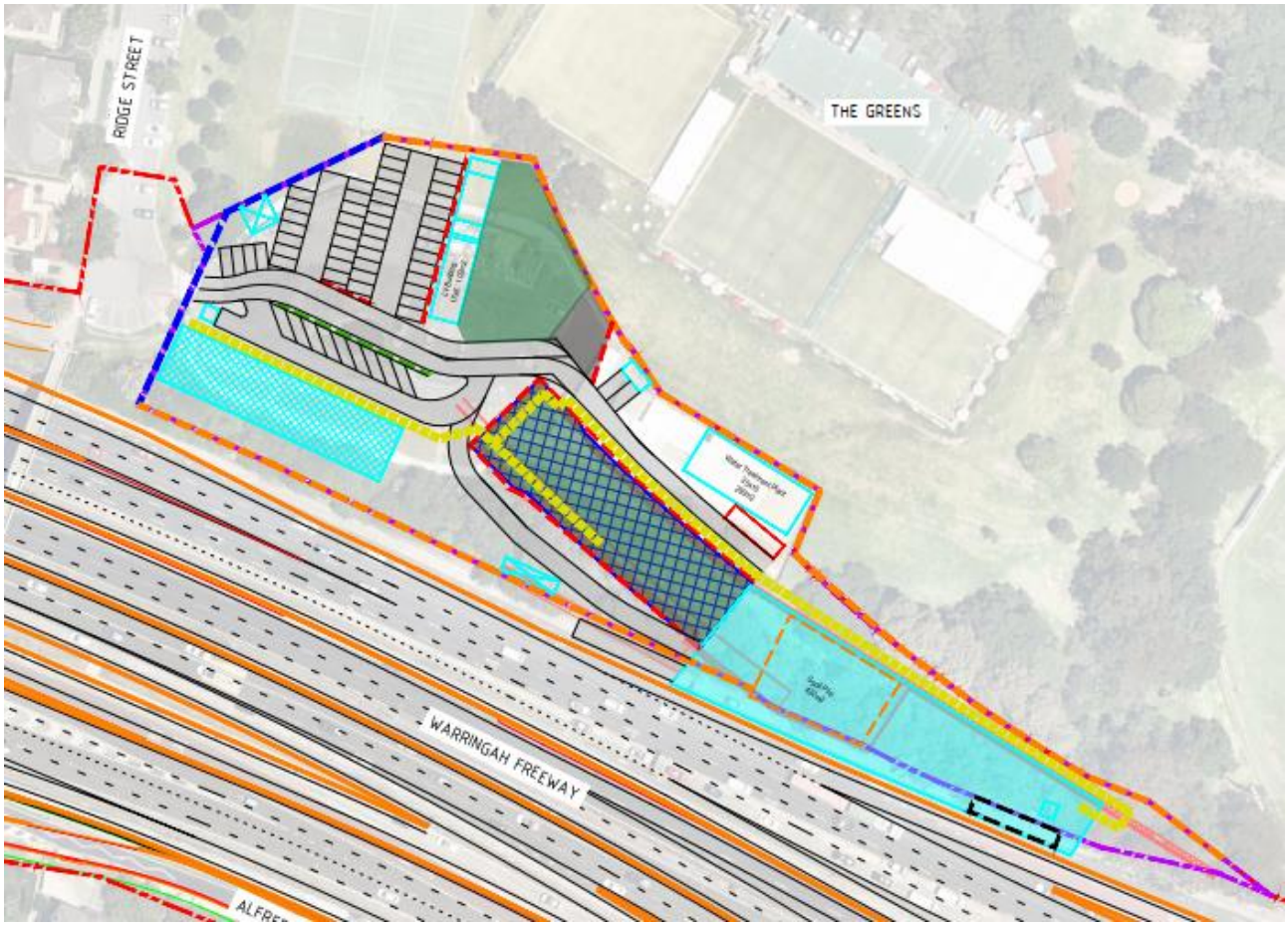


Figure 4 Ridge street north construction support site indicative layout and parking

5.1.3. Cammeray construction support site (WHT10)

The anticipated on-site workforce compared to anticipated on-site parking demand as well as on-site parking availability is outlined in Table 5-3, below.

Table 5-3 Typical Cammeray workforce parking demand comparison

Period	Indicative daily on-site total workforce	Indicative day shift On-Site Parking Demand	Indicative night shift On-Site Parking Demand	On-site Carparks – main carpark (secondary site)
2023	40	32	0	68 (37[1])
2024	150	75	44	68 (37[1])
2025	170	86	50	68 (37[1])
2026	120	60	36	68 (37[1])
2027	40	20	12	68 (37[1])

Notes:
1. Spaces provided by secondary carpark still subject to design development.

Although the total daily peak worker demand for on-site parking will exceed the available spaces, the workforce needing parking will be split across day and night shift and is not expected to exceed 105 spaces required during the day, and approximately 50 during the night (during peak construction).

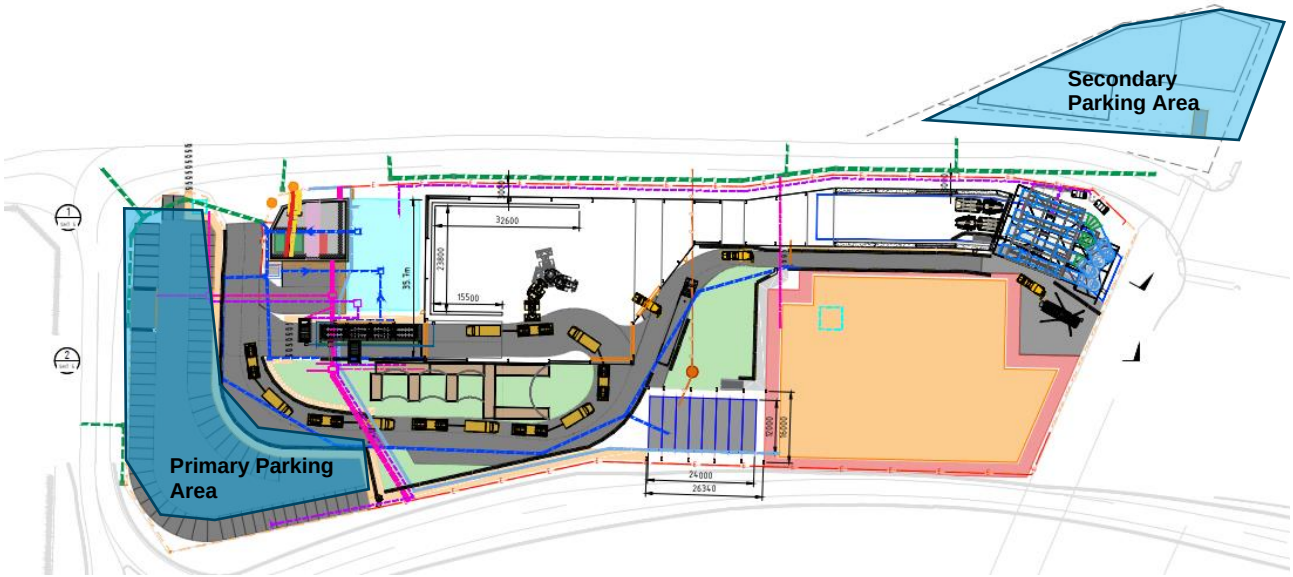


Figure 5 Cammeray construction support site indicative layout and parking

5.2. Visitors

Limited (approximately two) visitor parking is available at most sites, and, unless otherwise organised, all visitors will initially report to the main Project office to attend the mandatory visitor's induction, which will provide detail on the Project parking strategy (i.e. locations of available visitors parking and shuttle bus options).

Where a visitor has been instructed by their Project contact to go directly to site, this contact will be required to inform them of the Project parking strategy and locations of available visitor parking, prior to conducting the visitor's induction on-site.

Repeat visitors will know of the satellite parking facilities and will utilise these as needed during site visits.

5.3. Shuttle services and worker transport

Where project demand necessitates, a shuttle service for workers will be implemented for the north construction areas. The shuttle service, where needed, will provide worker connectivity between each of the construction sites and the major local transport hubs. There will be one shuttle for the northern portion of the works.

The shuttle service is likely to be commissioned to support the worker demand at the Cammeray site, with less demand expected for a shuttle service at the Ridge Street and Berry Street sites. Ridge Street and Berry Street sites are only 15 and 10-minute walk from the train station respectively. A shuttle service is likely to take longer to get to site than using existing pedestrian accesses.

Worker consultation will assist in determining the shuttle service route and need. Shuttle bus services are more likely to be utilised during peak tunnelling and during mechanical and electrical fit-out works, proposed to being undertaken later in the project program, and after site establishment works have completed.

ACCIONA will modify the routes and timing of the shuttle bus services during delivery to match worker demand, feedback and overall usage.

5.4. Pedestrian interface at site accesses

Each site will be assessed as to the demand for pedestrian movements past the access and egress points, especially those which carry heavy vehicles, spoil movements and delivery trucks. Potential mitigation measures include a vehicle actuated warning which would be implemented to alert pedestrians to the potential for heavy (and some light) vehicles crossing their paths ahead.

More robust controls may be employed where there is a high pedestrian interface and regular heavy vehicle movements, which would include full-time traffic controllers assisting in truck movements. The interface with pedestrians at interface points will be managed with barricades to allow stopping pedestrians temporarily while heavy vehicles cross the paths unless other controls are already in place (such as signalised pedestrian crossing points).

It is acknowledged that the frequency and duration of truck movements for the life of the Project may increase the relative risk in those locations. For sites where greater volumes of pedestrians and increased risk profiles are apparent, additional engineered controls based on risk assessments will be implemented. These will better manage interactions between vehicle and pedestrian movements around and past the access and egress points. These controls will ensure safety is maintained for the duration of the Project.

Vehicles will not be permitted to block or disrupt access for pedestrian or shared user paths.

5.5. Haulage routes

In accordance with CoA E132, DPE approval is required for any local roads that have not been identified and assessed in the EIS. The proposed haulage routes for each construction support site are included in Appendix A however will depend on the origin and destination of each of the movements. Where additional local roads are required to access and service the construction support site, additional approval is required from the Planning Secretary. Refer to Section 5.1 of the TTAMP.

5.6. Road dilapidation

In accordance with CoA E136, A Road Dilapidation Report for heavy vehicle travel on local roads will be prepared and provided to relevant councils prior to the affected roads being used by heavy vehicles.

5.7. Vehicle tracking

Linkedsite will be used by the Project to provide live monitoring of heavy vehicles used for spoil in accordance with condition CoA E135. The records of monitoring will be made available to the Planning Secretary and the EPA for a period of no less than one year following the completion of construction.

5.8. Marshalling

Marshalling of vehicles (including both heavy and light vehicles) will not be conducted near sensitive land users. Sites will provide as much off-street marshalling space for spoil trucks as can be achieved within the sites, while balancing parking availability for light vehicles.

Marshalling of vehicles associated with the project will be monitored as part of regular site inspections and where any issues with marshalling space is identified additional areas will be located and incorporated into the CPAS and site specific TMPs.

Where drivers are identified idling or queueing on state and regional roads and relate to the project, they will be instructed to move on to one of the designated waiting or marshalling areas.

5.9. Training

Training for elements of the project delivery affecting haulage, parking and pedestrian interface controls will be provided to workers. The ways in which information will be disseminated to the workforce is outlined below based on the element being communicated:

- Approved haul routes will be communicated to spoil contractors and contract managers for communication to drivers.
- Pedestrian management techniques and strategies will be toolboxed to traffic controllers and site staff managing the heavy vehicle and pedestrian interface.
- Worker parking provision on site will be communicated as part of site inductions and updated as part of project pre-start discussions.

Additional training may be conducted to a targeted audience where any monitoring or issues are identified.

5.10. Contingency

If monitoring, surveys, consultation or complaints prompt intervention by the Project to improve or otherwise modify parking services, one or more of the options discussed in the sections below may be enacted to ensure impacts to the public are reduced and public relationships and reputation is protected.

5.10.1. Modification to shuttle service

If the services are inadequate, additional services will be added to try to improve travel times between parking and construction sites.

Where travel between sites and any satellite parking facilities is causing significant delay to workers alternate routes will be investigated, with the potential for operating a number of different scenarios or routes in lieu of those currently proposed, to try to better cater for workers from each site. This may include adding popular pick-up points, such as public transport hubs, to the shuttle bus routes.

5.10.2. Additional overflow parking

Parking utilisation will be monitored at each of the primary parking areas. Where supply is dwindling additional parking will be investigated and provided where practical solutions can be identified. This may include leased parking spaces from within a commercial parking structure.

Investigations will potentially include lease options with adjacent businesses to sites or parking stations, investigating layout improvements within sites where opportunities arise, or expanding existing parking facilities at other sites and modifying shuttle bus movements to provide suitable and efficient transport solutions from the additional parking.

5.10.3. Public transport encouragement

Where existing strategies are nearing capacity as determined through the inspections or the informal feedback channels, alternate options to promote public transport use will be investigated. This will include investigating opportunities to encourage public transport use by providing additional shuttle bus pick up points at popular public transport hubs.

5.10.4. Active transport encouragement

Active transport options will also be encouraged through the provision of changing and end-of-trip facilities and bike storage areas for cyclists.

5.10.5. Additional consultation

Where issues with parking management is identified, additional consultation with affected stakeholders may be conducted to best identify the issues with the parking measures adopted. Consultation will aim to incorporate feedback from stakeholders in revised planning to ensure mitigation measures are acknowledged and achieve the planned result.

6. Monitoring and reporting

6.1 Monitoring

As part of the ongoing monitoring processes on the Project, parking assessment and monitoring will play a vital role of the surveillance team's responsibility. Monitoring will include surveillance of site parking availability at regular intervals to ensure parking on site doesn't have a deficit issue. This will provide indication of the effectiveness of alternative arrangements, and mechanisms of encouraging workers to park in the dedicated parking facilities and catch public transport or the Project shuttle service.

Informal feedback will be sought from the workforce if it is identified that the proposed measures are not working satisfactory.

Parking surveys will be conducted fortnightly for the areas immediately adjacent the sites are inspected, with utilisation included in the quarterly reports outlined in MCoA E140. As part of the surveys an occupancy rate and project related vehicles utilising on-street parking will be included (for what can be identified by branding).

Should the parking surveys identify any issues with overflow or excessive worker parking in public spaces an appropriate mitigation measure will be implemented to minimise parking on local roads.

6.2 Reporting

Quarterly reports of compliance, monitoring results, and effectiveness of the controls and parking strategies will be provided in accordance with MCoA E140(k). The report will be provided as a standalone report.

Ongoing regular consultation with stakeholders, businesses and residents will occur, to ensure early identification of issues will be maintained for the duration of works.

6.3 Document updates and amendments

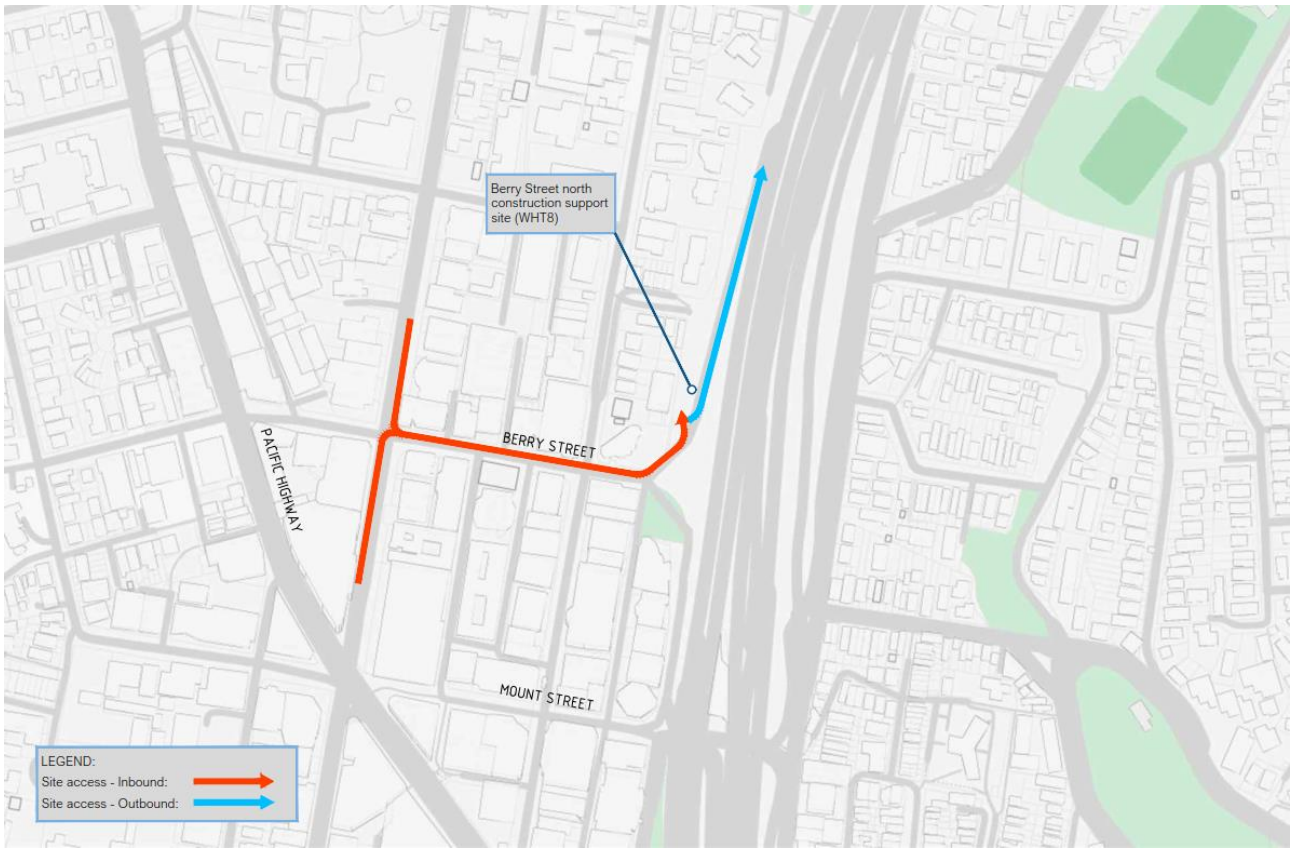
This CPAS will be updated when any of the following items triggers the need for an update:

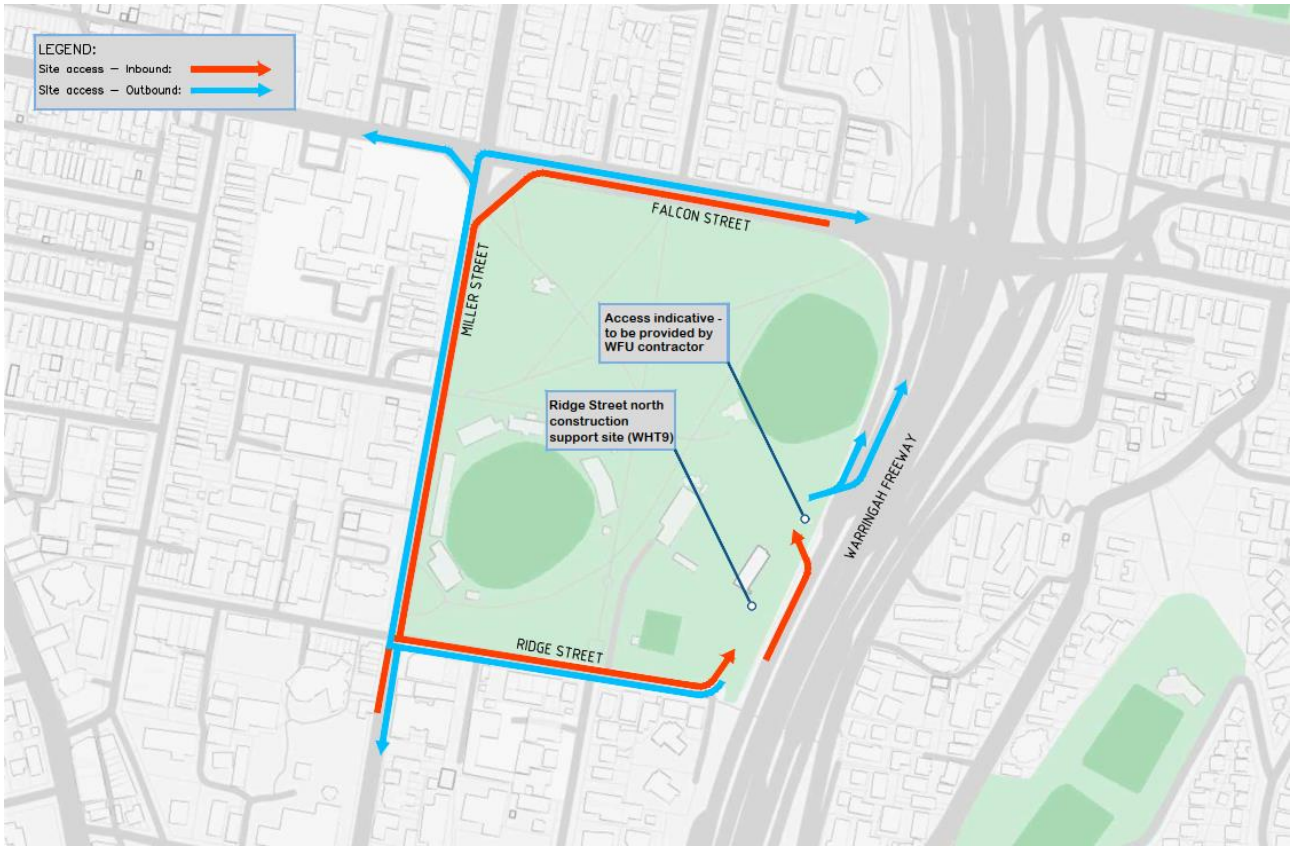
- A reduction to parking available at any of the construction sites (including commencement of works at a new site) as described herein.
- Identified need for additional long-term parking removal based on impacts to community.
- Modification of the dates or durations of parking impacts
- Modification to controls due to worker demand or identification of issues.

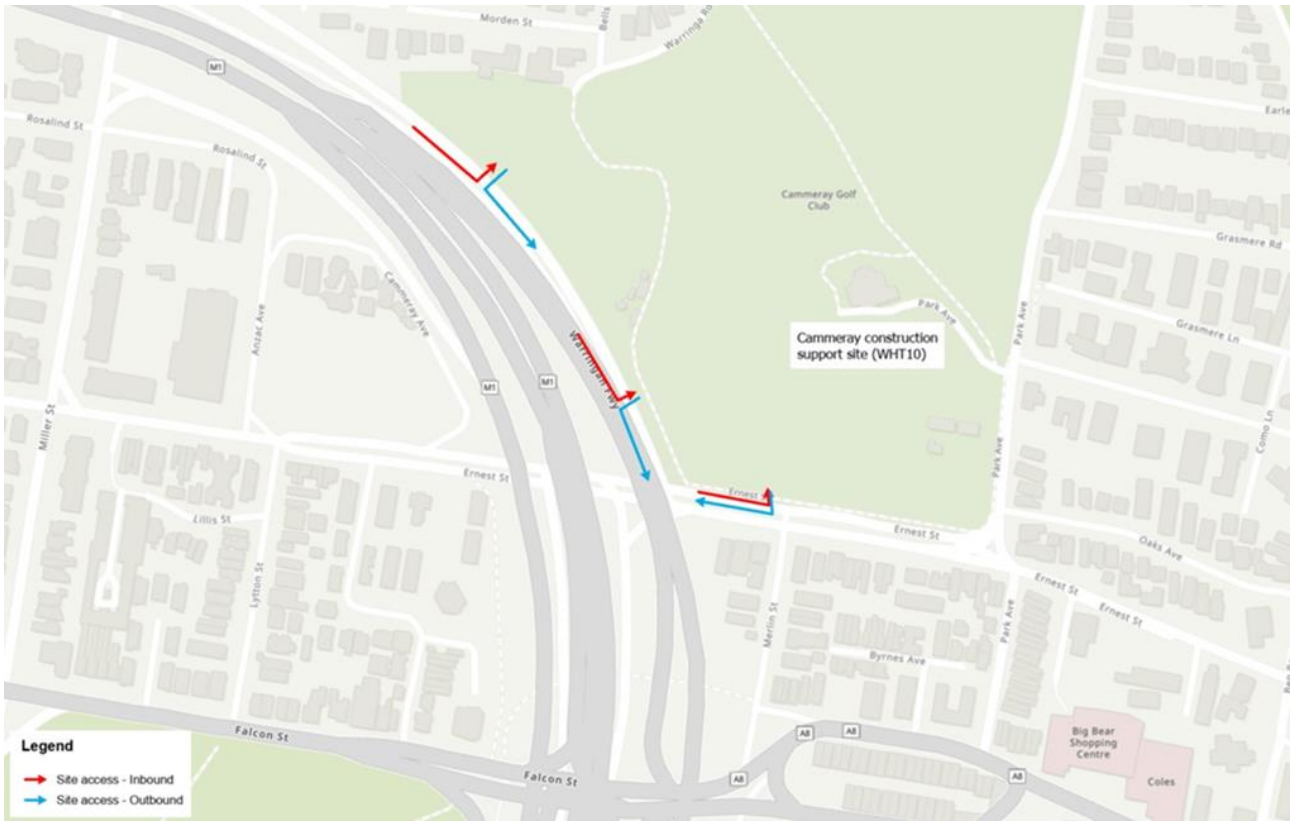
Any updates will be submitted to the Planning Secretary for approval prior to implementation.

Appendix A: Haulage Routes

This page intentionally left blank


Berry Street north construction support site (WHT8)
BERRY STREET
PACIFIC HIGHWAY
MOUNT STREET
LEGEND:
Site access - Inbound:
Site access - Outbound:


LEGEND:
Site access – Inbound:
Site access – Outbound:
FALCON STREET
MILLER STREET
Access indicative - to be provided by WFU contractor
Ridge Street north construction support site (WHT9)
WARRINGAH FREEWAY
RIDGE STREET


Cammeray construction support site (WHT10)
Cammeray Golf Club
Morden St
Rosalind St
Grasmere Rd
Grasmere Ln
Park Ave
Ernest St
Oaks Ave
Byrnes Ave
Falcon St
Merlin St
Lytton St
Miller St
Lillis St
Anzac Ave
Cammeray Ave
Big Bear Shopping Centre
Coles
M1
A8
Legend
Site access - Inbound
Site access - Outbound