

Construction Parking and Access Strategy

Warringah Freeway Upgrade

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Distribution and Authorisation

Document Control

The CPB Downer JV Project Director is responsible for ensuring that this plan is reviewed and approved. The Design Manager is responsible for updating this plan to reflect changes to the project, legal and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the CPB Downer JV Project Director before being distributed / implemented.

Revision Details

Revision	Details
A	For review
B	Final
C	For Approval
D	Update to address TfNSW comments
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Glossary and abbreviations

Table 1: Abbreviations and definitions

Key Term / Abbreviation	Definition
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan
CGC	Cammeray Golf Course
CoA	Condition of Approval
CPAS	Construction Parking and Access Strategy
CUT	Critical utilities installation, relocation, and protection
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
ITS	Intelligent Transport System
Project, the	Western Harbour Tunnel Warringah Freeway Upgrade
REMM	Revised Environmental Management Measures
ROL	Road Occupancy Licence
TfNSW	Transport for NSW
TTAMP	Traffic, Transport and Access Management Sub-plan
WFU	Warringah Freeway Upgrade
WFUEW	Warringah Freeway Upgrade Early Works
WFUMW	Warringah Freeway Upgrade Main Works
WHT	Western Harbour Tunnel
WHTWFU	Western Harbour Tunnel Warringah Freeway Upgrade

1. Introduction

1.1 Background

The Western Harbour Tunnel and Warringah Freeway Upgrade (WHTWUFU) is an important road connection across the Sydney Harbour, linking North Sydney to Rozelle and Lilyfield. The project comprises two main components:

- A new crossing of Sydney Harbour involving twin tolled motorway tunnels connecting the M4-M5 Link at Rozelle and the Warringah Freeway at North Sydney (the Western Harbour Tunnel)
- Upgrade and integration work along the existing Warringah Freeway, including infrastructure required for connections to the Beaches Link and Gore Hill Freeway Connection project. Reconfiguration works as part of the Warringah Freeway Upgrade would optimise the road corridor and improve the performance of the Sydney Harbour Tunnel, the Sydney Harbour Bridge, and the Western Harbour Tunnel.

Due to its importance, the WHTWUFU project was declared to be Critical State Significant Infrastructure (CSSI) by the Minister for Planning and Public Space on 9 November 2020. On 21 January 2021, the Department of Planning, Industry and Environment (DPIE) approved the construction and operation of the WHTWUFU project (SSI 8863).

A detailed description of the project is provided in Chapter 5 of the Western Harbour Tunnel and Warringah Freeway Upgrade Environment Impact Statement (EIS).

The WHTWUFU project will be delivered in numerous stages:

- Stage 1 – Early and enabling works
 - Stage 1A – Critical utility installation, relocation, and protection (CUT)
 - Stage 1B – Cammeray Golf Course adjustment works (CGC)
 - Stage 1C – Massey to Amherst noise wall (M2A)
 - Stage 1D – WHT construction power and utilities (WHTCP)
 - Stage 1E – Maritime Heritage – relocation of historic vessels *M.V. Cape Don and Baragoola* (MH)
- Stage 2 – Warringah Freeway Upgrade (WFU) project
- Stage 3 – Western Harbour Tunnel (WHT) project.

Further detail on each stage is provided in the WHTWUFU project Staging Report.

This Stage 2 Construction Parking and Access Strategy (CPAS) applies to the relevant Construction Support Sites (CSS) as shown in Figure 1 and the construction stages of the Warringah Freeway Upgrade Construction Precinct work sites as described in Section 1.3 below. Where parking impacts may overlap with the Stage 1 and Stage 2 programs of work, the Stage 2 contractor will coordinate with the relevant Stage 1 contractor to ensure that total combined impacts do not exceed those identified within this CPAS.

This report will be updated prior to any further proposed parking impacts.

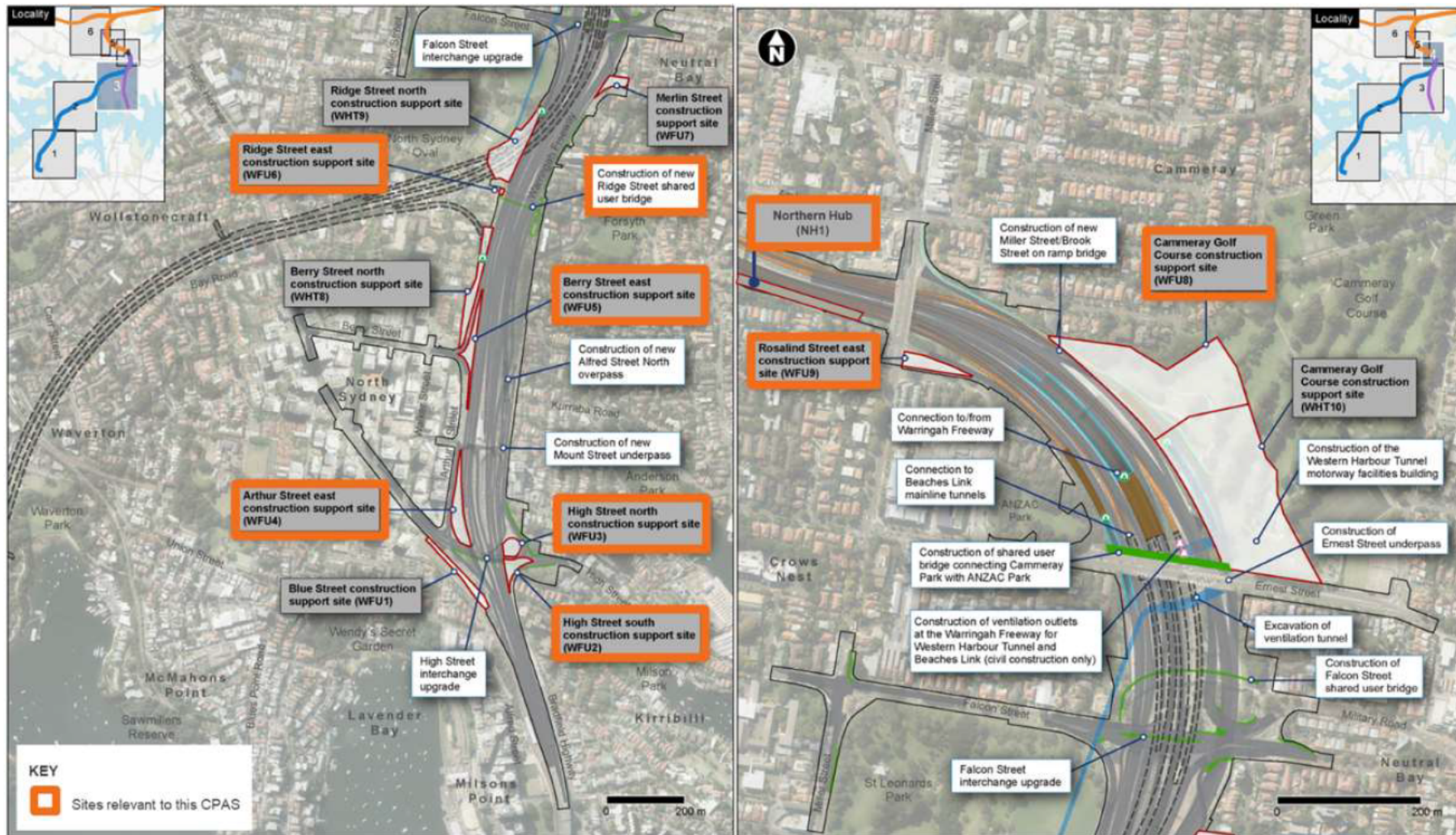


Figure 1: Key construction sites of the Warringah Freeway Upgrade project 1

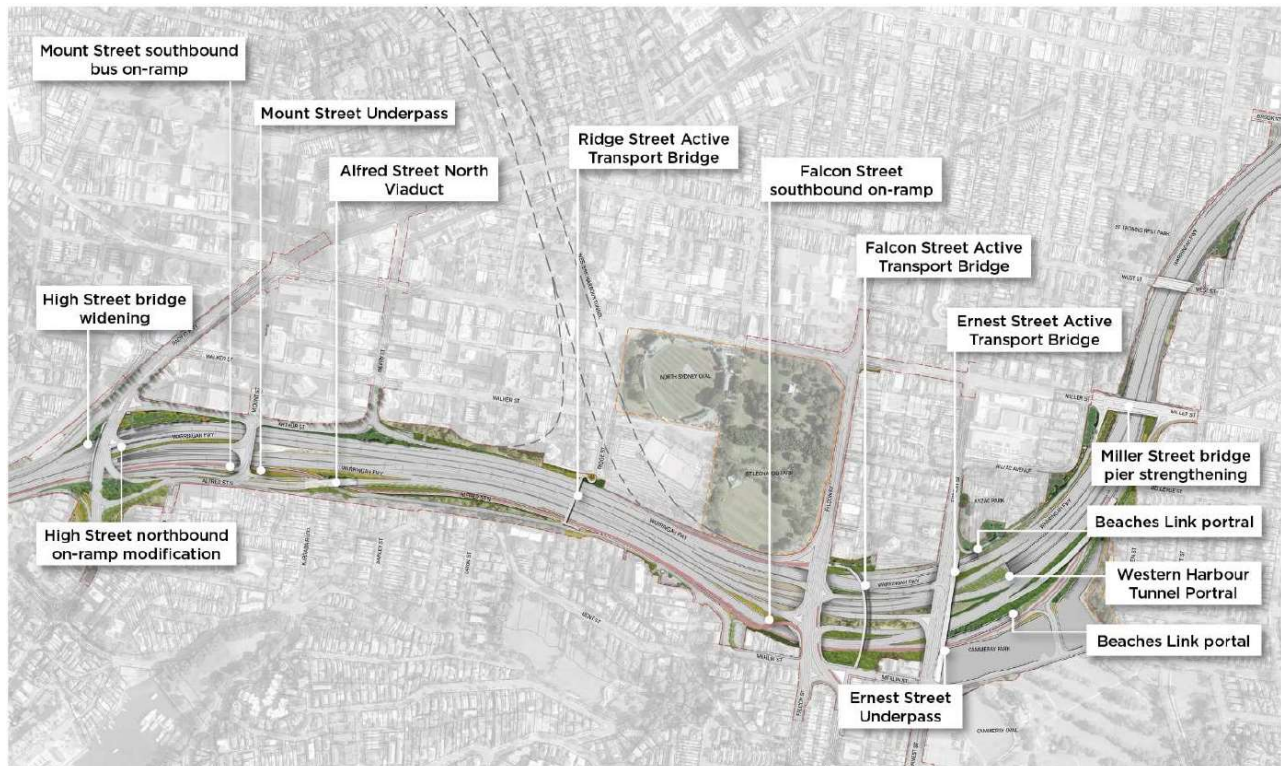
1.2 Project description

The key activities of the Stage 2 Warringah Freeway Upgrade (WFU) works are listed in Table 2.

Table 2: Stage 2 Warringah Freeway Upgrade works

Stage 2 WFU	Key activities
Site preparation works	<ul style="list-style-type: none"> • Clearing vegetation • Installation of temporary fencing and hoarding • Installation of environmental controls (erosion and sedimentation controls)
Establishment and operation of ancillary facilities, and Precinct construction works	<ul style="list-style-type: none"> • Operation at High Street south (WFU 2); High Street north (WFU 3); Arthur Street east (WFU 4); Berry Street east (WFU 5); Ridge Street east (WFU 6); Cammeray Golf Course (WFU 8); Rosalind Street (WFU 9) and Northern Hub (NH 1), Alfred St north Precinct, Portal Precinct
Utility installation, relocation, and protection	<ul style="list-style-type: none"> • Underbore and service relocation from Ernest Street through Cammeray Avenue to Rosalind Street • ITS node construction (move from Ernest Street to Rosalind Street) • Northbound verge ITS trenching works (between Ch2800 – Ch3050) • Watermain and gas main work Alfred St North
Construction works	<ul style="list-style-type: none"> • Construction of retaining wall structure • Construction of new Ridge Street Pedestrian Bridge • Bridge modifications and widening works to the Mount Street bridge and Falcon Street bridge, also the entry and exit ramps • Construction of the bridge over Alfred Street exit ramp • High Street bridge widening • Bulk earthworks for the widening of the Warringah Freeway into the Cammeray Golf Course • Construction of Warringah Freeway southbound bus lanes • Construction of the Mount Street (North Street) and Ernest Street (Cammeray) underpasses • Construction of the inner carriageway • Demolition and construction of footpaths at the Falcon and Miler Street intersection • Installation of stormwater drainage • Ridge St ATL demolition, temporary scaffolding shared path access and abutment work • Cammeray Ave lateral shift to the west to accommodate the re-alignment of the Warringah Freeway and future Beaches Link northbound (trough and cut and cover structures) entrance
Other upgrade works	<ul style="list-style-type: none"> • Upgrade or capacity improvements to the drainage pipelines • Upgrade local and arterial roads connecting to the Warringah Freeway Upgrade • Installation of shared user paths and cycleways • Road pavement, surface finishing and landscaping works

The main elements of the WFU project scope are shown in Figure 2.



(Reference: Site Management Plan – Warringah Freeway Upgrade, Figure 1)

Figure 2: Warringah Freeway Upgrade project scope

1.3 Purpose and scope of this CPAS

Revision J of the Construction Parking and Access Strategy (CPAS) was approved by DPE on 16 December 2022 and permits parking impacts in four locations:

- Portal Precinct (Rosalind Street, Cammeray Avenue and Anzac Avenue),
- Alfred Street North (ASN) Precinct,
- Ridge Street (WHT9), and
- Ernest Street (WFU8).

This current revision of the Stage 2 CPAS seeks approval for further parking impacts on ASN across three precincts.

This CPAS has been prepared to describe how the Contractor, during the Stage 2 works, will comply with the requirements of the relevant Minister's Conditions of Approval (CoA) as described in Table 4, to identify and mitigate impacts resulting from on-street parking changes during construction. It also addresses the requirements for temporary parking impacts on ASN under CoA E142.

A rapid assessment of parking spaces proposed to be impacted is shown in Table 3. Further details are provided in Section 4 and Table 6.

Table 3: Rapid assessment of parking spaces to be removed

Assessment criteria	Precinct					
	Ridge Street ¹	Cammeray ¹	Portal	Alfred St North - Mount St	Alfred St North	Alfred St North - Falcon St
Number of spaces currently approved	9 spaces	10 spaces	Up to 40 spaces staged	0	18	0
How many parking spaces are proposed to be removed under this CPAS?	as above	as above	as above	Up to 119 spaces staged	Up to 67 spaces staged	Up to 22 spaces staged
Total parking spaces proposed to be impacted	9	10	40	119	67	22
How many parking spaces are proposed/approved to be removed by others (Stages 1 and 3)	N/A	2	N/A	N/A	N/A	N/A
Timeframe for impact	30 June 2024	30 June 2025	30 June 2025	30 June 2025	30 June 2025	30 June 2025
Where addressed in CPAS	Section 4.1.2	Section 4.1.3	Section 4.1.7	Section 4.1.4	Section 4.1.5	Section 4.1.6

Notes:

1 Impacts currently approved under Revision J of the CPAS until February 2023 (refer addendum approval letter 21/12/22) .

1.4 Compliance with CoA and REMMs

The requirements of relevant CoA and where they are met in this CPAS are shown in Table 3. The requirements of the relevant REMMs are shown in Table 4.

This CPAS describes the workability of the mitigating strategies and how CPB Downer JV proposes to manage potential on-street impacts in the relevant areas. The CPAS will be resubmitted to DPE at least one month prior to the commencement of any work that will further impact on parking. These works will not commence until the CPAS has been approved by DPE.

Table 4: CoA E135, E136, E139 and E140 compliance

CoA No.	Condition requirements	Where addressed in CPAS
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 5.5
E136	A Road Dilapidation Report for heavy vehicle travel on local roads is prepared and provided to the relevant local council.	Section 5.5
E139	Vehicles (including light and heavy vehicles) associated with the CSSI must be managed to:	
	a. minimise parking on local roads	Section 5.1, 5.3 & 5.4 Also refer to Traffic, Transport and Access Management Plan (TTAMP)

CoA No.	Condition requirements	Where addressed in CPAS
	b. minimise idling and queuing on state and regional roads	Section 5.5 Also refer to the TTAMP
	c. not carry out marshalling of construction vehicles near sensitive land use(s)	Section 5.5 Also refer to the TTAMP
	d. not block or disrupt access across pedestrian or shared user paths at any time	Section 5.5 Also refer to the TTAMP
	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 Also refer to the TTAMP & relevant E132 Local Road Plans
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	Section 5
	b. confirmation and timing of the removal of on- and off-street parking associated with construction of the CSSI	Section 4.1
	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 pick up, weekend periods and during special events	Section 3, Appendix B: Parking survey results
	d. consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction	Section 2, Appendix E: Parking Consultation Summary Report
	e. assessment of the impacts of changes 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 4
	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, Appendix D: Evaluation of mitigation options
	g. where residential parking schemes already exist, off-road parking facilities must be provided for the CSSI workforce	Section 5
	h. mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures	Section 6.1
	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	Section 6.4, Appendix D: Evaluation of mitigation options

CoA No.	Condition requirements	Where addressed in CPAS
	k. provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three monthly intervals	Section 6.3
	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one month before the commencement of any works that impact existing parking. The approved Strategy must be implemented before impacting on on-street parking.	Note
E142	The Proponent must mitigate the loss of on-street parking in Alfred Street North (specifically between Wyagdon Street and Whaling Road), Neutral Bay during construction and operation of the CSSI, with the objective of having no impact to resident parking during operation, by:	This CPAS addresses construction phase impacts only in accordance with DPE letter dated 16/12/2022. Operational impacts will be addressed in a separate submission to DPE.
	a. confirming existing capacity and the parking requirements of the residents by survey;	Section 3, Appendix B: Parking survey results and Appendix E: Parking Consultation Summary Report
	b. investigating options to mitigate the loss of on-street parking that meet the parking needs of the residents of Alfred Street North and adjacent streets;	Appendix D: Evaluation of mitigation options
	c. consulting with the residents at locations where on-street parking would be lost to confirm the preferred parking options; and	Appendix D: Evaluation of mitigation options
	d. identifying the parking measures to be implemented	Section 5 and Appendix D: Evaluation of mitigation options
	A report on the outcomes of this condition must be documented and submitted to the Planning Secretary for approval within six months of construction commencing.	This CPAS satisfies the construction-phase impacts in accordance with DPE extension of time approval 16/12/2022.
E143	The parking measures identified by Condition E142, must be delivered prior to impact, unless otherwise agreed by the Planning Secretary. <i>Note: Identified mitigation measures may need to be further assessed under the Environmental Planning and Assessment Act, 1979.</i>	Section 5 identifies project-wide and precinct-specific measures to be implemented prior to impact for the purpose of this condition.

Table 5: REMM compliance

REMM No.	REMM requirements	Where addressed in CPAS
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 5.5 Also refer to the TTAMP
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, Appendix D: Evaluation of mitigation options

2. Consultation, endorsement, and approval

2.1 Consultation

Consultation has been undertaken with affected stakeholders associated with car parking removal proposed in this CPAS in accordance with CoA E140(d), (e) and (f). A Parking Consultation Summary Report has also been prepared to document the consultation undertaken in the development of the CPAS as required by CoA A5. This report is included in Appendix E.

The intent of consultation is to inform affected stakeholders, to assess impacts to affected stakeholders and to develop specific mitigation measures to manage the impacts to affected stakeholders. This consultation has included the following:

- Letter box drops
- Door knocks
- Emails
- Phone calls
- Online Survey.

No specific mitigation measures were identified following the outcomes of stakeholder consultation associated with the removal of car parking for construction support sites in the Ridge Street (WHT9), Cammeray (WFU8) and Portal Precincts (WFU9). Therefore, no additional mitigation measures were developed.

Responses to community consultation for the ASN precinct were generally not in favour of the proposed parking changes. Mitigation measures are therefore included in Section 5 of this CPAS.

Feedback received from community consultation in the Portal precinct was likewise not in favour of parking removal. Given these responses were anticipated, the mitigation measures included in Section 5 of this document will be implemented. Consultation will be ongoing with these communities and additional measures will be implemented where reasonable and feasible.

As works progress, further changes to parking restrictions and supply may be required to support the project. Prior to any changes occurring, consultation will occur with affected stakeholders, including North Sydney Council as required. In addition, where parking meters are identified to be impacted by construction, consultation with North Sydney Council will be undertaken. This CPAS will be updated to include the outcomes of the consultation and any additional mitigation measures that may be identified. Ongoing consultation with stakeholders, including the surrounding community, will be conducted throughout works in accordance with the Community Communication Strategy (CCS).

3. Existing conditions

3.1 Parking survey approach

In accordance with CoA E140(c), parking surveys have been undertaken at all locations where on-street parking spaces are proposed to be removed to determine existing parking demand during peak, off-peak, school drop-off and pick up, weekend periods and during special events.

Parking surveys have been grouped into nine (9) zones and twelve (12) precincts for the purposes of describing parking impacts across the project areas. The precincts are identified as follows:

- High Street Precinct East
- High Street Precinct West
- Alfred Street North – Mount Street Precinct
- Alfred Street North Precinct
- Alfred Street North – Falcon Street Precinct
- Berry Street Precinct
- Falcon-Miller Street Precinct
- Cammeray Precinct
- Ernest Street East Precinct
- Ridge Street Precinct
- Northern Precinct
- Portal Precinct

Refer to Appendix A for the locations and descriptions of parking zones and precincts.

The parking surveys were undertaken on the following days and times:

- Thursday 3 February 2022 – Friday 4 February 2022, Monday 7 February 2022 – Wednesday 9 February 2022
 - 8:30am (weekday morning peak / school drop-off)
 - 3pm (school pick up)
 - 5pm (weekday evening peak)
 - 10pm (weekday evening off-peak)
- Saturday 5 February 2022 – Sunday 6 February 2022
 - 12pm (weekend day)
 - 11pm (weekend evening).

These days do not coincide with public holidays or school holidays. The parking survey results can therefore be considered an accurate representation of a typical weekday and weekend. North Sydney Council's "What's On" website indicates no special events in early February 2022.

Additional on-street parking surveys were undertaken in July 2022 to capture parking supply and demand at the additional following locations:

- Berry Street Precinct – Walker Street and Hampden Street
- Cammeray Precinct (south) - Ernest Street (east), Oaks Avenue, Ben Boyd Road and Sutherland Street.

In addition to the above, parking occupancy surveys during special events were undertaken for the WFU Construction Precincts during local area and City / CBD special events. The special events included:

- Vivid Sydney Light, Music and Ideas Festival – 27th May to 18 June 2022 at night from 6pm.
- AFLW Winter Series - Saturday, 28 May – Bon Andrews Oval at 11am and 1.30pm.
- Rugby League - Sunday, 29 May - North Sydney Oval at 2pm.
- Rugby Union (Shute Shield) – Saturday, 9 July - North Sydney Oval and Bon Andrews Oval between 9:00am and 5:00pm.

3.1.1 Parking survey methodology

All nominated locations subject to the parking survey were initially inspected to note existing capacity and existing parking restrictions (e.g., untimed, timed parking, loading zones, clearways). Where on-street parking spaces are not marked, the maximum number of parking spaces was determined in accordance with Australian Standard 2890.5-1993 Parking facilities Part 5: On-street parking.

On each day and time listed above, all nominated locations were surveyed by vehicle and the number of occupied spaces was documented.

3.1.2 Calculation of parking occupancy

Parking occupancy is defined as the ratio of the number of occupied spaces to the total of available spaces and weighted for the presence of clearways:

$$\text{Parking occupancy (\%)} = \frac{\text{Number of occupied spaces}}{\text{Total number of available spaces}}$$

4. Proposed parking and access impacts

Throughout construction there may be occasional times when short term on-street car parking removal (i.e. for the period of one shift) will be required under a Road Occupancy Licence (ROL) or due to the progression of a utilities trench. In these cases, any short term on-street car parking removed will be reinstated at the end of each shift or following expiration of the ROL. Any such short-term car parking removal will be managed in accordance with the TTAMP and site specific CTMPs.

The proposed timing for impacts on parking are provided in Table 3 above. Further details on impacts in each area/precinct is provided in the sections below.

4.1 Parking impacts by area

Parking impacts, including those approved under previous revisions of this CPAS are outlined below. Subject to approval of these impacts, notifications will be undertaken as per the TMP Section 7 and the project's Community Communication Strategy.

4.1.1 Overview

Table 6 identifies current approved and proposed parking removal for the project. Parking impacts concurrently proposed by the Stage 1 Contractor are also included for information.

Table 6 Summary of proposed and approved parking impacts

Precinct	Street	No. spaces removed	Approved (A) or Proposed (P)	Current approved timeframe	Proposed impact	Figure reference
Ridge Street	Ridge Street East	9	A	28 Feb 2023	30 June 2023	Figure 3
Cammeray	Ernest Street	10	A	28 Feb 2023	30 June 2025	Figure 4
<i>Cammeray</i>	<i>Park Avenue</i>	2	<i>P*</i>	<i>N/A</i>	<i>June 2023</i>	<i>Figure 5</i>
Alfred St North - Mount Street	Alfred Street North	119	P	N/A	30 June 2025	Figure 6 & Figure 7
Alfred St North	Alfred Street North	67**	P	June 2025	30 June 2025	Figure 9
Alfred St North - Falcon St	Alfred Street North	22	P	N/A	30 June 2025	Figure 11
Portal	Rosalind Street	3	A	28 Feb 2023	30 June 2025	Figure 13
	Anzac Avenue	1	A	June 2025		
	Cammeray Avenue	36	A	June 2025		
	TOTAL	40	A			

Notes:

* Currently proposed by Stage 1 Contractor and subject to Stage 1 CPAS approval

** This CPAS seeks approval for an additional 49 parking spaces. There are 18 spaces currently approved for removal on ASN in the Alfred Street North precinct, ie 67 spaces in total are proposed for removal.

4.1.2 Ridge Street Precinct

Operation of the Ridge Street east construction support site will result in long-term temporary removal of nine (9) on-street parking spaces on Ridge Street to provide suitable access to and from the construction support site as shown in Figure 3. Construction vehicle access in and out of the site would be to and from the Ridge Street cul-de-sac turning circle lane via an existing driveway (right-in and left-out) with a gated entry/exit.



Figure 3 - Spaces to be removed at Ridge Street Precinct

No other impact is expected on general vehicle traffic flow and pedestrian movements adjacent to the site.

The removal of spaces in this area has potential to impact long-term resident / visitor parking servicing adjoining unit blocks, townhouses and houses, and also short-term parking associated with the North Sydney Bowling Club. However, existing parking occupancy as detailed in Appendix A shows there is spare capacity to accommodate the displacement of parking with a minimum of 14 unoccupied spaces elsewhere on Ridge Street during the surveyed periods. Therefore, the impact is considered minor and mitigation measures are not required.

The parking spaces will be removed under Traffic Guidance Schemes (TGS) / ROL for the site establishment implementation duration (i.e. from May 2022), and these parking spaces will be removed on a full-time basis over the project duration.

Table 8-17 in Chapter 8 of WHTWFO EIS states that operation of the Ridge Street east support site would result in the removal of 12 on-street parking spaces. Therefore, the current proposed removal of nine (9) on-street parking spaces is consistent with the EIS.

4.1.3 Cammeray Precinct

Operation of the Cammeray Golf Course construction support site (WFU8) will result in long-term temporary removal of ten (10) on-street parking spaces on the northern side of Ernest Street to provide suitable construction work space and accommodate road safety barriers on Ernest Street, as shown in Figure 4. An additional 2 spaces are proposed to be removed concurrently by the Stage 1 contractor on Park Avenue as shown in Figure 5, however this impact is subject to the Stage 1 CPAS and shown here for information only.



Figure 4 - Spaces to be removed at Ernest Street, Cammeray Precinct

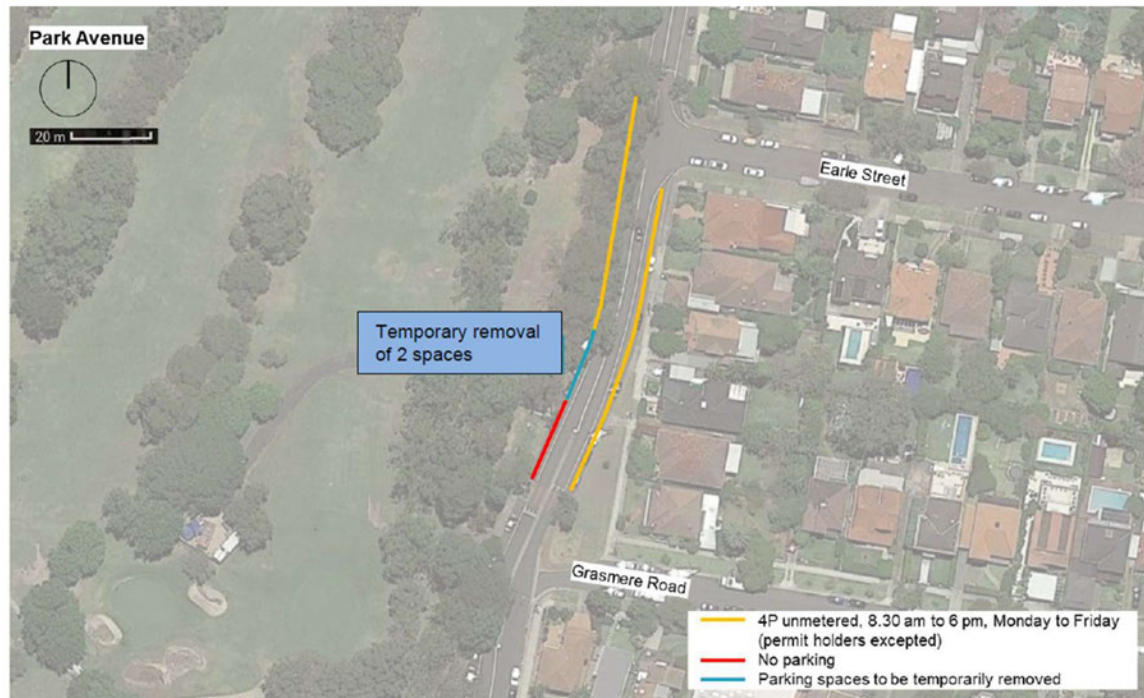


Figure 5 – Spaces proposed to be removed at Park Ave (Cammeray Precinct) by Stage 1 Contractor (not subject to this CPAS)

Two access points will be established for the WFU8 – Cammeray Golf Course site:

- Western access will be directly off the southbound lanes of Warringah Freeway
- Southern access will be directly off Ernest Street

The removal of the ten parking spaces between Merlin Street and Park Ave provides construction working space and accommodates road safety barriers. No Stopping restrictions have also been installed on Ernest Street as part of the road realignment works.

AM Clearway operates on the northern side of Ernest Street during peak periods, so the removal of these spaces would only have potential to impact the resident / visitor parking servicing adjoining unit blocks, townhouses, and houses, and also parking associated with the Cammeray Tennis Club and North Sydney Skate Park outside of peak periods. This would be mitigated by the availability of parking on nearby local roads such as Ernest Street (east of Merlin Street), Oaks Avenue and Park Avenue. Appendix A shows that the surrounding streets have low occupancy rates and high availability of parking. Therefore, the impact is considered minor and mitigation measures are not required.

Table 8-17 in Chapter 8 of WHTWTFU EIS states that operation of the Cammeray Golf Course support site would result in the removal of ten on-street parking spaces. Therefore the current proposed removal of ten on-street parking spaces on Ernest Street is consistent with the EIS.

4.1.4 Alfred St North - Mount St Precinct

The re-alignment of Alfred Street North between Whaling Rd and Bent St is being carried out to enable the following Warringah Freeway upgrade works:

- A new 138m soldier pile retaining wall to retain the Mount St to Cahill Expressway on-ramp;
- The relocation of a high pressure gas main along Alfred St North;
- Changes to ASN traffic management and construction of a retaining wall (RW16) between Kurraba Rd and Eaton Rd to allow working space to construct the viaduct and its support structures;
- Construction of the new Alfred St North overpass/viaduct;
- Mount St Bridge modifications;
- New Mount St underpass; and
- The High St Interchange upgrade.

Commencing Q2 2023 one-hundred and nineteen (119) parking spaces will be initially removed between High St and Bent St for these works. From the end of Q1 2024 this will reduce to 73 parking spaces impacted for the duration of the construction phase. This will lead to an initial shortfall of up to 16 residential parking permit on-street parking spaces on Alfred Street North and High Street within Area 1, with the shortfall subsequently reducing from Q3 2023 onwards, as described further below. The staging and timing for the removal of the on-street parking is outlined in Figure 8 and the location of these impacts is shown in Figure 6 and Figure 7.



Figure 6 - Spaces to be removed at the Alfred St North - Mount St Precinct, Eaton St – Bray St



Figure 7 - Spaces to be removed at the Alfred St North Mount St Precinct, Bray St – High St

There is a total of 142 car parking spaces on Alfred Street North and 6 spaces on High St within this Precinct, totalling 148 spaces. There are two hundred and forty-one (241) spaces in total across all streets surveyed within this precinct. One hundred and six (106) of the spaces on Alfred Street North form part of the North Sydney Council’s residential parking scheme Area 1 and five (5) spaces are part of Area 30. There are twenty-five (25) unrestricted parking spaces that residents can access.

North Sydney Council records indicate 29 residents on Alfred St North and 16 residents on High St have an Area 1 residential parking permit. In Q2 and Q3 of 2023 there will be shortfall of up to 16 residential parking permit on-street parking spaces on Alfred Street North (refer Figure 8). There are 25 unrestricted parking spaces on Alfred St North and 3 on Darley St. After Q3 2023, the shortfall in residential parking permit spaces reduces to nil within Area 1 as the parking space removals decrease and becomes a surplus from Q2 2024 onwards.

The removal of parking spaces in the Alfred St North - Mount St Precinct will impact long-term resident, visitor and commuter parking servicing adjoining houses, unit blocks, townhouses and businesses on Alfred St North between High St and Eaton St.

Vehicle access and egress will be via Alfred St North from the south and Merlin St from the north. Due to the complexity of work and staging within the ASN precinct, access and egress will be managed under site specific TMPs and TGSs. The existing ASN traffic access and egress routes will be used where it is practical and safe, however under certain construction conditions on ASN between Kurraba Rd and Merlin St, the one-way and two-way road segments would be converted to a single shared two-way road segment. Traffic controllers will be deployed along the length of ASN to manage construction vehicle

movements to and from work sites/activities, manage the movement of general vehicles and resident vehicle access/egress as well as pedestrian/cyclist movements where required. Access and egress to residential properties will be maintained at all times. Minimal impact is expected on general vehicle traffic flow and pedestrian movements on Alfred St North.

There are a series of commercial properties (No.263-283) serviced by the Loading Zone on Alfred Street North between Whaling Rd & Mount St. These properties also have rear access on Little Alfred St that contains No Parking zones and 1P on-street parking. The impact is considered minor as there is alternative kerb side opportunities that permit loading/unloading via Little Alfred St.

Fifty-two (52) of the impacted spaces are 9P parking located on the western side of Alfred St North between Kurraba Rd and Eaton St with a low occupancy on weekdays and on weekends. Most of these spaces would not be utilised by the Area 1 residents, and the minority more likely by North Sydney CBD commuters. These 9P parking spaces are unlikely to be providing a day-to-day parking amenity for residents. While there is some shortfall of up to 16 spaces during construction the resident permit eligibility doesn't guarantee accessibility to on-street parking and residents do have the choice to utilise the on-street spare parking capacity within the Alfred St North - Mount St Precinct neighbourhood streets. The average number of unoccupied spaces within this precinct is 167 during the weekday and 198 during the weekend. With the removal of 119 spaces in this precinct there will still be approximately 48 spaces remaining on the weekday and 79 spaces on the weekend. The unoccupied spaces in the adjoining neighbourhood streets within a reasonable walking distance are considered sufficient to offset the 10-16 required spaces for Alfred St North and High St resident permit holders demand for carparking.

The mitigating circumstances for Alfred St North - Mount St Precinct are considered in Appendix D. Mitigation measures to be applied are outlined in Section 5. The mitigation measures proposed are considered to provide for a reasonable minimum level of serviceability.

Zone/Work	ASN - Mount St Precinct Construction Zone & Activity							2023				2024				2025					
	Start	End	Side	ASN NB	Spaces	Type	Comment	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
1 - ASN gas main relocation & Viaduct construction	Mount	Kurraba	East	SB	17	1P Metered/ Resident	ASN gas main relocation and viaduct construction		[Gantt bar from Q2 2023 to Q3 2025]												
2,3 - Traffic management changes & RW 16, Viaduct & associated RWs	Kurraba	ASN No.341	East & West	NB	29	1P & 9P Metered/ Resident			[Gantt bar from Q2 2023 to Q3 2025]												
3,4,6 - Traffic management changes & RW 16, Viaduct & associated RWs	ASN No.341	Darley	West	NB	7	9P Metered/ Resident	Traffic management changes, RW 16, viaduct and associated RWs		[Gantt bar from Q2 2023 to Q2 2024]												
4,6,7 - Traffic management changes, RW16, Viaduct & associated RW s	Darley	Bent	West	NB	28	9P Metered / Resident including 5 spaces in A30	Traffic management changes, RW 16, viaduct and associated RWs		[Gantt bar from Q2 2023 to Q2 2024]												
4 - Temporary RW	Kurraba	Darley	West	SB	10	Unrestricted Resident	Temporary RW		[Gantt bar from Q2 2023 to Q3 2023]												
5 - Temporary RW	Kurraba	Darley	East	SB	10	Unrestricted Resident	Temporary RW			[Gantt bar from Q3 2023 to Q4 2023]											
23, 24 - Mount St to High St	Mount	High	East	SB	22	1P & 2P Metered, Motorbike, Loading & Mail Zones	RW07 Mount St to Cahill Exp On-ramp		[Gantt bar from Q2 2023 to Q3 2025]												
25 - High St Road works	High	Clark	North	EB	6	2P Resident	High St road works		[Gantt bar from Q2 2023 to Q3 2023]												
Staged removal of resident permit spaces								N/A	119	113	103	103	73	73	73	73	73				
Resident parking spaces available during construction								N/A	29	35	45	45	75	75	75	75	75				
Residual (+) or shortfall (-) of resident permit parking spaces								N/A	-16	-10	0	0	30	30	30	30	30				

Figure 8 Staged parking space removal, Alfred St North - Mount St Precinct

4.1.5 Alfred St North Precinct

The re-alignment of Alfred Street North between Bent St and Rose Ave is being carried out to facilitate the following upgrade work, including:

- Demolition of Ridge St ATL and installation of temporary access scaffolding
- Construction of a new Ridge St Active Transport Bridge
- Ridge to Mount St southbound widening of the Alfred St North off ramp
- Alfred St North Ridge St Bridge to Rose St Warringah Freeway widening and local road realignment work

In Q4 2022, 18 spaces were removed in this precinct and from Q2 2023, up to 67 spaces will be removed. As discussed below, a shortfall of up to 9 spaces for residential parking permit holders will occur between Q3 2023 and Q2 2025. The staging and timing for the removal of parking from November 2022 to June 2025 is outlined in Figure 10 highlighting the intermittent removal as well as the residual and shortfall of residential permit parking spaces. The location of these impacts is shown in Figure 9.



Figure 9 – Spaces to be removed at the Alfred St North Precinct

There is a total of 84 parking spaces on Alfred Street North within this precinct and 231 spaces more broadly across the precinct. Eighty-two (82) of these on-street parking spaces form part of the North Sydney Council's residential parking scheme Area 30 along Alfred Street North. The removal of these spaces will impact long-term resident, resident permit, visitor, and commuter parking servicing adjoining houses, unit blocks and townhouses within the Alfred Street North Precinct.

North Sydney Council records indicate 35 residents have Area 30 residential parking permits on Alfred St North (also includes part of Alfred Street North - Mount St Precinct). Parking surveys show an average of 27 unoccupied spaces on a weekday and 37 over the weekend in this precinct on Alfred St North. While there is some shortfall during construction of up to 9 spaces from Q3 2023 to Q2 2025, residents will still be able to utilise the spare parking capacity within the Alfred Street North Precinct neighbourhood streets. The estimated average number of unoccupied spaces across the broader precinct without Alfred St North is 36 spaces on a weekday and 41 on the weekend. Residents would also be able to use the proposed off-street carpark within the Merlin St Reserve. The unoccupied spaces in the adjoining neighbourhood streets are therefore considered to have sufficient capacity to offset the residential demand for on-street carparking.

Vehicle access and egress will be via Alfred St North from the south and Merlin St from the north. Due to the complexity of work and staging within the ASN precinct, access and egress will be managed under site specific TMPs and TGSs. The existing ASN traffic access and egress routes will be used where it is practical and safe, however under certain construction conditions on ASN between Kurraba Rd and Merlin St, the one-way and two-way road segments would be converted to a single shared two-way road segment.

Traffic controllers will be deployed along the length of ASN to manage construction vehicle movements to and from work sites/activity, manage the movement of general vehicles and resident vehicle access/egress as well as pedestrian/cyclist movements where required. Access and egress to residential properties will be maintained at all times. Minimal impact is expected on general vehicle traffic flow and pedestrian movements on Alfred St North.

The mitigating circumstances for Alfred Street North Precinct are considered in Appendix D. Mitigation measures to be applied are outlined in Section 5. The mitigation measures proposed are considered to provide for a reasonable minimum level of serviceability.

ASN Precinct Construction Zone & Activity							2023				2024				2025											
Start	End	Side	ASN NB	Spaces	Type	Comment	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4								
Bent	Ridge	West	NB	19	9P Resident	New Ridge St Pedestrian Bridge, Fwy widening & local road re-alignment		[Gantt bar from Q2 2023 to Q3 2025]																		
Bent	Ridge	East	NB	5	9P Resident	New Ridge St Pedestrian Bridge, & local road re-alignment		[Gantt bar from Q2 2023 to Q3 2025]																		
Bent	Ridge	East	NB	5	9P Resident	New Ridge St Pedestrian Bridge, & local road re-alignment		[Gantt bar from Q3 2023 to Q3 2025]																		
Bent	Ridge	East	NB	8	2P Resident	New Ridge St Pedestrian Bridge, & local road re-alignment		[Gantt bar from Q2 2023 to Q3 2025]																		
Ridge	Winter	West	NB	4	9P Resident	Gas and water Installation.			[Gantt bar from Q2 2023 to Q3 2023]																	
Ridge	Winter	East	NB	2	2P Resident	Gas and water Installation.			[Gantt bar from Q2 2023 to Q3 2023]																	
Winter	Rose	West	NB	12	9P Resident	Gas and water Installation.			[Gantt bar from Q3 2023 to Q4 2023]																	
Winter	Rose	East	NB	9	2P Resident	Gas and water Installation.			[Gantt bar from Q3 2023 to Q4 2023]																	
Rose	Wyagdon	West	NB	18	9P Resident	Gas and water Installation.			[Gantt bar from Q3 2023 to Q4 2023]																	
Wyagdon	Merlin	West	NB	11	9P Resident	Gas and water Installation.			[Gantt bar from Q4 2023 to Q1 2024]																	
Rose	Rose	North	2 Way	3	9P Resident	Gas and water Installation.			[Gantt bar from Q4 2023 to Q1 2024]																	
Ridge	Rose	East	NB	8	2P Resident	RW22 Construction.					[Gantt bar from Q1 2024 to Q3 2025]															
Ridge	Wyagdon	West	NB	22	9P Resident	RW22 Construction.					[Gantt bar from Q1 2024 to Q3 2025]															
Staged removal of resident permit spaces							N/A	38	61	37	67	67	67	67	67	67										
Resident parking spaces available during construction							N/A	46	23	47	17	17	17	17	17	17										
Residual (+) or shortfall (-) of resident permit parking spaces							N/A	20	-3	21	-9	-9	-9	-9	-9	-9										

Figure 10: Staged Parking Space Removal – Alfred St North Precinct

4.1.6 Alfred St North - Falcon St Precinct

The re-alignment of Alfred Street North between Rose Ave and Merlin St is being carried out to facilitate the following works:

- Watermain installation Rose Ave/Wyagdon St to Merlin St;
- Gas main installation Rose Ave/Wyagdon St to Merlin St;
- Retaining Wall (RW) 22 construction Rose Ave/Wyagdon St to Merlin St; and
- Alfred St North, Rose Ave/Wyagdon St to Merlin St widening and local road realignment work.

These works will result in the removal of parking spaces on Alfred St North between Rose Ave/Wyagdon Street and Merlin Street. Up to 22 spaces as shown in Figure 12 will be removed from Q3 2023. Nineteen (19) of these on-street carparking spaces form part of the North Sydney Council's residential parking scheme Area 30 and three (3) are unrestricted parking spaces on McIntosh Lane.



Figure 11 – Spaces to be removed at the Alfred St North - Falcon St Precinct

The removal of these spaces will impact long-term resident / visitor parking servicing adjoining houses, unit blocks and townhouses on Alfred St North and connecting side roads between Wyagdon St and Merlin St that have access to these parking spaces on Alfred St North and McIntosh St.

Vehicle access and egress will be via Alfred St North from the south and Merlin St from the north. Due to the complexity of work and staging within the ASN precinct, access and egress will be managed under site specific TMPs and TGSs. The existing ASN traffic access and egress routes will be used where it is practical and safe, however under certain construction conditions on ASN between Kurraba Rd and Merlin St, the one-way and two-way road segments would be converted to a single shared two-way road segment.

Traffic controllers will be deployed along the length of ASN to manage construction vehicle movements to and from work sites/activity, manage the movement of general vehicles and resident vehicle access/egress as well as pedestrian/cyclist movements where required. Access and egress to residential properties will be maintained at all times. Minimal impact is expected on general vehicle traffic flow and pedestrian movements on Alfred St North.

As shown in Figure 12 with the construction of the Merlin Reserve car park within the Alfred St North - Falcon St Precinct, it is estimated there would be on average 11 residual resident permit parking spaces accessible. These spaces would also help to offset the shortfall (up to 9 resident permit parking spaces) identified in the adjacent Alfred St North Precinct.

The resident permit eligibility doesn't guarantee accessibility to on-street parking and residents do have the choice to utilise the on-street spare parking capacity within the Alfred St North - Falcon St Precinct neighbourhood streets. Within this precinct the estimated average number of unoccupied spaces on a weekday is 44 spaces and on the weekend is 47 spaces. There are up to three (3) unrestricted parking spaces that will be removed on McIntosh Lane, however these can be absorbed by the 2 to 3 spare spaces on Merlin St which is predominantly unrestricted parking.

The mitigating circumstances for Alfred St North - Falcon St Precinct are considered in Appendix D. Mitigation measures to be applied are outlined in Section 5. The mitigation measures proposed are considered to provide for a reasonable minimum level of serviceability.

ASN - South Falcon St Precinct Construction Zone & Activity							2023				2024				2025				
Start	End	Side	ASN NB	Spaces	Type	Comment	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Merlin	Merlin	West	NB	18	2P Resident	Merlin St carpark operating													
Wyagdon	Merlin	West	NB	13	9P Resident	Gas and water Installation.													
Wyagdon	Merlin	West	NB	22	9P Resident	RW22 Construction.													
Wyagdon	Merlin	West	NB	22	9P Resident	Road works / realignment													
Staged removal of resident permit spaces							N/A	0	13	0	22	22	22	22	22	22			
Resident parking spaces available during construction							N/A	76	63	76	54	54	54	54	54	54			
Residual (+) or shortfall (-) of resident permit parking spaces							N/A	33	20	33	11	11	11	11	11	11			

Figure 12 Spaces to be removed at Alfred St North - Falcon Street Precinct

4.1.7 Portal Precinct

Cammeray Ave between Ernest St and Anzac Avenue Reserve is being shifted laterally to the west to accommodate the re-alignment of the Warringah Freeway and proposed future Beaches Link northbound (trough and cut and cover structures) entrance, including;

- Trenching, installation and pavement restoration for ITS on Cammeray Avenue, within the verge area at the intersection of Ernest St and Cammeray Ave and within Anzac Avenue Reserve;
- Removal of trees and landscaping;
- Green Park drainage work that requires the installation and recovery of the boring machine;
- Piling;
- Removal of the existing and erection of the new noise wall; and
- Road widening work.

In the Portal Precinct on-street parking removal includes (refer Figure 13):

- 15-26 spaces on the Cammeray Ave between Ernest St and Anzac Ave associated with the upgrade work and 10 along the frontage of the existing dwellings as a result of the roadway lateral shift west which narrows the road segment between Anzac Park and Anzac Avenue Reserve ,
- One (1) space temporarily on Anzac Ave between Rosalind St and Ernest St for access and egress at the intersection of Anzac Ave and Cammeray Ave.
- Three (3) spaces temporarily impacted on Rosalind St between Miller St and Anzac Ave for the operation of WFU9 CSS.



Figure 13 - Spaces to be removed at the Portal Precinct

There is a total of 48 parking spaces on Cammeray Ave between Ernest St and Anzac Ave as shown in Appendix A. Thirty (30) of these on-street parking spaces form part of the North Sydney Council's residential parking scheme Area 20. Commencing November 2022 twenty-six (26) parking spaces; consisting of eight (8) residential permit parking spaces and eighteen (18) unrestricted parking spaces will be removed. One (1) space is to be removed on Anzac Ave to ease access and egress. The staging and timing for the removal of parking from November 2022 to June 2025 is outlined in Section 4.2.9.1 highlighting the intermittent and temporary removal as well as the residual and shortfall of residential permit Area 20 parking spaces.

The removal of these spaces will impact long-term resident, resident permit, visitor, and commuter parking servicing adjoining houses, unit blocks and townhouses on Cammeray Ave between Ernest St and Anzac Ave within the Portal Precinct.

The managed removal of on-street parking during construction works are planned as illustrated in Figure 14 so that parking can be removed in stages and where possible reinstated whilst other sections of work are undertaken. Figure 14 estimates that there would be spare residential parking permit spaces available with a min. 8 and max. 34 on Cammeray Ave. The on-street parking capacity would fluctuate in Area 20 up to the Q4 2024 and then would stabilise with 34 on-street parking spaces available.

In addition, spare capacity in the Area 20 neighbourhood streets would be used to offset temporary removal of on-street parking in Area 20. Within the Portal Precinct there is a total of 12 - Area 20 resident permit parking spaces and 18 unrestricted spaces to be removed from Q4 November 2022 to Q4 October 2024. This represents 14 percent of on-street parking stock in the Portal Precinct. Within the Portal Precinct unoccupied spaces ranged from 66 or more spaces in the weekday periods and 77 or more on the weekend. North Sydney Council's records indicate 2 residents on Cammeray Ave have Area 20 residential parking permits. The resident permit doesn't guarantee accessibility to on-street parking outside their property and residents can seek parking in neighbouring streets where there is demonstrated spare on-street parking capacity.

WFU9 will be accessed via Miller Street and left-in and right-out on Rosalind Street. No access to the WFU9 site will be permitted via Anzac Avenue. Three (3) parking spaces have been removed to accommodate vehicle movements into the CSS. No Stopping has also been implemented on Rosalind Street.

Access and egress to the Portal Precinct construction work areas on Rosalind St and Cammeray Ave will be by means of:

- Cammeray Ave between the construction boundary and Anzac Ave,
- Rosalind St (as shown in Figure 5-17 and 5-20 of Appendix F of the EIS) between Rosalind Street compound (WFU9) access and Anzac Ave; and
- Anzac Ave between Rosalind St and Ernest St

Access using the above routes will be in accordance with the approved Local Road Report for the Portal Precinct and DPE approval conditions.

Under certain construction activity conditions on Cammeray Ave between Ernest St and Anzac Ave the roadway will either be closed or at times will be converted to a single shared two-way road segment.

Traffic controllers will be deployed along the length of Cammeray Ave to manage construction vehicle movements to and from work sites/activity, manage the movement of general vehicle and resident vehicle access/egress as well as pedestrian/cyclist movements as required. Access and egress to residential properties will be maintained at all times.

The mitigating circumstances for the Portal Precinct are considered in Appendix D. Mitigation measures to be applied are outlined in Section 5.

The mitigation measures minimise the anticipated impact on on-street parking spaces and provide for a reasonable minimum level of serviceability

Where approved parking impacts may overlap between the WFU Stage 1 and Stage 2 programs of work, the Stage 2 contractor will coordinate with the relevant Stage 1 contractor to ensure that total combined impacts do not exceed those identified within this CPAS, including any such impacts on Cammeray Ave.

4.2.9.1 Portal Precinct Staging and Timing

The staging and timing for the removal of on-street parking during the construction staging November 2022 to June 2025 for Portal Precinct is outlined in Figure 14.

Portal Precinct - Rosalind St, Anzac Ave & Cammeray Ave Construction Zone & Activity								2022				2023				2024				2025													
Zone	Start	End	Side	Portal Aspect	Spaces (##)	Type	Comment	Nov - Q4				Dec- Q4				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4						
								Wk1	Wk2	Wk3	Wk4	Wk1	Wk2	Wk3	Wk4																		
Rosalind St	Miller	Anzac	North	EB	3	2P Resident A20	3- spaces for access/egress WFU9-CCS	[Red bar from Nov Q4 2022 to Jun Q3 2025]																									
Anzac Ave	Rosalind	Ernest	East	EB	1	2P Resident A20	1 - space for access & egress on Anzac Ave	[Red bar from Nov Q4 2022 to Jun Q3 2025]																									
Cammeray Ave - staging below	Ernest	Anzac	West	NB & WB	15-36	Unrestricted & 2P resident A20	Removal 15 - 36 spaces- Existing parking spaces	[Red bar from Nov Q4 2022 to Jun Q3 2025]																									
Early Works	Ernest	Anzac	West/North /South	NB & WB	36	Unrestricted & 2P resident A20	36 spaces to be temporarily removed on Cammeray Ave	[Green bar from Nov Q4 2022 to Dec Q4 2022]																									
Tree Removal & Landscaping	Ernest	Anzac	West	NB	15	Unrestricted	15 spaces to be temporarily removed on Cammeray Ave along frontage to Anzac Park	[Blue bar from Dec Q4 2022 to Mar Q2 2023]																									
Green Park Drainage	Ernest	Anzac	West	NB	26	Unrestricted & 2P resident A20	26 is the number of spaces on Cammeray Ave between Ernest St and Anzac Ave Reserve required to be removed for these works	[Blue bar from Nov Q4 2022 to Mar Q2 2023]																									
Piling	Ernest	Anzac	West	NB	26	Unrestricted & 2P resident A20	26 is the number of spaces on Cammeray Ave between Ernest St and Anzac Ave Reserve required to be removed for these works	[Blue bar from Mar Q2 2023 to Jun Q3 2023]																									
Remove & Reinstate noise wall	Ernest	Anzac	West	NB	26	Unrestricted & 2P resident A20	26 is the number of spaces on Cammeray Ave between Ernest St and Anzac Ave Reserve required to be removed for these works	[Blue bar from Dec Q4 2022 to Mar Q2 2023]																									
Road Works to End of Project Works	Ernest	Anzac	West	NB	15	Unrestricted	15 is the number of spaces on Cammeray Ave along the frontage to Anzac Reserve required to be removed for these works	[Blue bar from Jun Q3 2023 to Jun Q3 2024]																									
	Ernest	Anzac	West	NB	3	Unrestricted	3 is the number of spaces on Cammeray Ave along the frontage to dwelling No.13 required to be removed for these works	[Blue bar from Jun Q3 2023 to Jun Q3 2024]																									
	Ernest	Anzac	West	NB	8	2P resident A20	8 is the number of spaces on Cammeray Ave along the frontage of dwellings No's. 11, 9 and 7	[Blue bar from Jun Q3 2023 to Jun Q3 2024]																									
Parking spaces within the Project Boundary								40	40	40	40	40	19	19	19	19	19	19	19	30	30	30	30	30	30	14	14	14					
Resident parking spaces available during construction.								8	8	8	8	8	29	29	29	29	29	29	18	18	18	18	18	18	18	18	34	34	34				
Residual (+) or shortfall (-) of resident permit parking spaces.								6	6	6	6	6	27	27	27	27	27	27	16	16	16	16	16	16	16	32	32	32					

Figure 14: Staged Parking Space Removal - Portal Precinct

4.2 Impacts of Special Events

4.2.1 Overview

There is a vast quantity of restricted parking stock within and adjacent to the Warringah Freeway project boundary. The relevant Warringah Freeway project parking stock is shown in Figure 3 and Table 5. The type of on-street parking, and supply and demand weekday and weekend on a special event day are contained in Appendix A.

In order to carry out an assessment and consider the impacts of special events on on-street parking with respect to occupation by the CSSI workforce and outcomes of consultations with affected stakeholders, on-street car parking occupancy surveys were carried out project wide at the same time that the City CBD and local area special events occurred at St Leonards Park. The special events included:

- Vivid Sydney Light, Music and Ideas Festival – 27th May to 18 June 2022 at night from 6pm;
- AFLW Winter Series - Saturday, 28 May – Bon Andrews Oval at 11am and 1.30pm;
- Rugby League - Sunday, 29 May - North Sydney Oval at 2pm. Parking Occupancy; and
- Rugby Union (Shute Shield) – Saturday, 9 July - North Sydney Oval and Bon Andrews Oval between 9:00am and 5:00pm.

4.2.1.1 On-street parking assessment project wide

Existing on-street parking occupancies project wide for the Vivid - CBD special event for the various surveyed days and times are detailed in Table 7. This is an annual event that takes place nearby the project area, is well patronised and potentially has an audience that may seek on-street parking within and adjacent to the project area due to its proximity and ease of access (walking, bus and train) to the City CBD.

Table 7: WFU parking zones/precincts - PM average weekday and weekend parking occupancy

Date/Day	Time period	Occupied Spaces	Unoccupied Spaces	Total Available Spaces	Parking Occupancy
Friday 27/05/2022	5pm (Weekday evening peak)	1177	741	1918	61%
	10pm (Weekday evening off-peak)	1147	771	1,918	60%
Saturday 28/05/2022	11pm (Weekend evening)	1,055	863	1,918	55%
Sunday 29/05/2022	11pm (Weekend evening)	1,054	864	1,918	55%
Monday 30/05/2022	5pm (Weekday evening peak)	1,220	698	1,918	64%
	10pm (Weekday evening off-peak)	1,132	786	1,918	59%
Tuesday 31/05/2022	5pm (Weekday evening peak)	1,142	776	1,918	60%
	10pm (Weekday evening off-peak)	1,067	851	1,918	56%
Wednesday 1/06/2022	5pm (Weekday evening peak)	1,229	689	1,918	64%
	10pm (Weekday evening off-peak)	1,169	749	1,918	61%

Extracted from Zone/Precinct Parking surveys conducted between Friday 27 May to Wednesday 1 June and Saturday 9 July - 2022

The results of the WFU parking zones/precincts – PM average weekday and weekend parking occupancy show the following:

- Overall occupancies are moderate at 55-64% on a weekday and on a weekend evening; and
- There is some practical spare parking capacity of between 20-30% (average 778 unoccupied

spaces Table 16) within the WFU parking zones/precincts.

4.2.1.2 On -street Parking assessment local area

Existing on-street parking occupancies for the sporting events conducted at St Leonards Park, North Sydney during the surveyed days and time are detailed in Table 8. The AFLW and Rugby Union are popular local sporting event conducted at North Sydney that attracts a sizeable group of players and spectators that would seek on-street parking near the St Leonards Park venue.

Table 8: WFU parking zones/precincts surrounding St Leonards Park - average weekend day Saturday

Precincts	Time period	Occupied Spaces	Unoccupied Spaces	Total Available Spaces	Parking Occupancy
Ridge St Precinct	12:00 (Weekend day)	157	9	166	95%
Alfred St North Precinct	12:00 (Weekend day)	41	26	67	61%
Falcon-Miller St Precinct	12:00 (Weekend day)	83	89	172	48%
South Falcon St Precinct	12:00 (Weekend day)	131	39	170	77%
Portal St Precinct	12:00 (Weekend day)	87	26	113	77%

Extracted from Zone/Precinct Parking surveys Appendix A conducted Saturday 28 May and Saturday 9 July - 2022

The results of the Construction Precincts surrounding St Leonards Park – average weekend day Saturday parking occupancy show the following:

- Overall occupancies are moderate to high at 61-95% on the weekend day, except for the Falcon-Miller St Precinct which has a much lower parking occupancy of 48%; and
- There is some practical spare parking capacity of between 8-37% (average 189 unoccupied spaces in Table 23) in the WFU parking zones/precincts surrounding St Leonards Park, North Sydney.

As a comparison Table 9, a similar sporting special event survey was undertaken during Stage 1 CPAS in the Ridge St Precinct. The survey was completed on Saturday 28 November 2020 and coincided with the Women's Big Bash League final between Sydney Thunder and Melbourne Stars that was held at North Sydney Oval.

Table 9: Ridge Street- average weekend evening Saturday 28 November 2020

Day	Time period	Occupied spaces	Unoccupied spaces	Total available spaces	Parking occupancy
Ridge St Precinct	8pm (Saturday evening)	71	19	90	79%

Extracted from Stage 1 CPAS

This survey also found that there was 19 unoccupied on-street parking occupancy in the Ridge St Precinct.

The comparison shows that there is some variability in the level of occupancy depending on the type of special event.

4.2.1.3 Consideration of special event impacts

The on-street parking occupancy assessment of a special event for a project wide weekday/weekend evening and local area (St Leonards Park) weekend scenarios indicates that there is some practical and variable spare on-street parking capacity within the local roads WFU parking zones/precincts adjacent to the Warringah Freeway. This is verified by the presence, past and present of unoccupied on-street parking spaces on weekdays and on weekends next to the construction support sites in the recent WFU parking zones/precincts on-street parking surveys.

The outcomes of consultation with affected stakeholders including identified issues, assessment and impact of parking changes are contained in the accompanying CoA 5 Report, Section 7. The community engagement received little response from the stakeholders, with only two responses concerned about long-term temporary disruption on-street parking. The temporary removal of on-street parking; 10 of the 12 on Ridge Street, 10 on Ernest Street and 3 of the 10 on and nearby Rosalind Street were accounted for under the EIS (Refer Chapter 8 Table 8.17: Impacts on Local Roads & Parking). The removal of parking for construction purposes identified in the Stage 2 CPAS is consistent with or less than the removal of parking identified in the EIS.

Weekdays the on-street parking is highly regulated with resident parking schemes, time limits and metered parking that create a turn-over in on-street parking and which deters long-term parking intrusion by the CSSI workforce which is a stakeholder concern. The CSSI workforce would be encouraged to use public transport to travel to and from work where feasible and reasonable to minimise the potential parking impacts on the local road network.

On both weekdays and weekends where, on-site parking is not provided or where provision of on-site parking cannot accommodate the workforce; shuttle bus transfers will be the preference for travel by CSSI workforce between construction support sites.

Taking into consideration the level of on-street parking demand during special events with regards to occupation of on-street parking by the CSSI workforce and outcomes of consultation with affected stakeholders it is considered that equitable and sustainable access to on-street parking is maintained for stakeholders.

The occupancy rate is within the local roads WFU parking zones/precincts on-street parking capacity with the already removed car parking spaces on Ridge St, Rosalind St and Ernest St adjacent to the Warringah Freeway, the construction management protocols manage the construction workforce parking requirement and the road network parking management system on weekdays supports resident parking with regulatory deterrents to the potential longer-term occupation of on-street parking spaces by the CSSI workforce. There is a minor impact to stakeholders on-street parking amenity.

5. Mitigation measures

5.1 Project-wide mitigation measures

Measures that will be implemented to mitigate the identified impacts of the long-term temporary removal of on-street parking include the following:

- Consultation with affected stakeholders where parking is proposed to be removed
- Staging the removal and reinstatement of on-street parking where feasible
- Working with relevant council(s) to introduce and/or change parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes, where appropriate
- Manage staff parking arrangements to minimise impacts on public parking areas
- Daily workforce parking to be contained within the footprint of individual work sites and/or ancillary facilities where feasible
- Ancillary facility design to consider impacts to pedestrian and shared user paths
- Ongoing communication with workforce on measures to reduce impacts to parking and access
- Parking demand reduction for workforce through the encouragement of other transport modes.

Additional measures that will be investigated and may be applied in specific cases include:

- Provision of alternative parking locations and / or arrangements where appropriate alternate locations exist (subject to any additional approvals required).
- Ancillary measures for specific needs to supplement residents point to point transport such as vouchers for car share services and deliveries.

5.2 Precinct specific mitigation measures

5.2.1 Alfred Street North

- Conversion of the WFU7 Merlin Street ancillary facility to a public carpark, with capacity for up to 18 vehicles. This carpark will be signposted as 2P Resident Permit Holders Excepted to prioritise residential parking availability. This site is located within the Alfred Street North - Falcon St Precinct and within a reasonable walking distance for residents in the northern sections of the Alfred Street North precinct.
- Stage the removal and retain the maximum number of on-street parking stock as demonstrated in Figure 8, Figure 10 and Figure 12.
- Ensure a loading area is maintained as close as possible to the existing within the Alfred Street North precinct throughout construction.
- Reimburse residents with current parking permits that are directly affected by the loss of on-street parking for the cost of those permits for the duration/(s) of impact
- Reimburse residents with current parking permits that are directly affected by the loss of on-street parking for the cost of grocery deliveries (up to once per week per residence) for the duration/(s) of impact
- Work with North Sydney Council and Australia Post to relocate the existing Mail Zone on the corner of Whaling Rd and Alfred St North during the development of the associated site specific TMP
- Work with the community and North Sydney Council to investigate interest in the installation of additional car share spaces within the Alfred Street North precincts (community interest to be gauged during survey for permanent parking options on Alfred Street North).
- Other measures as described in Table 11, Appendix D.

5.2.2 Portal Precinct

- Managed removal of on-street parking by limiting parking loss by staged removal as shown in Figure 14.
- Use of spare capacity in the Area 20 neighbourhood streets to offset temporary removal of on-street parking in Area 20 as described in Section 4.1.7.
- Work with North Sydney Council to consider change of 2-8 unrestricted area parking spaces adjacent to Anzac Park as 2P parking, resident permit holders A20 excepted.

5.3 Green travel plan

To offset potential workforce parking demand, the following green travel measures will be in place for the construction workforce:

- Provision of electric bus to circulate (on-demand) the construction support sites
- Provision of financial incentives not to use private vehicles to get to and from work
- Encouraging use of public transport – through the recruitment and onboarding process and site toolbox talks to reduce the number of private vehicles travelling to and from the work sites
- Encouraging carpooling – site toolbox talks will be utilized to encourage the construction workforce on the same shifts to coordinate with others to carpool to / from similar locations
- Working with car share companies and using existing and additional car share parking spots around the project footprint.

5.4 Construction workforce parking

The construction workforce will comprise of trades and construction personnel, and engineering, functional and administration staff. The size of the workforce will vary throughout the duration of the Stage 2 Warringah Freeway Upgrade program, with a reduction in personnel for evening and night shifts. The maximum size of the construction workforce is expected to be 345 people.

The on-street parking area project-wide is a combination of restricted, residential permit schemes, paid parking, and clearways. Off-street parking is proposed to be provided for workforce at a remote parking station for up to 250 vehicles, pending additional approvals. Shuttle buses are proposed to be provided for workforce between any off-street parking facilities, North Sydney Train Station and the work sites after the construction commences from May 2022. The proposed parking facility would be accessible via the major arterial road network, and/or would be subject to further approvals as necessary.

A further 51 parking spaces are provided on-site across the support sites, to support parking for essential vehicles (i.e., vehicles carrying tools, plant, and other equipment to facilitate works) and enable them to be contained within the footprint of each work site.

A review of Journey to Work data collected from the 2016 Census (ABS, 2022) demonstrates that for heavy and civil construction workers in the Greater Sydney area, approximately 70% drive to work on a typical day. A further 16% catch public transport, with the remainder using active or alternate transport modes to travel to work.

Applying this mode share to the Stage 2 Warringah Freeway Upgrade workforce, the project would expect to generate a demand for 240 parking spaces across the project. With the parking provisions described above, the construction workforce is expected to have a minimal impact on on-street parking.

Noting the availability of public transport services to the project sites, construction workforce will be encouraged to use public transport to and from the work sites. Workers will be supported through providing information on available public transport services and other sustainable transport modes, along with other green travel initiatives identified in Section 5.2. As above, shuttle buses would also stop at North Sydney Train Station to assist workers to utilise this option. This is expected to further decrease the demand for car parking associated with the works.

In addition:

- Where practical, essential vehicles (i.e., vehicles carrying tools, plant, and other equipment to facilitate works) will be contained within the footprint of each work site with no impact on adjacent on-street parking
- The provision of parking at ancillary facilities means there will be no requirement to idle and queue on state and regional roads
- The provision of parking at ancillary facilities, and the limited number of deliveries required at work sites, means there will be no requirement to marshal construction vehicles
- The ancillary facilities have been designed so that construction vehicles will not block access across pedestrian or shared user paths at any time
- Communication of parking restrictions to the construction workforce – parking restrictions around the hubs and work sites will be communicated to the construction workforce through site inductions where they will be supplied with a Project Worker Code of Conduct, site toolbox talks, and pre-start meetings as required. Where workers are impacting the amenity of adjacent residents, are not complying with the Project Worker Code of Conduct, or are repeatedly parking inappropriately, they may be required re-attend the site inductions. Stronger sanctions, up to and including dismissal, may be implemented for repeat offenders at the discretion of the Project Manager.

5.5 Haulage management

In accordance with CoA E132, DPE approval is required for any local roads that have not been identified and assessed in the EIS. Construction support sites WFU2, WFU 3, WFU4, WFU5, WFU6, WFU9, Alfred St North Precinct and Portal Precinct have haulage routes approved under the EIS. These routes are indicated in Appendix B.

An E132 Local Roads Plan will be prepared for use of any local roads to access the construction boundary that are not included in the EIS and will be submitted to DPE for approval. Dilapidation surveys for approved local roads have been carried out. Where additional local roads are identified, further dilapidation surveys will be undertaken as required.

Road Dilapidation Surveys have been carried out and the Report has been prepared for the local roads where heavy vehicles travel on and include:

- Park Ave, Ernest St to Cammeray Rd
- Cammeray, Rd Park Ave to Warringa Rd/Amherst St.
- Amherst St, Warringa Rd to Miller St
- Cammeray Ave, Ernest St to Anzac Ave; Anzac Ave, Rosalind St to Ernest St; and Rosalind St, Miller St to Anzac Ave

The above Road Dilapidation Reports have been provided to North Sydney Council within the prescribed time frame before the use of the above roads by the Project.

A site Vehicle Movement Plan (VMP) will be prepared and implemented for the use of the local roads as a haulage route and provided to the North Sydney Council. All approved haulage routes will be included in an update to the TTAMP prior to their use. All construction vehicles will be required to use the local roads in accordance with the Minister's conditions of approval.

The locations of all heavy vehicles used for spoil haulage will be monitored in real time and the records of monitoring kept using Virtual Superintendent which is a geospatial database to track the spoil trucks.

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.

6. Monitoring and reporting

6.1 Monitoring of mitigation measures

Monitoring to assess the effectiveness of this CPAS will be undertaken on roads that have been impacted by the long-term temporary removal of on-street parking, i.e., Ridge Street, North Sydney, Ernest Street, Cammeray, Rosalind Street, Cammeray Avenue and Anzac Avenue, Cammeray and Alfred Street North, Neutral Bay.

Inspections will be undertaken at fortnightly intervals and will involve the following:

- Confirmation that where alternative parking arrangements have been provided, these are being implemented
- Monitoring the impacts of the removal of on-street parking on surrounding roads
- Inspections for the presence of construction workforce parking on local roads.

Inspections will be undertaken by project engineers. The Project Manager will be responsible for implementing the mitigation measures contained in this CPAS with support from the Traffic Manager.

6.2 Corrective actions

Where monitoring or community complaints identify non-conformances with this CPAS, corrective actions will be undertaken through the project's non-conformance works procedure. Corrective actions will be documented as per the procedure. Where practicable, non-conformances and corresponding corrective actions will be communicated to the construction workforce and reinforced through various communications including but not limited to:

- Site toolbox talks
- Pre-start meetings
- Project alerts
- Investigation and implementation of alternative methods to reinforce this CPAS
- Investigation and implementation of other viable options for the construction workforce to use public transport
- Issue warning notices where the owner of an offending vehicle can be identified
- Documenting actions in weekly and monthly internal reports.

Refer to Section 3.8 of the Construction Environmental Management Plan (CEMP) for further detail on environmental non-conformances.

6.3 Reporting

A quarterly summary report will be provided to North Sydney Council, DPE and TfNSW regarding the outcomes of the monitoring that has been undertaken in the preceding quarter. Details of non-conformances and corrective actions will be summarised.

6.4 Contingency measures

Contingency measures will depend on the issues / non-conformances identified during monitoring and the effectiveness of corrective actions that have been implemented as described in Sections 6.1 and 6.2, respectively.

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

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

- Implementing disciplinary processes for repeated non-conformances.

6.5 Update and amendment of this CPAS

Any revisions to this CPAS will be in accordance with the process outlined in Section 3.12 of the CEMP and will be provided to TfNSW for review and comment and forwarded to the Secretary of DPE for approval.

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

Appendices

Appendix A: Parking Zones and Precincts

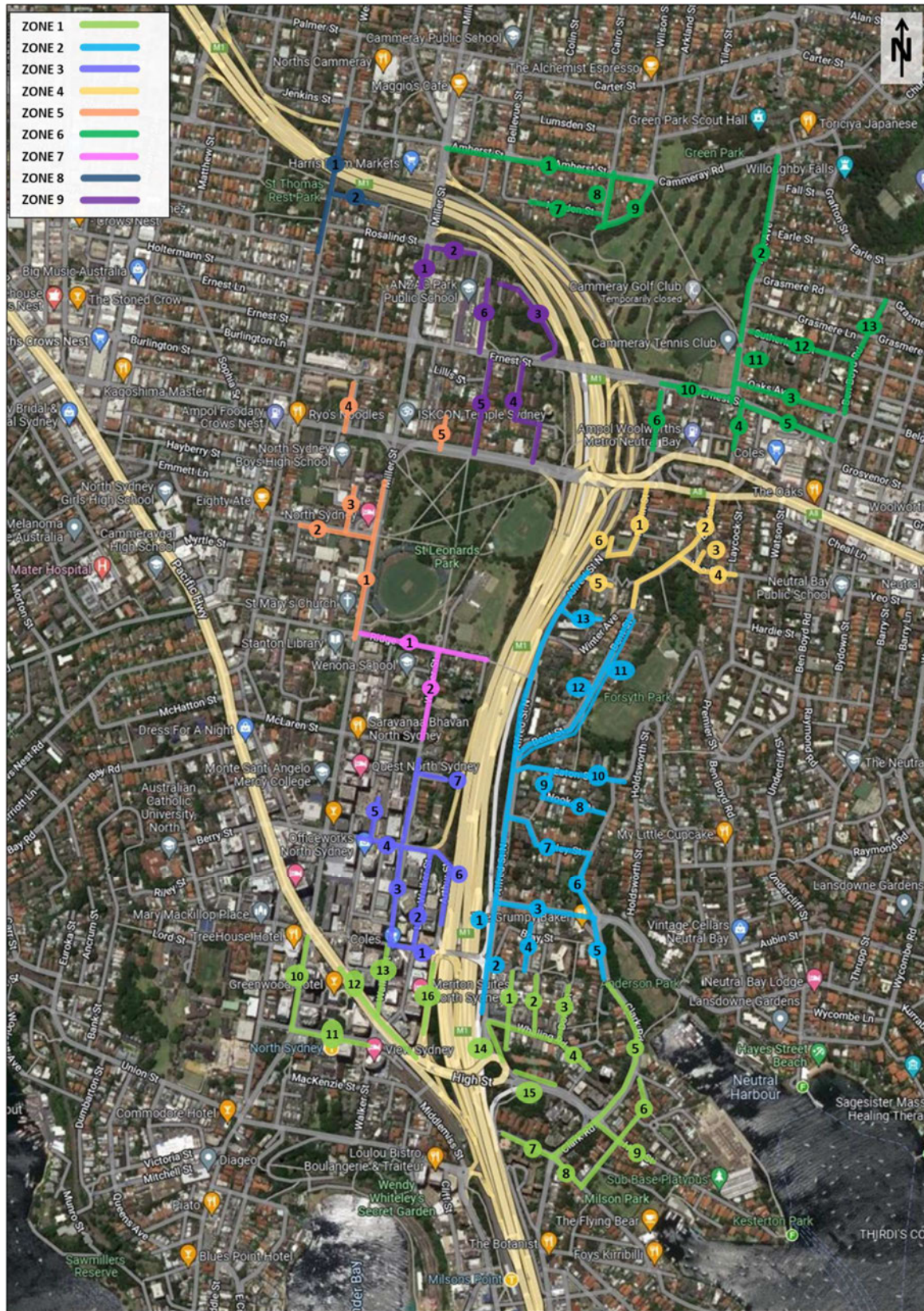


Figure A1: Parking survey location map

Table A1: Parking survey zones and precincts

Zone #	Relevant Precinct & Construction Support Site	Survey Area February & May/June 2022
Zone 1	High St Precinct (East) including WFU2 and WFU3	<ol style="list-style-type: none"> 1) Little Alfred St 2) Neutral St 3) Doris St 4) Whaling Rd 5) Clark Rd 6) Hipwood St 7) McDougall St west 8) McDougall St east 9) High St 14) Alfred St North 15) High St North
	High St Precinct (West) including WFU4	<ol style="list-style-type: none"> 10) Miller St 11) Blue St 12) Pacific Hwy 13) Walker St 14)
		<ol style="list-style-type: none"> 16) Arthur Street
Zone 2	Alfred St North - Mount St Precinct	<ol style="list-style-type: none"> 1) Alfred St N - West 2) Alfred St N - East 3) Kurraba Rd 4) Neutral St 5) Clark Rd 6) Rawson St 7) Darley St
	Alfred St North Precinct	<ol style="list-style-type: none"> 1) Alfred St N - West 2) Alfred St N - East 8) Nook Ave 9) Nook Ln 10) Eaton St 11) Lower Bent St 12) Bent St 13) Rose Ave
Zone 3	Berry St Precinct including WFU5	<ol style="list-style-type: none"> 1) Mount St 2) Little Walker St 3) Walker St (South) 4) Berry St 5) Ward St 6) Arthur St 7) Hampden St
		<ol style="list-style-type: none"> 2) Little Walker St 6) Arthur Street
Zone 4	Alfred St North - Falcon St Precinct	<ol style="list-style-type: none"> 1) Merlin St 2) Bent St 3) Freshwater Ln 4) Yeo St 5) Wyagdon St 6) McIntosh Ln
Zone 5	Falcon-Miller St Precinct	<ol style="list-style-type: none"> 1) Miller St 2) Carlow St 3) Tucker St

		<ul style="list-style-type: none"> 4) Rodborough Ave 5) Bardsley Gardens
Zone 6	Cammeray Precinct including WFU8	1) Amherst St
		2)
		<ul style="list-style-type: none"> 7) Morden St 8) Bells Ave 9) Warringa Rd
		<ul style="list-style-type: none"> 10) Ernest St (west) 11) Park Ave (middle)
	Ernest St East Precinct	<ul style="list-style-type: none"> 2) Park Ave (north) 3) Oaks Ave 4) Park Ave (south) 5) Ernest St (east) 6) Merlin St 12) Sutherland St 13) Ben Boyd Rd
Zone 7	Ridge St Precinct including WFU6	<ul style="list-style-type: none"> 1) Ridge St 2) Walker St
		2) Walker St
Zone 8	Northern Precinct including NH1	Not Surveyed as no impact on parking
		<ul style="list-style-type: none"> 1) West St 2) Metcalfe St
Zone 9	Portal Precinct	<ul style="list-style-type: none"> 1) Miller St 2) Rosalind St 3) Cammeray Ave 4) Moodie St 5) Lytton St 6) Anzac Ave

Appendix B: Parking survey results

Surveyed areas by Precinct

The figures below show the surveyed areas by precinct with existing parking arrangements and restrictions.



Figure 15: Existing parking supply – High St Precinct East

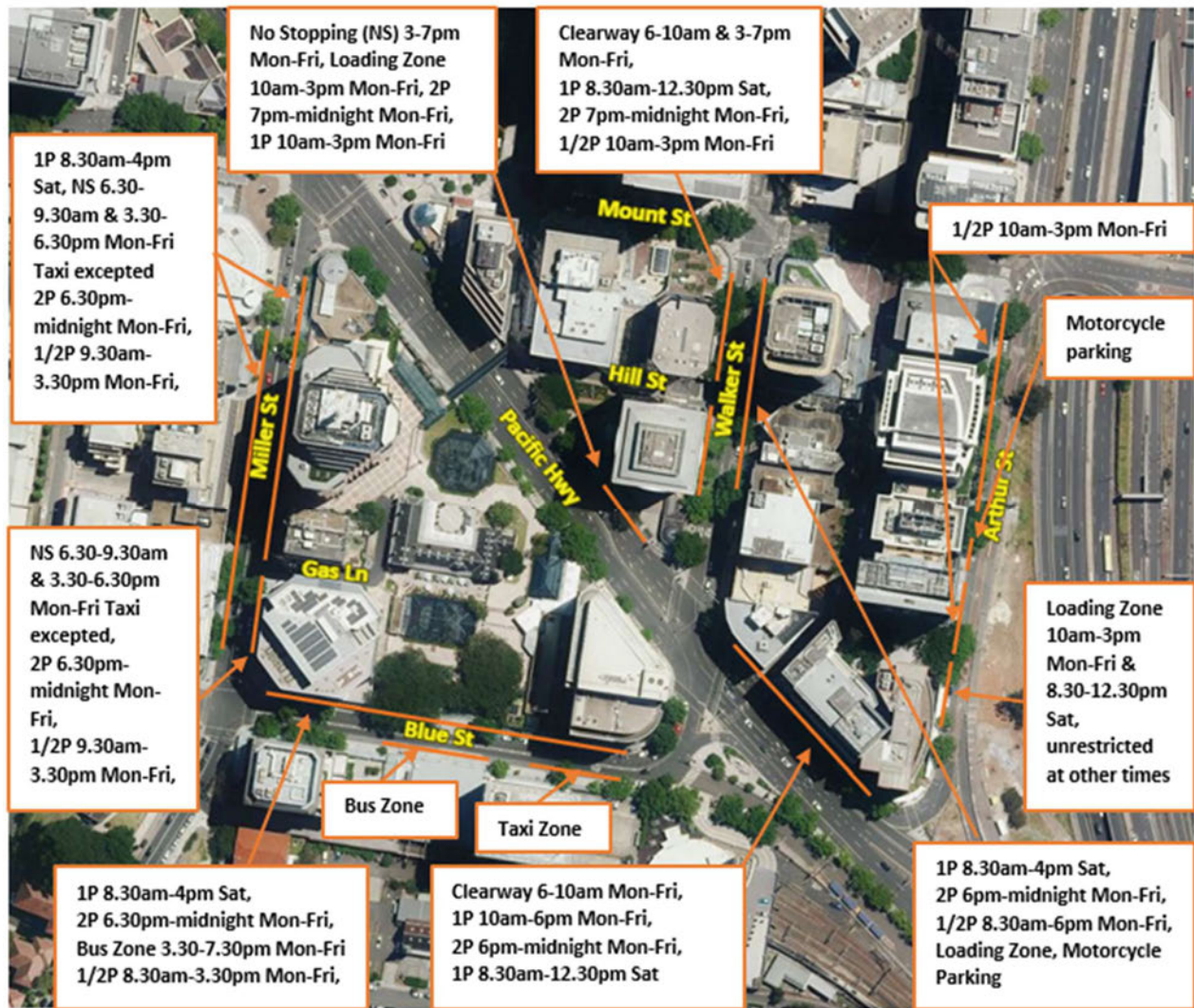


Figure 16: Existing parking supply – High St Precinct West

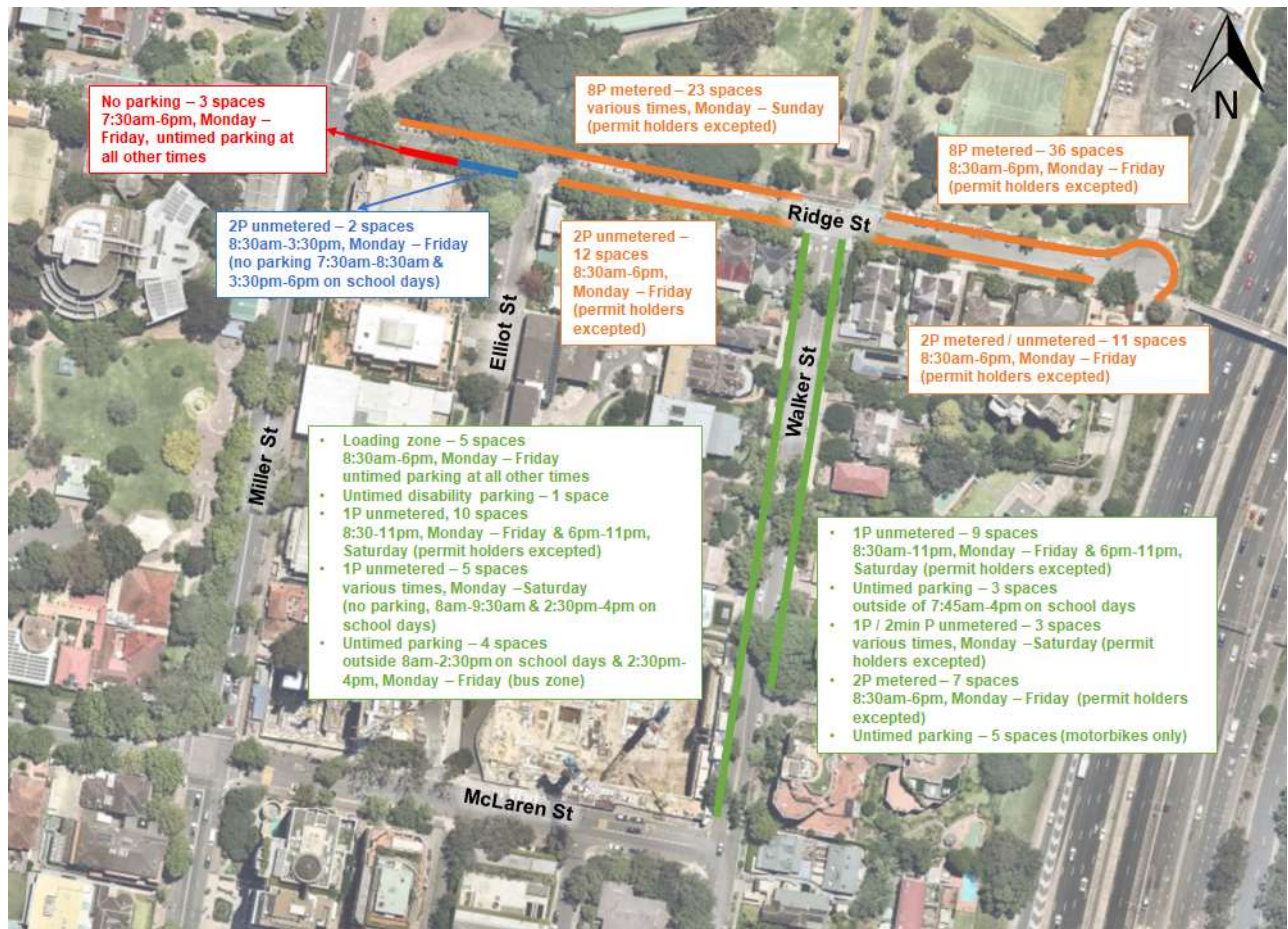


Figure 17: Existing parking supply – Ridge Street Precinct



Figure 18: Existing parking supply – Cammeray Precinct (northern access of support site)

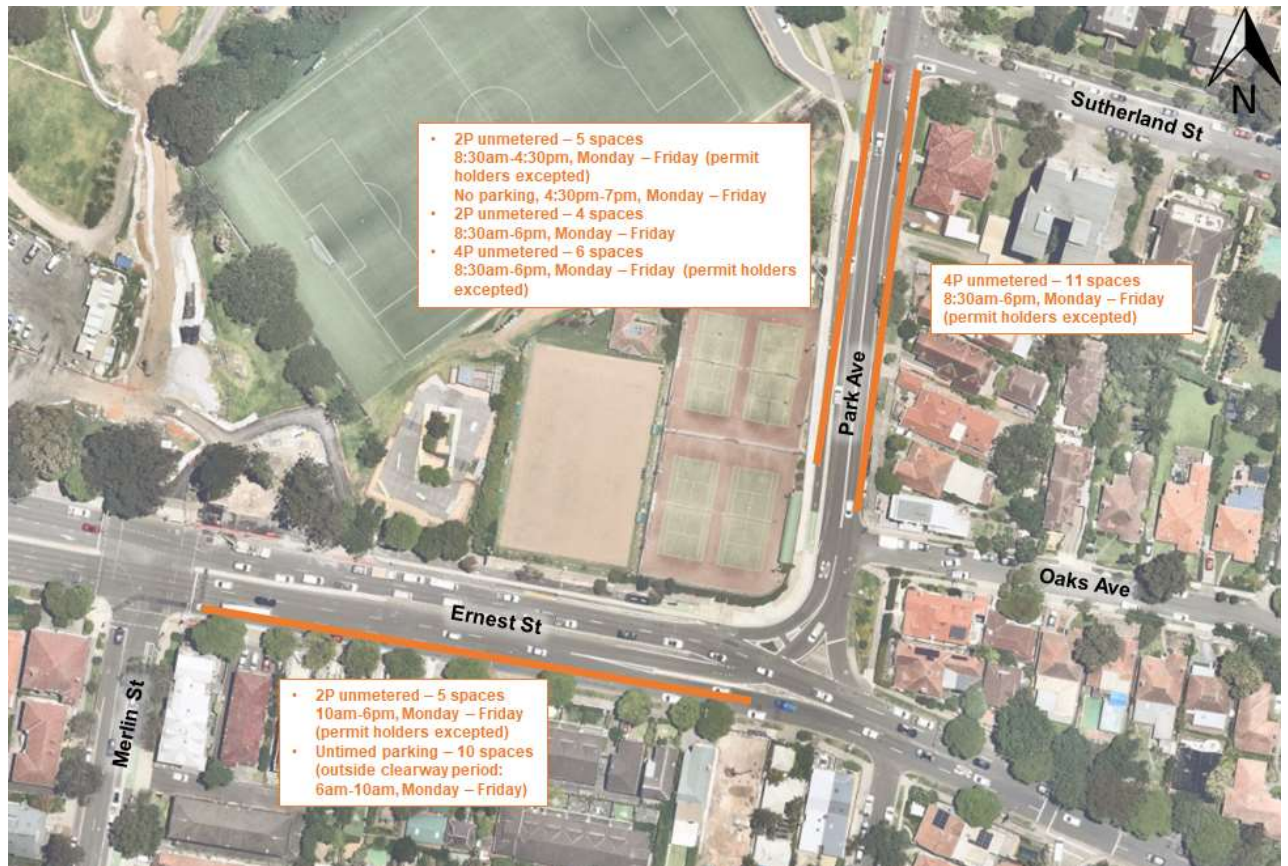


Figure 19: Existing parking supply – Cammeray Precinct (southern access of support site)



Figure 20: Existing parking supply – Northern Precinct



Figure 21: Existing parking supply – Mount St Precinct, Darley St to Eaton St



Figure 22: Existing parking supply – Mount St Precinct, Whaling Rd to Darley St



Figure 23: Existing parking supply – Mount St Precinct, High St to Whaling Rd



Figure 24: Existing parking supply – Alfred St North Precinct



Figure 25: Existing parking supply – Alfred St North, Falcon St Precinct



Figure 27: Ernest St East Precinct

Parking supply and occupancy

This section presents the results of parking surveys with a description of observations. Parking occupancy by Precinct is presented in Table 10.

High Street Precinct East

This precinct is located on land bound by Hipwood St to the east, Alfred St North to the west, McDougall St to the south, and Whaling Rd to the north. It includes the WFU 2 - High Street south and WFU3 - High Street north Construction Support Sites (CSS). The adjacent road carriageways to the CSS provide an access function only and there is no legal parking provision along these road

frontages.

The assessment of parking supply in this precinct indicates that 346 parking spaces are available on Alfred Street North, Little Alfred St, Neutral St, Doris St, Whaling Rd, Clark Rd, Hipwood St, McDougall St and High St.

Existing parking occupancies show the following:

- Overall occupancies were relatively high between 70%-77% in the weekdays and 62%-68% during the weekend.
- Highest occupancies were recorded in the afternoon school pick up hours
- There was spare capacity on Alfred Street South in all surveyed periods.

High St Precinct West

This precinct is located on land bound by the Warringah Freeway to the east, Miller Street to the west, Blue Street to the south, and Mount Street to the north. The precinct includes the WFU4 Arthur Street east CSS. 122 parking spaces are available in this precinct.

Survey of existing parking occupancies show the following:

- Overall occupancies were moderate with 29%-56% in the weekdays and varied with 41%-72% occupancy during the weekend.
- Highest weekday occupancies were recorded in the afternoon school pick up hours
- Clearways exist during the morning peak / school drop-off, school pick up and evening peak periods on weekdays, and therefore parking is restricted in these periods
- Parking was also observed in the loading zone and clearway (restricted parking). These spaces were excluded from the assessment as they do not allow for public parking
- The increase in parking in the off-peak period is likely associated with long-term resident / visitor parking servicing adjoining houses.

Ridge St Precinct

This precinct is located at North Sydney on land bound by the Warringah Freeway to the east, residential properties on Ridge Street to the south and west and St Leonards Park to the north. No parking spaces are provided on the driveway between Ridge Street and no through road. There is a total of 139 parking spaces on Ridge Street and Walker Street.

Surveys of existing parking occupancies show the following:

- Overall occupancies varied throughout the surveyed periods
- Parking was observed in some restricted parking zones, including “no stopping”, “no parking”, “authorized car share vehicles only”, loading zone and bus zone. These spaces were excluded from the assessment as they do not allow for public car parking
- The highest occupancies of 88% and 75% were recorded in the weekday school pick up and weekend day periods. This is likely associated with parents / guardians picking up students at Wenona School and sports activities at St Leonards Park
- Spare capacity was observed in the night time surveyed periods.

Cammeray Precinct

The Cammeray Precinct includes the WFU8 Cammeray Golf Course CSS, bound by residential properties to the north, Cammeray Golf Course to the east, Warringah Freeway to the west, and the construction support site for the Western Harbour Tunnel (WHT10) to the south. The surveyed precinct takes into account all roads to the north, east and south of the WFU8/WHT10 CSS.

There is a total of 112 parking spaces on the northern side of the support site and 41 parking spaces on the southern side of the support site.

Surveys of existing parking occupancies show the following:

- Overall occupancies were relatively low at below 50% in all surveyed periods

- Parking was observed to be concentrated on Park Avenue with 63% occupied in the weekday morning peak periods and 70% occupied in the weekend day periods. It is likely associated with short-term parking for Cammeray Golf Club, Cammeray Tennis Club, and the North Sydney Skate Park
- Parking was observed in the “no parking” zone on Park Avenue. These spaces were excluded from the assessment as they do not allow for public parking.

Northern Precinct

This precinct is located within the Warringah Freeway corridor at Cammeray. The site lies along the north bound verge and inner Brook Street exit lane of the Warringah Freeway from Miller Street to a point approximately 50m east of West Street adjacent to St. Thomas Rest Park.

There is a total of 71 parking spaces. Surveys of existing parking occupancies show the following:

- Overall occupancies are relatively high at 50-60% in all surveyed periods
- Parking was observed to be more concentrated on West Street, it is likely associated with long-term resident / visitor parking servicing adjoining houses
- Parking was also observed in restricted parking zone on West Street which only allows authorized car share vehicles parking. That space was excluded from the assessment as it does not allow for public parking.

Berry St Precinct

This Precinct is located at North Sydney on land bound by the Warringah Freeway to the east, Miller Street to the west, Mount Street to the south, and McLaren Street to the north. It includes the WFU5 and WHT8 CSS.

The assessment of parking supply in this precinct indicates that 208 spaces. No parking spaces are provided on either side of Berry Street (between Walker Street to Little Walker Street) and the eastern side of Arthur Street. Clearway exists on the western side of Arthur Street during 6am to 10am on Monday to Friday, where no parking is allowed in these periods.

Surveys of existing parking occupancies show the following:

- Overall occupancies were relatively low at 47% or less in all surveyed periods, except for the morning peak period
- Highest occupancies were recorded in the morning peak periods which are likely associated with short-term parking for workers or visitors in the North Sydney CBD
- Parking was also observed in a loading zone (restricted parking). These spaces were excluded from the assessment as they do not allow for public parking.

Alfred St North – Mount St Precinct

This Precinct is located on land bound by Clark Road to the east, Warringah Freeway to the west, High St to the south, and Eaton St to the north. The assessment of parking supply in this precinct indicates 500 spaces. Surveys show the following:

- Overall occupancies were relatively high ranging from 64% to 72% in the weekday periods, with slightly lower occupancies in the weekend
- Overall occupancies at night were higher than that during daytime
- All roads except Alfred Street north have moderate to high occupancies with some spare spaces available.
- Alfred Street North shows spare capacity in the surveyed periods due to the low utilisation of the 9P metered, Area 1 and Area 30 resident permit parking spaces along the western side of Alfred Street North between Kurraba Rd and Bent St.

Alfred St North Precinct

This Precinct is located on land bound by Rawson Street to the east, Warringah Freeway to the west, Darley Street to the south, and Wyagdon St to the north. The assessment of parking supply in this precinct indicates that 231 spaces are available.

Surveys of existing parking occupancies show the following:

- Overall occupancies were relatively high ranging from 69% to 76% in the weekday periods, with similar but slightly lower occupancies (58-74%) in the weekend
- Parking was observed to be concentrated on Alfred Street North; it was observed to have relatively high parking capacity in the surveyed periods
- Alfred Street North and Bent Street has spare capacity in the surveyed periods.

Alfred St North – Falcon St Precinct

This Precinct is located on land bound by Laycock Street to the east, Warringah Freeway to the west, Wyagdon Street and Winter Ave to the south and Falcon Street to the north.

The assessment of parking supply in this precinct indicates 170 spaces.

Surveys of existing parking occupancies show the following:

- Overall occupancies were relatively high ranging from 74% to 75% in the weekday periods, with slightly lower occupancies (72% to 73%) in the weekend
- The unrestricted parking on Merlin St, McIntosh Lane, Bent Street and Yeo St had a small number of spare parking spaces.

Portal Precinct

This Precinct is located between the western side of the Warringah Freeway, Miller Street, and Falcon Street. The assessment of parking supply in this precinct indicates that 221 parking spaces are available.

The Existing parking occupancies within the portal precinct have been surveyed during various days and times as per detailed within Table 16 and Table 17. The results depict the following:

- Overall occupancies were relatively high ranging from 65% to 70% in the weekday periods, with slightly lower occupancies 64% to 69% in the weekend

Ernest St East Precinct

The site is located between Cammeray Road in the north, Ben Boyd Road in the East and Military Road to the south. The assessment of parking supply in this precinct indicates that 188 parking spaces are available.

Surveys of existing parking occupancies show the following:

- Overall occupancies were relatively low ranging from 42% to 68% in the weekday periods, with slightly lower occupancies (40% to 43%) in the weekend. However, parking was observed to be concentrated on Bent Street, it was observed to have little spare parking capacity in the surveyed periods

Table 10: Existing parking occupancy by Precinct

Day	Time period	Occupied spaces	Unoccupied spaces	Total available spaces	Parking occupancy
High Street East Precinct					

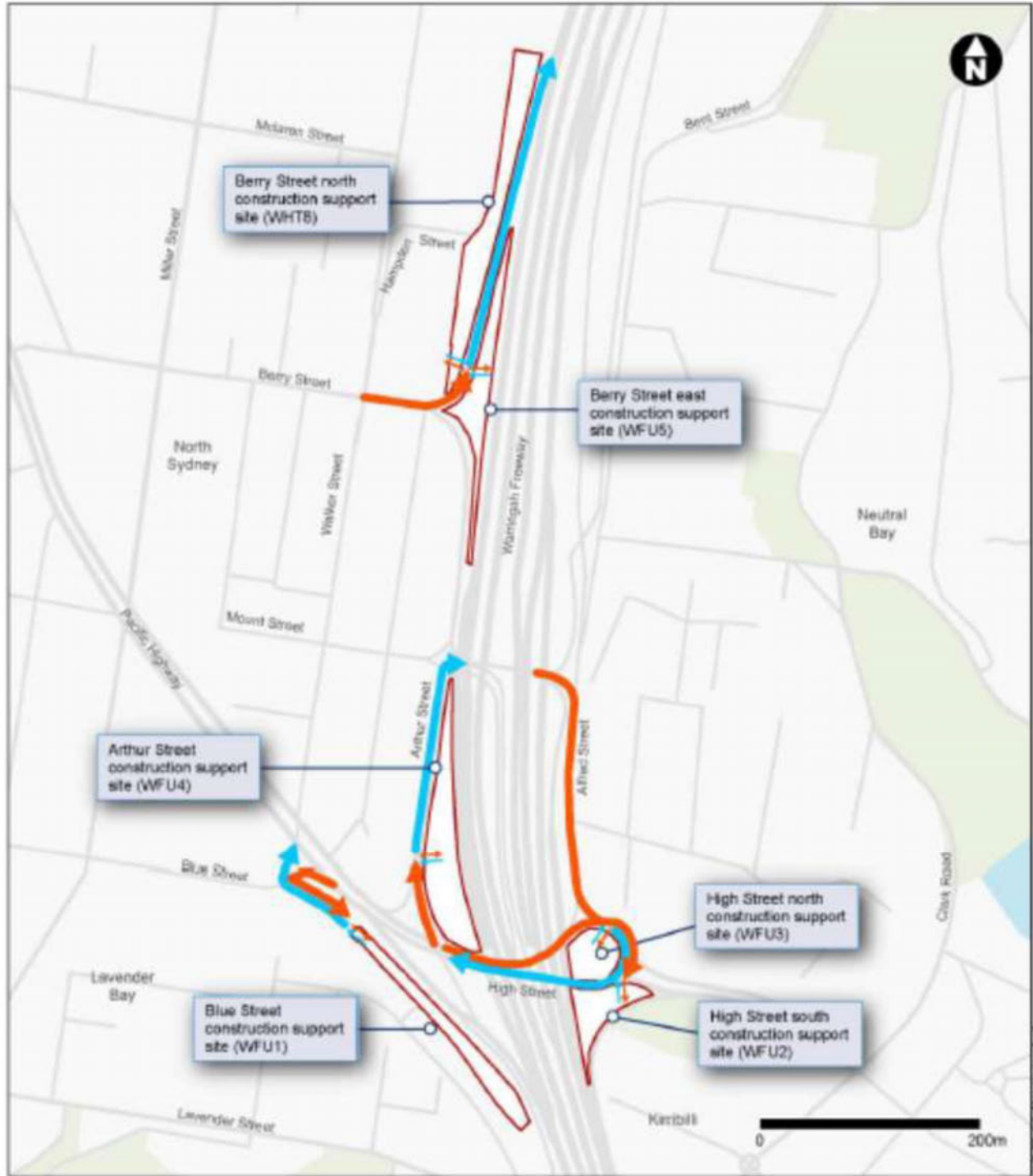
Day	Time period	Occupied spaces	Unoccupied spaces	Total available spaces	Parking occupancy
Average weekday	8:30am (weekday morning peak / school drop-off)	253	93	346	73%
	3pm (school pick up)	266	80	346	77%
	5pm (weekday evening peak)	255	91	346	74%
	10pm (weekday evening off-peak)	241	105	346	70%
Average weekend	12pm (weekend day)	239	112	351	68%
	11pm (weekend evening)	216	135	351	62%
High Street West Precinct					
Average weekday	8:30am (weekday morning peak / school drop-off)	27	66	93*	29%
	3pm (school pick up)	52	41	93*	56%
	5pm (weekday evening peak)	33	60	93*	35%
	10pm (weekday evening off-peak)	35	87	122	29%
Average weekend	12pm (weekend day)	82	32	114*	72%
	11pm (weekend evening)	47	69	116	41%
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%
Cammeray Precinct					
Average weekday	8:30am (weekday morning peak / school drop-off)	51	87	138*	37%
	3pm (school pick up)	57	96	153	37%
	5pm (weekday evening peak)	56	92	148*	38%
	10pm (weekday evening off-peak)	49	104	153	32%
Average weekend	12pm (weekend day)	51	102	153	33%
	11pm (weekend evening)	40	113	153	26%
Northern Precinct					
Average weekday	8:30am (weekday morning peak / school drop-off)	42	29	71	59%
	3pm (school pick up)	41	30	71	58%

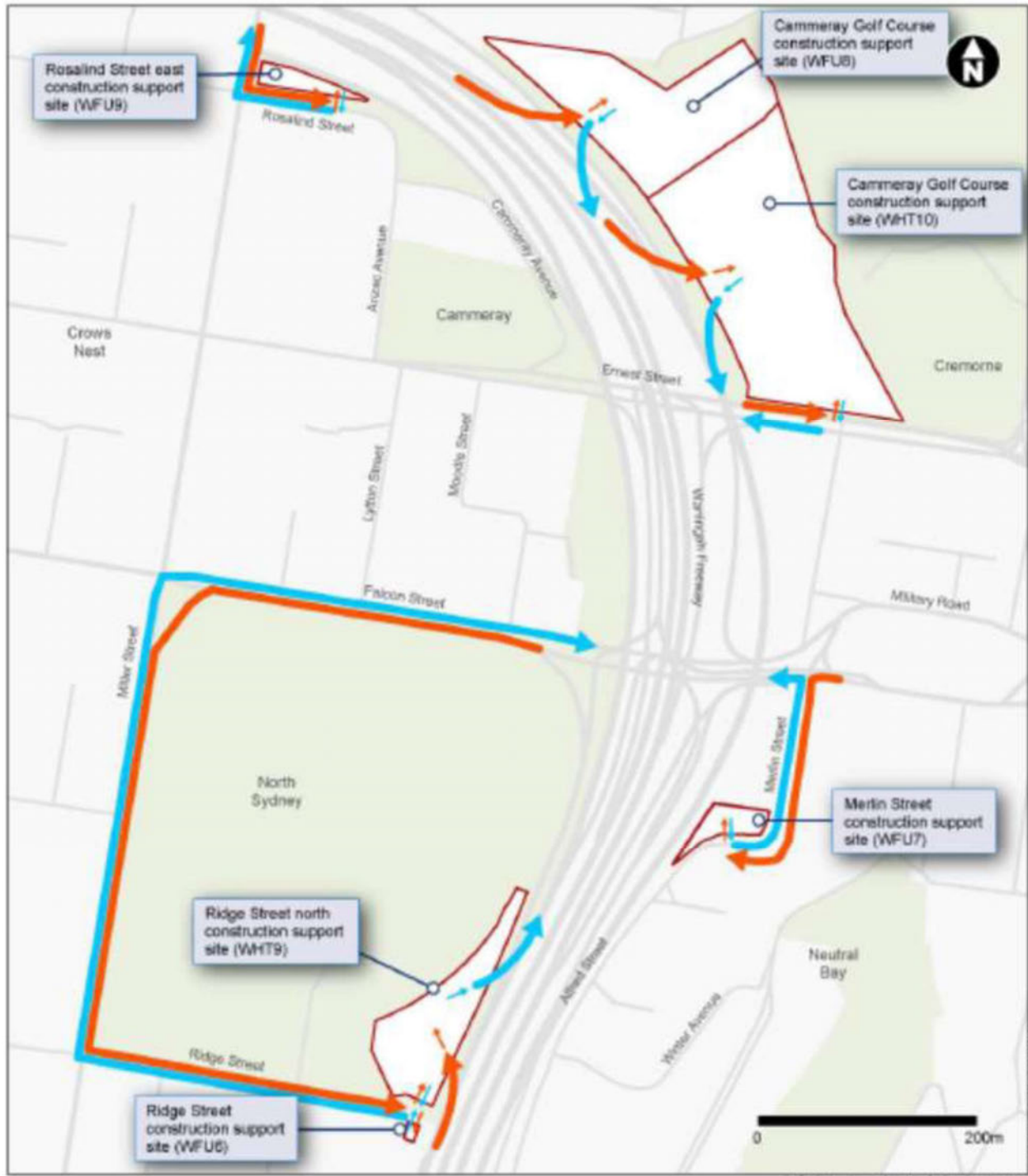
Day	Time period	Occupied spaces	Unoccupied spaces	Total available spaces	Parking occupancy
	5pm (weekday evening peak)	41	30	71	58%
	10pm (weekday evening off-peak)	41	30	71	58%
Average weekend	12pm (weekend day)	36	35	71	51%
	11pm (weekend evening)	33	38	71	46%
Berry St Precinct					
Average weekday	8:30am (weekday morning peak / school drop-off)	101	90	191*	53%
	3pm (school pick up)	90	111	201*	45%
	5pm (weekday evening peak)	95	106	201*	47%
	10pm (weekday evening off-peak)	56	152	208	27%
Average weekend	12pm (weekend day)	95	113	208	46%
	11pm (weekend evening)	51	157	208	25%
Alfred St North – Mount St Precinct					
Average Weekday	8:30 (weekday morning peak / school drop-off)	329	171	500	66%
	3pm (school pick up)	324	176	500	65%
	5pm (weekday evening peak)	321	179	500	64%
	10pm (weekday evening peak)	360	140	500	72%
Average weekend	12pm (weekend day)	291	209	500	58%
	11pm (weekend evening)	313	187	500	63%
Alfred St North Precinct					
Average Weekday	8:30 (weekday morning peak / school drop-off)	171	60	231	74%
	3pm (school pick up)	160	71	231	69%
	5pm (weekday evening peak)	164	67	231	71%
	10pm (weekday evening peak)	176	55	231	76%
Average weekend	12pm (weekend day)	135	96	231	58%
	11pm (weekend evening)	171	60	231	74%
Alfred St North – Falcon St Precinct					
Average Weekday	8:30 (weekday morning peak / school drop-off)	127	43	170	75%
	3pm (school pick up)	126	44	170	74%

Day	Time period	Occupied spaces	Unoccupied spaces	Total available spaces	Parking occupancy
	5pm (weekday evening peak)	126	44	170	74%
	10pm (weekday evening peak)	125	45	170	74%
Average weekend	12pm (weekend day)	124	46	170	73%
	11pm (weekend evening)	122	48	170	72%
Portal Precinct					
Average Weekday	8:30 (weekday morning peak / school drop-off)	146	75	221	66%
	3pm (school pick up)	155	66	221	70%
	5pm (weekday evening peak)	149	72	221	68%
	10pm (weekday evening peak)	144	77	221	65%
Average weekend	12pm (weekend day)	142	79	221	64%
	11pm (weekend evening)	144	77	221	65%
Ernest St East Precinct					
Average Weekday	8:30 (weekday morning peak / school drop-off)	114	74	188	61%
	12:30 (weekday Midday)	82	106	188	44%
	3pm (school pick up)	79	109	188	42%
	5pm (weekday evening peak)	128	60	188	68%
	10pm (weekday evening peak)	80	108	188	43%
Average weekend	12pm (weekend day)	64	119	183	40%
	11pm (weekend evening)	78	105	183	43%

**Note: Some parking spaces are unavailable as they are in the loading zones or restricted parking on school days at that time period.*

Appendix C: Indicative construction vehicle routes





Legend

- Construction support sites
- ➔ Site access - in
- ➔ Site access - out

Appendix D: Evaluation of mitigation options

Evaluation of Mitigation Measures for Mount St, Alfred Street North and South Falcon St Precincts

Table 11: Alfred Street North Mitigating Evaluation

Reference	Mitigation Strategy/Measure	Precinct (Yes/No)			No. of spaces	Comments
		ASN - Mount St	ASN	ASN – Falcon St		
Offset measures						
1.	Access to temporary alternative resident car park	No	Yes	Yes	18	Merlin St off-street carpark to be provided for public use subject to approval of this CPAS. Additional options for other off-street carparking at locations near the ASN precinct will continue to be investigated eg within the Rose Avenue reserve, however any such proposals would require community support and further approvals.
2.	Provision of replacement secure off-street parking in nearby local parking station	No	No	No	NA	There is no existing off -street parking station that is easily accessible and within a reasonable walking distance to Alfred St North (ie minimum 500 m walk for residents in the ASN or ASN-Falcon St Precincts). Subject to ongoing consultation this may be offered for specific individual circumstances as per Mitigation #18 below.
Impact minimisation measures						
3.	Staged removal of parking	Yes	Yes	Yes	Varies	Works planned to limit parking loss through staged removal. Staging of works will occur as per Figure 8, Figure 10 and Figure 12. Refer descriptions for staging of works and parking removal in Section 4.1
4.	Provision for construction worker parking	Yes	Yes	Yes	Varies	The construction areas will have some minor capacity for workforce parking. Workers have access to the Ridge St CSS (WHT9) parking area. Workers will be encouraged to use public transport or shuttle bus.
Impact mitigation measures						
5.	Nearby spare on-street parking capacity	Yes	Yes	Yes	Varies	Residents / visitors have the choice to utilise the on-street parking spare capacity within the neighbourhood streets, noting that the ASN - South Falcon Street precinct has minimal spare capacity. Refer to Mitigation #14 for further discussion below.
6.	Provision of temporary residential parking permit/entitlement within residential parking scheme	No	No	No	NA	NSC have advised there is already an oversupply of permits in the system and the provision of additional permits would not provide a good community outcome. Therefore, additional residential parking permits are not able to be obtained on residents' behalf from Council.
7.	Reimbursement for residential parking permit within residential parking scheme	Yes	Yes	Yes	NA	Subject to affected stakeholders providing the relevant evidence, cost of maintaining existing residential parking permit would be reimbursed for affected residents for the duration of the impact.
8.	Reimbursement for grocery delivery	Yes	Yes	Yes	NA	Subject to affected stakeholders providing the relevant evidence, residents with current parking permits that are directly affected by the loss of on-street parking would be reimbursed for the cost of grocery deliveries (up to once per week per residence) for the duration/(s) of impact
9.	Consideration of changes to local area parking management / restrictions as per below (in consultation with North Sydney Council)					
10.	<ul style="list-style-type: none"> Disabled parking 	No	No	No	NA	There are no dedicated disabled parking spaces on Alfred St North. All drivers have access to the available on-street parking

Reference	Mitigation Strategy/Measure	Precinct (Yes/No)			No. of spaces	Comments
		ASN - Mount St	ASN	ASN – Falcon St		
11.	<ul style="list-style-type: none"> Mail Zone 	Yes	No	No	1	Work with North Sydney Council and Australia Post to relocate the existing Mail Zone on the corner of Whaling Rd and Alfred St North during the development of the associated site specific TMP.
12.	<ul style="list-style-type: none"> Service / Loading 	No	Yes	No	1	<p>There is a Loading Zone servicing property in the ASN Precinct. As the removal of parking is staged, a loading zone/area will be maintained as close to the existing as possible under site specific TMP/TGS and in consultation with North Sydney Council.</p> <p>There is also a loading zone near the commercial properties (No.263-283) in the Mount St Precinct between Whaling Rd & Mount St. These properties also have rear access on Little Alfred St that contains No Parking zones and 1P on-street parking. The impact is considered minor as there is alternative kerb side opportunities that permit loading/unloading via Little Alfred St. Therefore, a replacement is not considered necessary.</p>
13.	<ul style="list-style-type: none"> Car share 	No	No	No	NA	There are no current dedicated car share parking spaces on Alfred St North. However, consultation with the local community is proposed to determine community support for implementation of permanent car share spaces. Where support is identified, potential locations will be determined in consultation with NSC.
14.	<ul style="list-style-type: none"> Residential 					Consideration of changes to local parking schemes / locations to accommodate access to parking for permit holders. This measure is not considered to be a good outcome for the wider community given the potential to cause flow-on impacts to adjoining areas and will not be implemented at this stage. Residential parking concerns will be monitored throughout construction, and if needed, additional measures will be implemented, including changes to short-term/long-term parking spaces. Detailed consideration as below:
		No	NA	NA	NA	<p><u>ASN - Mount St Precinct:</u> Of the impacted areas, there are 106 spaces that form part of the North Sydney Council's residential parking scheme Area 1 and five spaces that form part of Area 30.</p> <p>North Sydney Council records indicate 29 residents on Alfred St North and 16 residents on High St have an Area 1 residential parking permit. In Q2 and Q3 of 2023 there will be shortfall of up to 16 residential parking permit on-street parking spaces on Alfred Street North (refer Figure 8). There are 25 unrestricted parking spaces on Alfred St North and 3 on Darley St. After Q3 2023 the shortfall reduces to nil within Area 1. This precinct will continue to be monitored and this measure investigated further as required.</p>
		NA	No	NA	NA	<p><u>ASN Precinct:</u> Of the impacted areas, eighty-two (82) parking spaces form part of the North Sydney Council's residential parking scheme Area 30. From Q2 2023, up to 67 spaces will be removed.</p> <p>North Sydney Council records indicate 35 residents have Area 30 residential parking permits on Alfred St North (also includes part of Mount St Precinct). Parking surveys show an average of 27 unoccupied spaces on a weekday and 37 over the weekend on Alfred St North. While there is some shortfall during construction of up to 9 spaces from Q2 2023 to Q2 2025, residents will still be able to utilise the spare parking capacity within the ASN Precinct neighbourhood streets. The estimated average number of unoccupied spaces within this precinct without Alfred St North is 36 spaces on a weekday and 41 on the weekend. Residents would also be able to use the proposed</p>

Reference	Mitigation Strategy/Measure	Precinct (Yes/No)			No. of spaces	Comments
		ASN - Mount St	ASN	ASN – Falcon St		
						off-street carpark within the Merlin St Reserve. The unoccupied spaces in the adjoining neighbourhood streets are therefore considered to have sufficient capacity to offset the residential demand for on-street carparking.
		NA	NA	No	Residential - NA	<u>ASN - Falcon St Precinct:</u> Of the impacted areas, nineteen (19) spaces form part of the North Sydney Council's residential parking scheme Area 30. Conversion of the WFU7 Merlin Street ancillary facility to a public carpark, with capacity for up to 18 vehicles will assist to offset these impacts. This carpark will be signposted as 2P Resident Permit Holders Excepted to prioritise residential parking availability. This site is located within the ASN - Falcon St Precinct and would also service the northern residential areas of the ASN Precinct. Merlin St unrestricted parking was also observed to have capacity and would assist to offset the loss of residential parking spaces. Therefore, changes to the residential parking schemes are not considered necessary.
15.	Extension to validity of existing permits or provision of additional permits for adjoining areas	No	No	No	N/A	This measure is not considered to be a good outcome for the wider community given the potential to cause flow-on impacts to adjoining areas and will not be implemented at this stage. However, the project will continue to consider, subject to further consultation and agreement with NSC, extensions to the validity of currently issued parking permits to adjoining parking scheme areas/zones, or the provision of additional permits for adjoining zones. Permit holders would then be able to park in adjoining scheme areas. Consultation is ongoing with NSC.
16.	Replacement of lost short-term parking spaces in nearby areas	No	No	No	N/A	Replacement of 1/2P and 2P metered parking in the adjacent neighbourhood streets is not considered practical. Parking surveys indicate there is spare on-street spare parking capacity in the nearby connecting neighbourhood streets and the parking demand can be absorbed into the neighbouring streets and Merlin St carpark. Replacement is not considered necessary and would also have the adverse impact of extending impacts to a broader area. However, subject to community feedback this measure may be re-investigated if and where needed.
17.	Replacement of lost long-term parking spaces in nearby areas	No	No	No	N/A	Replacement of 9P metered/resident parking in the adjacent neighbourhood streets is not warranted. Parking surveys show high usage of the long-term parking during the weekday work hours which is associated with commuter parking. North Sydney CBD contains several long-term paid parking stations which provide better parking accessibility to the CBD. The 9P parking doesn't provide a critical purpose. Replacement not considered necessary. However, subject to community feedback this measure may be re-investigated if and where needed.
18.	Additional ancillary measures to be determined through consultation with affected stakeholders	Yes	Yes	Yes	N/A	Additional ancillary measures will be investigated where a specific need is identified and justified through individual consultation. These may include vouchers for deliveries, ride share or taxi services.

Evaluation of Mitigation Measures for Portal Precinct

Table 12: Portal Precinct Mitigating Evaluation

Mitigation Strategy/Measure	To implement (Yes/No)	No. of spaces	Circumstance	Comments
Access to temporary alternative resident car park	No	0	Residential off-street car parking	Residents with an A20 resident permit eligibility can park in the neighbourhood streets as there is spare on-street parking capacity. There are no feasible locations for an off-street car park in the surrounding area.
Nearby spare on-street parking capacity	Yes	average weekday 62 and weekend 60	The surrounding streets within reasonable walking distance have occupancy with spare availability of on-street parking for residents/visitors	Residents /visitors have the choice to utilise the spare on-street parking capacity within the Portal Precinct neighbourhood streets.
Provision of temporary residential parking permit/entitlement within residential parking scheme	Yes	#2 spaces required	Impacted residents without a residential parking permit entitlement may claim/offered a residential permit free of charge for the duration impacting works subject to availability within the A20 scheme	At least 2 residents use the unrestricted parking on Cammeray Ave adjacent Anzac Park. Subject to (community consultation [#]) a residential parking permit would be obtained on residents' behalf from North Sydney Council for affected residents for the duration of the works.
Provision of replacement secure off-street parking in nearby local parking station	No	0	Impacted residents may claim/offered a parking station parking space free of charge for the duration impacting works	There is no existing off -street parking station that is easily accessible and within a reasonable walking distance to the Cammeray Ave
Staged removal of parking	Yes	min 14 to max 40	Limiting parking loss by staged removal. Plan works so parking can be removed in stages and reinstated whilst other sections of work are undertaken	Geared to staged removal of parking spaces noting that 26 car parking spaces are within the Project boundary and 10 carparking spaces are outside the Project boundary on Cammeray Avenue, one space outside the project boundary on Anzac Avenue and 3 spaces on Rosalind Street. Refer Section 4.3.9.1 Figure 14 Staged Parking Space Removal
Provision for construction worker parking	Yes	Varies	Various CSS have some capacity for workforce parking. Workers to be encouraged to use public transport or shuttle bus.	As required, workers do have short-term and long-term access to the Ridge St (north) CSS (WHT9) where there is up to 56 parking spaces available.
Consideration of changes to local area parking management/restrictions. (Working with North Sydney Council to modify segments of kerb side parking restrictions on local roads adjacent to work site)	No	NA	Disabled: Replace as close as possible to existing location.	There are no dedicated disabled parking spaces on Cammeray Ave. All drivers have access to the available on-street parking
	No	NA	Service/Loading: Consider servicing/loading arrangements to maintain current levels of service	There is no Loading Zone servicing property on Cammeray Ave.
	No	NA	Car share: If possible, relocate existing spaces,	There are no dedicated car share parking spaces on Cammeray Ave
	No	9 on Anzac & 62 within Portal Precinct	School drop-off & pick -up. (extended stay)	The removal of these spaces may impact parents / guardians dropping off and picking up students at ANZAC Park Public School on school days as Cammeray Ave as the Cammeray Ave parkers seek parking nearby Cammeray Ave. On Anzac Ave there is a total of 42 spaces. On a weekday the average number of unoccupied spaces is 9. The average week day unoccupied spaces in the Portal Precinct is estimated to be 62. Less the displaced parking on Cammeray Ave of 26 spaces yields an average of 36 spare unoccupied spaces available. As there would be available parking in the Portal Precinct neighbouring streets, mitigation measures are not required.

Mitigation Strategy/Measure	To implement (Yes/No)	No. of spaces	Circumstance	Comments
	Yes	min 8 to max 34	Resident Parking; there is resident permit parking area on-street parking capacity	The removal of parking spaces on Cammeray Ave, south of Anzac Ave Reserve are inside the Project boundary. On Cammeray Ave, south of Anzac Ave Reserve there is a total of 8 Area 20 resident permit parking spaces and 18 unrestricted spaces to be removed from Q4 November 2022 to Q4 October 2024. Figure 14 estimates that there would be spare residential parking permit spaces available with a min. 8 and max.34. The on-street parking capacity would fluctuate in Area 20 up to the Q4 2024 and then would stabilise with 34 on-street parking spaces available. North Sydney Council's records indicate 2 residents on Cammeray Ave have Area 20 residential parking permits. The resident permit doesn't guarantee accessibility to on-street parking outside their property and residents can seek parking in neighbouring street. To mitigate the change to residents parking conditions it is proposed to consult with North Sydney Council with the aim of re-signposting between 2-8 unrestricted area parking spaces as 2P parking, resident permit holders A20 excepted, and then install the proposed 2P parking arrangement.
	No	26	Short Term; replace a suitable number of existing short-term parking spaces, as required.	Replacement of the 2P metered parking in the adjacent neighbourhood streets is not considered practical. Parking surveys indicate there is spare on-street spare parking capacity in the nearby connecting neighbourhood streets and the parking demand can be absorbed into the neighbouring streets. Refer to Table 19 & 20 Replacement is not considered necessary
	No	18	Long-term; replace some existing long-term parking spaces if possible & only if they provide a critical purpose. (Working with North Sydney Council to modify segments of kerb side parking restrictions on local roads adjacent to work site	The average level of usage of the 18 unrestricted car parking spaces on Cammeray Ave on a weekday is 12 during the daytime and 13 at night, and on the weekend 6 during the daytime and 9 at night. At 67% occupancy during the weekday and 33 to 50% occupancy on the weekend, parking surveys show moderate level of occupation of the long-term(unrestricted) parking during the weekday and low to moderate occupancy on weekends. The difference would be associated with commuter parking. The removal of parking spaces on Cammeray Ave, south of Anzac Ave Reserve are inside the Project boundary. The unrestricted parking doesn't provide a critical purpose as residents would have reasonable access to on-street parking elsewhere on the neighbourhood streets. Replacement of existing parking with unrestricted on-street parking in the adjacent neighbourhood streets is not warranted.

Appendix E: Parking Consultation Summary Report

CoA A5 – Parking Consultation Summary Report

Warringah Freeway Upgrade

Project Number:	N1098
Revision date:	3/04/2023
Revision:	Rev F
Document Number:	WHTBLWFU-CPBD-NWW-RW-PLN-000001

Document Approval

Rev.	Date	Prepared by	Reviewed by	Approved by	Remarks
A	5/07/2022	Paul Davidson	Anne Learmonth		For review
B	18/11/2022	J McKenzie	A Learmonth		Update to include additional consultation
C	6/12/2022	J McKenzie	A Learmonth		Update to include additional consultation
D	25/01/2023	J McKenzie	A Learmonth		Update to include additional consultation
E	15/02/2023	J McKenzie	A Learmonth		Update to address DPE comments
F	3/04/2023	J McKenzie	A Learmonth		Update to address DPE comments

Distribution and Authorisation

Document Control

The CPB Downer JV Project Director is responsible for ensuring that this plan is reviewed and approved. The Design Manager is responsible for updating this plan to reflect changes to the project, legal and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the CPB Downer JV Project Director before being distributed / implemented.

Revision Details

Revision	Details
A	For TfNSW review
B	Update to include additional consultation
C	Update to include additional consultation
D	Update to include additional NSC consultation
E	Update to address DPE comments
F	Update to address DPE comments

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Compliance with CoA Requirements

This Local Roads Plan sets out the minimum client requirements as defined in Table 1, and shows where each requirement has been addressed within this Plan or the wider CPB Contractors Management System (CMS).

Table 1: Compliance with Conditions of Approval A5

Requirement			Reference
A5	Consultation Summary Report	Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Planning Secretary with the document. The evidence must include:	
		(a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval;	Section 3,4, 5 and Appendix A
		(b) a log of the dates of engagement or attempted engagement with the identified party;	Section 6
		(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;	Section 6
		(d) outline of the issues raised by the identified party and how they have been addressed; and	Section 7
		(e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.	Section 8

Abbreviations and definitions

Below is a list of abbreviations and definitions used in this document in addition to the Scope of Works Technical Criteria Glossary of Terms, Warringah Freeway Upgrade, Schedule C1.

Table 2: Abbreviations and definitions

Key Term / Abbreviation	Definition
CPB Downer JV	CPB Contractors Downer EDI Works Joint Venture
CCTV:	Closed Circuit Television system
Contract:	The Deed, Scope of Works & Technical Criteria, and other contractual requirements forming the agreement between Leighton Dragados Samsung Joint Venture (CPB DOWNER JV) to design and construct the Tunnel and Civil Works of the WFU Main Works (the Project).
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan
CGC	Cammeray Golf Course
CoA	Condition of Approval
CSS	Construction Support Site
DPE (formerly DPIE)	Department of Planning and Environment
Document:	Including Manuals, Standards, Plans, Procedures, Inspection & Test Plans, Forms, Instructions and other related management system documents and data in the form of any type of media (hard copy or electronic).
EIS	Western Harbour Tunnel and Warringah Freeway Upgrade Environmental Impact Statement (January 2020)
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EB	Eastbound
ESO	Emergency Service Organisation
FAS	Flashing Arrow Signs
GRN	Government Radio Network
Health, Safety & Environment (HSE) Representative:	Nominated site management representative, responsible for establishing, implementing and maintaining the site HSE systems and reporting on the performance of these systems to site management for review and improvement. Referred to as Environmental Management Representative and Site Safety Representative (SSR) within the Contract.
Incident	A localised event, either accidental or deliberate, which may result in injury or damage to property that requires normal response from a support agency.
IoA	Instrument of Approval
IRC	Incident Response Crew
IRP	Incident Response Procedure
ITS	Intelligent Transport Systems
IV	Independent Verifier
LRP	Local Roads Plan
METS	Motorist Emergency Telephone System
NSC	North Sydney Council
NB	Northbound
NSWFB	New South Wales Fire Brigade
OHS	Occupational Health and Safety.
Project, the	Western Harbour Tunnel and Warringah Freeway Upgrade

REMM	Revised Environmental Management Measures
ROL	Road Occupancy Licence
RtS	Western Harbour Tunnel and Warringah Freeway Upgrade Response to Submissions (September 2020)
RASS	Radar Activated Speed Sign
SCO	Sydney Coordination Office
SEARS	Secretary's Environmental Assessment Requirements
SSI	State Significant Infrastructure
SZA	Speed Zone Authorisation
SB	Southbound
SCATS	Sydney's Coordinated and Adaptive Traffic System
SPA	Sydney Project Alliance (early works contractor)
SOP	Standard Operating Procedure
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales
TTLG	Traffic and Transport Liaison Group
TMC	Transport Management Centre
TMP	Traffic Management Plan
TGS	Traffic Guidance Scheme (formerly Traffic Control Plan)
TTAMP	Traffic, Transport and Access Management Sub-Plan (this document)
TIMP	Traffic Incident Management Plan
TMO	Traffic Control Room
VMS	Variable Message Sign
VMP	Vehicle Movement Plan
VMS	Variable Message Sign
WB	Westbound
WFU	Warringah Freeway Upgrade
WHTBL	Western Harbour Tunnel and Beaches Link

Part A

1. Structure of this Plan

This Consultation Summary Report forms part of the Project Management System (PMS). It is part of a suite of plans that together outline how the Warringah Freeway Upgrade will be managed to ensure an integrated approach to meeting contract requirements.

In addition to the Consultation Summary Report, other Project Plans that interface include:

- Construction Parking and Access Strategy; and
- WFU Site Establishment Traffic Management Plan

This plan has the following structure:

Part A: Introduction (Section 1-3)	This section clearly defines: <ul style="list-style-type: none"> ▪ Objective ▪ Context and scope of works ▪ Background ▪ Environmental requirements and obligations
Part B: Community Consultation	This section outlines the community consultation summary for approval: <ul style="list-style-type: none"> ▪ Engagement process ▪ Identification of stakeholders ▪ Stakeholder engagement documentation ▪ Stakeholder engagement ▪ Identified issues and assessment ▪ Outstanding issues
Part C: Appendices	A list of appendices providing additional detail that supports this plan including: <ul style="list-style-type: none"> ▪ Engagement documentation ▪ Stakeholder Engagement Summary Ridge St, Ernest St and Rosalind St

1.1 Project Overview

Warringah Freeway Upgrade is a critical component to the Western Harbour Tunnel and Beaches Link (WHTBL) Program. It will enable the connection of the new WHTBL motorways into the existing motorway network, ensuring the WHTBL Program delivers its connectivity and safety benefits for public transport, freight and private vehicle customers, while improving the journey experience for existing Warringah Freeway users.

The program of works is designed to boost transport capacity around the Harbour CBD and improve connectivity to and from the Northern Beaches – two areas of importance to Greater Sydney’s future as a liveable, productive and sustainable global city. Once complete, the upgraded corridor will optimise demand across Sydney Harbour Tunnel, Sydney Harbour Bridge and Western Harbour Tunnel, enabling each to perform its intended function.

The Warringah Freeway Upgrade consists of surface road upgrades, structural works and ancillary works of an approximate four-kilometre section of the freeway corridor. The upgrade is focused on the simplification of traffic flows and wayfinding, as well as enabling works for the new WHTBL.

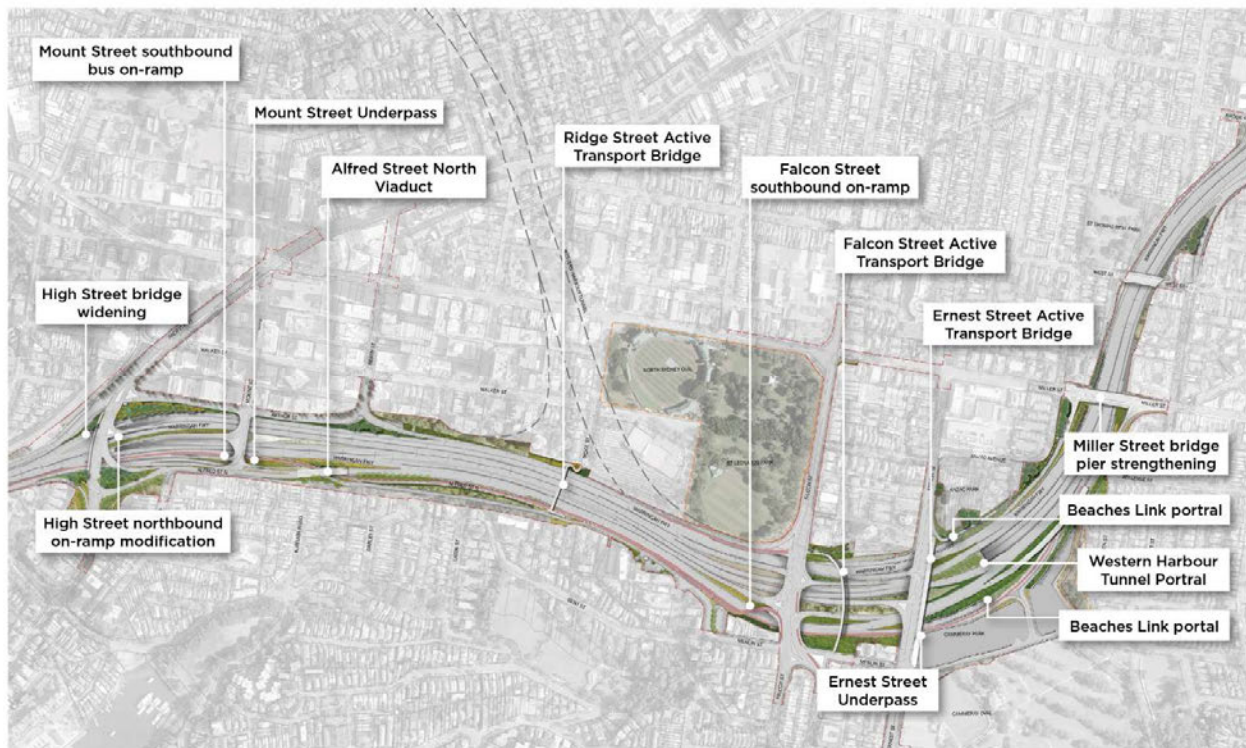


Figure 1: Warringah Freeway Upgrade Project Scope

1.2 Objectives

The key objectives of this Parking Consultation Summary Report (PCSR) is to describe and consider the needs of identified road users' accessibility to on-street parking during construction.

To achieve these objectives, CPB Downer Joint Venture (CPBD) will implement appropriate:

- Controls and procedures during construction activities to address potential parking impacts; and
- Address the relevant CoA requirements outlined in Table 1 and the requirements detailed in the EIS.

1.3 Context and scope

This PCSR will support the delivery program and the Construction Parking and Access Strategy (CPAS) Stage 2 of the Warringah Freeway Upgrade project construction sequencing.

This PCSR has been prepared to address the Minister's Conditions of Approval (CoA A5) as shown in Table 1 with regards to the CPAS.

This PCSR:

- Describes the stakeholder engagement process;
- Identifies the stakeholders;
- Describes the engagement documentation;
- Identifies and carries out an assessment of the issues raised;
- Addresses the nominated outstanding issues.

Other construction support sites and precinct work sites of the Project, including operational traffic and transport impacts and operation mitigation measures do not fall within the scope of this PCSR and consequently are not included within the processes contained within this PCSR.

1.4 Background

The Western Harbour Tunnel and Warringah Freeway Upgrade (WHTWUFU) (the project) forms a core component of the broader Western Harbour Tunnel and Beaches Link (WHTBL) program of works. The project comprises two main components:

- A new crossing of Sydney Harbour involving twin tolled motorway tunnels connecting the M4-M5 Link at Rozelle and the Warringah Freeway at North Sydney (the Western Harbour Tunnel)
- Upgrade and integration works along the existing Warringah Freeway, including infrastructure required for connections to the Beaches Link and Gore Hill Freeway Connection project. Reconfiguration works as part of the Warringah Freeway Upgrade would optimise the road corridor and improve the performance of the Sydney Harbour Tunnel, the Sydney Harbour Bridge, and the Western Harbour Tunnel.

Due to its importance, the WHTWUFU project was declared to be Critical State Significant Infrastructure (CSSI) by the Minister for Planning and Public Space on 9 November 2020.

On 21 January 2021, the Department of Planning, Industry and Environment (DPIE) approved the construction and operation of the WHTWUFU project (SSI 8863).

A detailed description of the project is provided in Chapter 5 of the Western Harbour Tunnel and Warringah Freeway Upgrade Environmental Impact Statement (EIS).

The WHTWUFU project will be delivered in numerous stages:

- Stage 1 - Early and enabling works
- Stage 2 - Warringah Freeway Upgrade project
- Stage 3 - Western Harbour Tunnel project (WHT).

Further detail on each stage is provided in the WHTWUFU project Staging Report.

The Construction Parking and Access Strategy (CPAS) required by CoA E140 applies to Stage 2 of the project. CPB Downer JV has been appointed by Transport for New South Wales (TfNSW) to deliver the Warringah Freeway Upgrade project.

2. Environmental requirements

2.1 Minister's Conditions of Approval

In accordance with CoA A5 a Parking Consultation Summary report has been prepared to document the consultation undertaken with identified stakeholders as required by CoA E140(d), (e) and (f).

The requirements of CoA A5 and where they are addressed in this Document are shown in Table 1.

In accordance with the CoA A5 and E140, this Consultation Report will be submitted to DPE with the CPAS for approval before relevant on-street parking is removed. Removal of on-street parking on the local roads will not commence until the CPAS, including this PCSR, has been approved by DPE.

Part B

3. Stakeholder engagement process

The CPAS has previously been approved by DPE to facilitate the establishment of construction main work construction support sites in three locations:

- Location 1: Ridge Street, North Sydney – retain six on-street parking spaces currently removed by the early work contractor, and temporarily remove an additional three on-street parking spaces
- Location 2: Rosalind Street, Cammeray – retain three on-street parking spaces temporarily removed by the early work contractor
- Location 3: Ernest Street, Cammeray – retain ten on-street parking spaces temporarily removed by the early work contractor.

The CPAS has subsequently been updated to include an additional two areas to be impacted:

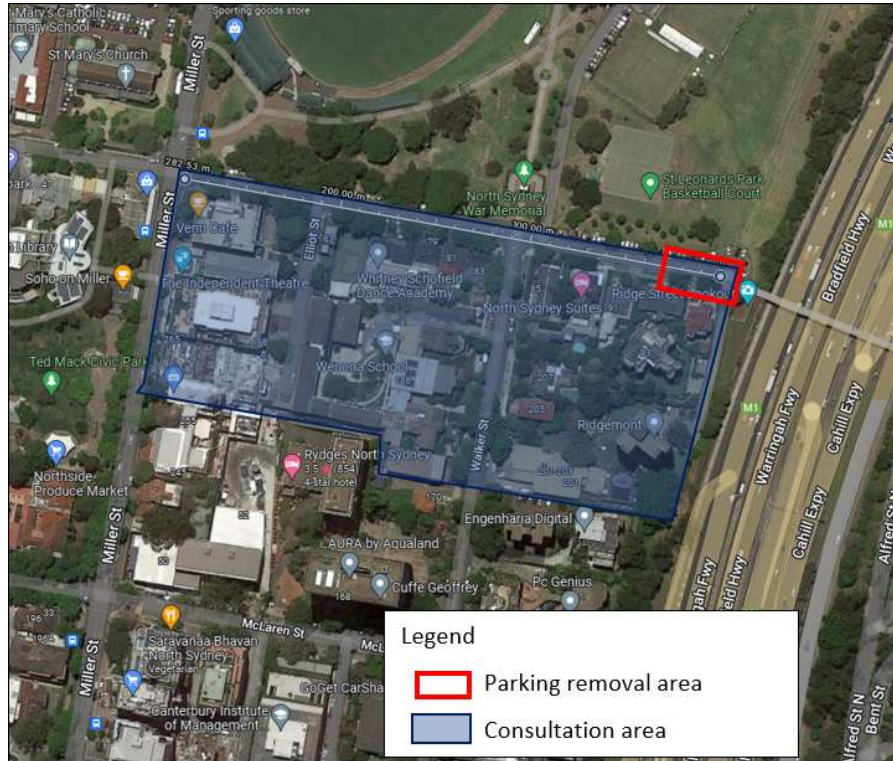
- Location 4: Alfred Street North Precinct
- Location 5: Portal Precinct including Cammeray Avenue and Anzac Avenue

The CPAS must include consultation with affected stakeholders who are utilising existing on- and off-street parking stock which will be impacted by construction.

4. Identification of stakeholders

4.1 Community consultation

Location 1 – Ridge Street, North Sydney



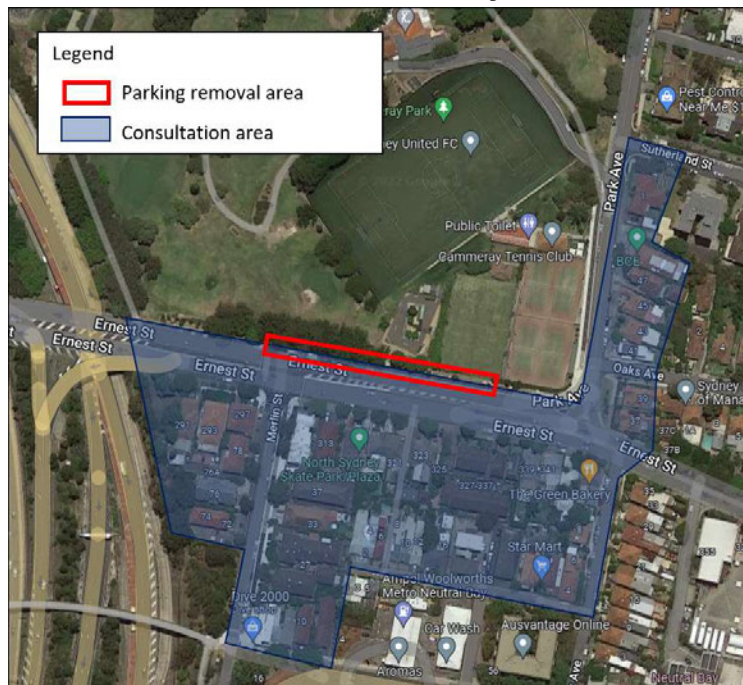
Refer to Appendix A4 for a list of all stakeholder addresses contacted.

Location 2 – Rosalind Street, Cammeray



Refer to Appendix A4 for a list of all stakeholder addresses contacted.

Location 3 – Ernest Street, Cammeray



Refer to Appendix A4 for a list of all stakeholder addresses contacted.

Location 4 – Alfred Street North, Neutral Bay



Refer to Appendix A5 for a map of all stakeholder addresses contacted.

Location 5 – Portal Precinct, Cammeray



Refer to Appendix A5 for a map of all stakeholder addresses contacted.

4.2 North Sydney Council

North Sydney Council (NSC) have also been consulted regarding parking impacts through ongoing 90 Day Lookahead meetings as well as fortnightly meetings to discuss parking-specific issues with the WFU project team. Refer to Appendix A3 for presentations provided to NSC.

5. Stakeholder engagement documentation

The community engagement team took TfNSW approved letters on the door knocks and left them in the event of no answer and where they could access letterboxes and/or front doors.

Consultation undertaken for Locations 4 and 5 comprises of a letter advising of the proposed impacts and an invitation to complete an online survey questionnaire to provide feedback.

Presentations have been given to NSC at the 90 day lookahead meetings to demonstrate locations and durations of parking impacts. Further discussion on parking related issues and management measures has been ongoing with NSC during fortnightly meetings since January 2023.

Collateral evidence is provided in Appendix A1, A2 and A3.

6. Stakeholder engagement

6.1 Community consultation

Locations 1, 2 and 3

- Doorknock and letters to properties June 6, 10, 16, 17 & 20 2022 – mapped affected areas
- Community feedback request slip and QR code delivered by letterbox drop to mapped areas.
- All interactions documented in Consultation Manager database including feedback

Location 4

- Distribution of a letter with QR code to complete survey undertaken on 3/11/2022, with survey to close on 18/11/2022 (Location 4),
- Email blast to over 400 stakeholders on project distribution list (south of Falcon St),
- Reminder and QR code link to survey included in Merlin Street site establishment notification dated November 2022,
- Regular meetings with key Strata Committees (SC) and Owners Committees (OC) on ASN where ASN parking removal is raised including:
 - Monthly meetings with 433 Alfred Street North SC members – last meeting held on 22 Feb 2023
 - Quarterly meetings with 263-269 Alfred Street North OC members – last meeting held on 6 Feb 2023
 - Ad-hoc meetings with 15 Wyagdon Street SC members – last meeting held on 17 March 2023.

Location 5

- Distribution of a letter with QR code to complete survey undertaken on 16/11/2022, with survey to close on 30/11/2022 (Location 5).

6.2 North Sydney Council

Presentations for parking impacts in the North and South Zones of the project were provided to NSC on 27/10/2022. Additional consultation occurred on 20/01/2023 with agreement to continue regular meetings regarding parking on a fortnightly basis. Fortnightly meetings have continued since January 2023, with the most recent meeting held 31/03/23. Discussion during these meetings has primarily been focussed on appropriate parking mitigation measures, particularly as they relate to Alfred Street North (Location 4), including:

- Posted signage for parking restrictions and regulation of these restrictions in the proposed Merlin St carpark
- Provision of additional temporary residential parking permits to affected residents
- Reimbursement to affected residents for current residential parking permits and for weekly grocery deliveries
- Provision of additional car share spaces
- Extension to validity of current residential parking permits to adjoining areas
- Change to long-term and/or short-term parking spaces in areas near to lost spaces.

7. Identified issues and assessment

7.1 Community consultation

Location 1 – Ridge Street, North Sydney

Generally, there was little response to first round doorknocks on 6 June for the Ridge Street Parking. Letters and surveys were left at the properties.

We did notice people were at home but would not answer the door. We delivered to all properties – most of which are owned by Wenona School. We spoke to an assistant at Wenona who was going to pass the information onto the relevant people.

Two buildings were not able to be accessed so we sent the survey to the strata managers of those buildings - 93 and 95A Ridge Street – Both responded to say they had forwarded the information to the residents

Location 2 – Rosalind Street, Cammeray

As with Ridge Street a few people were at home when the initial doorknock was conducted on Thursday, 9 June for Rosalind Street parking. All letterboxes were accessible.

Location 3 – Ernest Street, Cammeray

As with Ridge/Rosalind Street very few people were at home when the initial doorknock was conducted on Thursday, 9 June for Ernest Street parking. All letterboxes were accessible.

Four online completed parking surveys were received by the project team during the consultation period.

Locations 4 Alfred St North

Submissions for Alfred Street North and High Street on street parking use and requirements survey are summarised below. The consultation period was 3 November to 18 November 2022.

Table 3 Alfred St North and High St survey response summary:

Topic	Parking	No. of responses
	Total survey responses	16
Need:	Respondents have off street parking at their property	7
	Respondents do not have off street parking	9
	Respondent did not specify off street/on street parking availability	0
	Use on street parking for 1 or more vehicles	14
Access:	Disability permit	1
	Access required for community services such as meals on wheels	0
Usage:	In your experience, is utilisation of on-street parking in this area mostly by local residents?	12
	In your experience, is utilisation of on-street parking in this area mostly commuters?	3

CPBD have responded to all stakeholder feedback. Regular meetings are ongoing with key Strata Committees and Owners Committees on ASN as described in Section 6.1. The key concerns regarding parking that have been raised during these meetings are as follows:

- where visitors and tradesmen will be able to park.
- parking is important for deliveries and Ubers for less mobile people living in the adjacent buildings.

Location 5 – Portal Precinct

Submissions for the Portal Precinct, ie Cammeray Avenue and Anzac Avenue on street parking use and requirements survey, are summarised below. The consultation period was 16 November to 30 November 2022.

Table 4 Cammeray Ave and Anzac Ave survey response summary

Topic	Parking	No. of Yes responses
	Total survey responses	24
Need:	Respondents have off street parking at their property	8
	Respondents do not have off street parking	15
	Respondent did not specify off street/on street parking availability	1
	Use on street parking for 1 or more vehicles	24
Access:	Disability permit	1
	Access required for community services such as meals on wheels	0
Usage:	In your experience, is utilisation of on-street parking in this area mostly by local residents?	15

	In your experience, is utilisation of on-street parking in this area mostly commuters?	8
--	----------------------------------------------------------------------------------------	---

Six separate email responses were also received that were not in favour of temporary parking removal. A summary of issues raised is provided below.

Table 5 Cammeray Ave and Anzac Ave email response summary

Issue	Description	Number of emails that raised the issue
Parking for school pickup	Parking availability is more difficult during the school pickup times	5
Worker parking	Concern that workers are taking up additional parking in the area	2
Timeframe	Concern about duration of impacts	3
Safety	Concern for local safety when construction vehicles are using local roads	3
Services	Access for waste removal trucks	1

CPBD have responded to all stakeholder feedback.

7.2 North Sydney Council

NSC did not raise any issues during the presentations of 27/10/2022 on parking impacts. NSC raised some concerns with proposed mitigation measures for Alfred Street North during the meeting of 20/01/2023 and have requested a copy of the current CPAS and agreed to regular ongoing meetings to continue discussions regarding parking impacts and proposed mitigation measures for the project. Concerns raised by NSC were in relation to suggested changes to resident parking schemes and changes to short-term and/or long-term parking restrictions around the impacted areas eg extension of parking permit validity to adjoining permit areas, conversion of 9P to 2P parking etc. These proposals are subject to further consideration and review by both the Project and NSC. The Project has provided NSC with all requested details for parking impacts and the proposed parking changes. The most recent discussions with NSC (meeting of 31/03/23) are summarised below:

- NSC have concern regarding how the Merlin St Carpark would be integrated into Council's parking scheme. TfNSW are investigating ways in which regulation of use of the carpark may be managed.
- NSC advised there is an oversupply of currently issued residential parking permits and therefore Council is unlikely to agree to additional parking permits being issued to residents in the ASN area as a form of mitigation. NSC advised that any changes to parking zone restrictions in surrounding streets would require specific community consultation, require strong justification and would need to be a permanent arrangement (ie not temporary for the period of construction).
- NSC were happy to investigate potential additional car share spaces in the ASN area, subject to support from the local community and were happy for CPBD JV to include this as an option for consultation with the ASN community.

As a result of the above discussions, the assessment of mitigation measures within the CPAS has been revised.

8. Outstanding issues

Locations 1, 2 and 3

Despite a consistent campaign to encourage feedback about the parking survey, the project team received only 4 responses.

Of these, two raised concerns about the long-term nature of the temporary parking disruption. The consideration of the impacts on affected stakeholders are covered in Section 1.4 and in the Stage 2 CPAS Sections 2, 4.4 and 4.5.

The community team will continue to engage with these residents to ensure they are advised of any additional disruptions to minimise impacts on them as much as possible.

Location 4

The survey responses received for the Alfred Street North Precinct identify that at least one resident requires access for a disability permit. We will continue to engage with this resident to ensure impacts are minimised as much as possible.

Location 5

The survey responses received for the Portal Precinct identify that at least one resident requires access for a disability permit. We will continue to engage with this resident to ensure impacts are minimised as much as possible.

The email responses raised a number of areas of concern which are mostly addressed in Section 4.2.9 and Table 21 of the CPAS. Safety requirements for the use of these roads is addressed in Section 5.4 of the CPAS and in the Local Road Report for the Portal Precinct. Access for Council Services (ie waste removal trucks) will be maintained throughout construction, or if required, alternate arrangements will be made with residents as needed.

The community team will continue to engage with these residents to ensure they are advised of any additional disruptions to minimise impacts on them as much as possible.

North Sydney Council

Resolution of proposed additional mitigation measures, where needed, continue to be the subject of ongoing consultation with NSC as well as ongoing management arrangements for operation of the Merlin St carpark.


Part C

Appendices

Appendix A1 Engagement documentation Locations 1, 2 and 3

- **First round letter**

Transport for NSW



Re: Warringah Freeway Upgrade – temporary removal of on-street parking spaces 06 June 2022

Dear Resident

Main construction work for the Warringah Freeway Upgrade is now underway. Our project teams have been working to get ready for this major milestone since early 2021 and we have almost finished our early work service and utility relocations in North Sydney, Neutral Bay and Cammeray.

One of our first key activities is building the Warringah Freeway Upgrade temporary construction support sites. The temporary construction sites will support main work construction activities.

To build these sites, and to create safe access, we will need to temporarily remove some additional on-street parking spaces directly adjacent to the construction sites. This will allow us to safely manage construction vehicle movements and material deliveries to and from the construction sites and enable construction vehicles to have safe lines of sight to cyclists, motorists and pedestrians.

As part of our ongoing commitment to work collaboratively with our stakeholders, we are seeking your feedback on the parking usage requirements of residents. Changes to on-street parking are proposed in three locations:

- **Location 1:** Ridge Street, North Sydney. Six on-street parking spaces were temporarily removed by the early works contractor, which we propose to retain. In addition, we will temporarily remove a further three parking spaces during main work construction, giving a total of nine on-street parking spaces required.
- **Location 2:** Rosalind Street, Cammeray. We propose to retain the three on-street parking spaces currently removed by the early works contractor during main work construction.
- **Location 3:** Ernest Street, Cammeray. We propose to retain the ten on-street parking spaces currently removed by the early works contractor during main work construction.

Please see the maps overlaid showing the locations of the on-street parking to be removed.

The additional three parking spaces in Ridge Street (i.e. location 1) are planned to be temporarily removed in July 2022. When main construction work is finished in about 2026, all 22 parking spaces from the three locations will be returned to the community for use.

Parking studies

In recent months, we have carried out detailed parking studies to understand how the temporary removal of these parking spaces might impact you. Our studies identified both the amount of on-street parking spots available in the local area and the usage of these spots during different times and days during the week.

Based on these studies we have found the temporary removal of these additional on-street parking spaces will still leave the local community with a sufficient amount of on-street parking spaces to meet current demand.

Transport for NSW




Location 1: Ridge Street, North Sydney – three additional on-street parking spaces to be temporarily removed



Location 2: Rosalind Street, Cammeray – three on-street parking spaces will be temporarily removed



Location 3: Ernest Street, Cammeray – ten on-street parking spaces will be temporarily removed outside of clearway times, 7pm to 3pm daily

We would like to hear from you

We invite you to provide feedback on this proposal by participating in our short community survey so we have a greater understanding of you and your circumstances and how this proposal may impact you

To complete the survey, please:

- use the QR code
- complete the survey online cpportal.com.au/rms/wfucpas-survey
- email us your feedback at ProjectTeam@cpbdownerjv.com.au with the subject 'On-street parking removal feedback'

Please provide your feedback by 5pm Tuesday 21 June 2022.

Complete the survey

To complete the parking survey, please use the QR code below




What happens next:

We will collate your feedback and seek approval from the Department of Planning and Environment for the temporary removal of these parking spaces. If the proposal is approved, more information will be provided before work starts. If you have any questions, please contact our team on **1800 931 189** or by email ProjectTeam@cpbdownerjv.com.au.

Privacy: Transport for NSW (TNSW) is subject to the Privacy and Personal Information Protection Act 1988 (PPPIR Act) which requires that we comply with the Information Privacy Principles set out in the PPPIR Act. All information in correspondence is collected for the sole purpose of assisting in the delivery of this project. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise we will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by us at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.

• Second round letter reminder

Transport for NSW



Have you had your say?

This is a reminder to provide your feedback by 5pm Tuesday 21 June 2022.

Re: Warringah Freeway Upgrade – temporary removal of on-street parking spaces 16 June 2022.

Dear Resident

Main construction work for the Warringah Freeway Upgrade is now underway. Our project teams have been working to get ready for this major milestone since early 2021 and we have almost finished our early work service and utility relocations in North Sydney, Neutral Bay and Cammeray.

One of our first key activities is building the Warringah Freeway Upgrade temporary construction support sites. The temporary construction sites will support main work construction activities.

To build these sites, and to create safe access, we will need to temporarily remove some additional on-street parking spaces directly adjacent to the construction sites. This will allow us to safely manage construction vehicle movements and material deliveries to and from the construction sites and enable construction vehicles to have safe lines of sight to cyclists, motorists and pedestrians.

As part of our ongoing commitment to work collaboratively with our stakeholders, we are seeking your feedback on the parking usage requirements of residents. Changes to on-street parking are proposed in three locations:

- **Location 1:** Ridge Street, North Sydney. Six on-street parking spaces were temporarily removed by the early works contractor, which we propose to retain. In addition, we will temporarily remove a further three parking spaces during main work construction, giving a total of nine on-street parking spaces required.
- **Location 2:** Rosalind Street, Cammeray. We propose to retain the three on-street parking spaces currently removed by the early works contractor during main work construction.
- **Location 3:** Ernest Street, Cammeray. We propose to retain the ten on-street parking spaces currently removed by the early works contractor during main work construction.



Please see the maps overleaf showing the locations of the on-street parking to be removed. The additional three parking spaces in Ridge Street (ie. location 1) are planned to be temporarily removed in July 2022. When main construction work is finished in about 2026, all 22 parking spaces from the three locations will be returned to the community for use.

Parking studies


In recent months, we have carried out detailed parking studies to understand how the temporary removal of these parking spaces might impact you. Our studies identified both the amount of on-street parking spots available in the local area and the usage of these spots during different times and days during the week.

Based on these studies we have found the temporary removal of these additional on-street parking spaces will still leave the local community with a sufficient amount of on-street parking spaces to meet current demand.


Transport for NSW

Location 1: Ridge Street, North Sydney – three additional on-street parking spaces to be temporarily removed



Location 2: Rosalind Street, Cammeray – three on-street parking spaces will be temporarily removed



Location 3: Ernest Street, Cammeray – ten on-street parking spaces will be temporarily removed outside of clearway times, 7pm to 3pm daily

We would like to hear from you

We invite you to provide feedback on this proposal by participating in our short community survey so we have a greater understanding of you and your circumstances and how this proposal may impact you


To complete the survey, please:

- use the QR code
- complete the survey online portal.com.au/nsw/tfu/ops-survey
- email us your feedback at ProjectTeam@cnbdowneriv.com.au with the subject: 'On-street parking removal feedback'

Please provide your feedback by 5pm Tuesday 21 June 2022.

Complete the survey

To complete the parking survey, please use the QR code below



What happens next

We will collate your feedback and seek approval from the Department of Planning and Environment for the temporary removal of these parking spaces. If the proposal is approved, more information will

- Third round reminder slip

Transport for NSW

Warringah Freeway Upgrade

Warringah Freeway Upgrade – temporary removal of on-street parking spaces

20 June 2022

Dear Resident

Following the letter you received last week in relation to the temporary removal of on-street parking spaces on Ridge Street, North Sydney, Rosalind Street, Cammeray and Ernest Street, Cammeray, please be advised that the deadline for feedback is tomorrow, Tuesday 21 June 2022 at 5.00pm.

- **Location 1: Ridge Street, North Sydney.** Six on-street parking spaces were temporarily removed by the early works contractor, which we propose to retain. In addition, we will temporarily remove a further three parking spaces during main work construction, giving a total of nine on-street parking spaces required.
- **Location 2: Rosalind Street, Cammeray.** We propose to retain the three on-street parking spaces currently removed by the early works contractor during main work construction.
- **Location 3: Ernest Street, Cammeray.** We propose to retain the ten on-street parking spaces currently removed by the early works constructor during main work construction

We would like to hear from you
We invite you to provide feedback on this proposal by participating in our short community survey so we have a greater understanding of you and your circumstances and how this proposal may impact you

OFFICIAL

Tell us what you think

We have a number of mitigation measures in place to manage noise, but are always open to feedback about how we can further reduce the impact on you doing our out of hours work.

To tell us what you think about our out of hours work plans, please complete the survey via the QR code below. Please contact us if you wish to complete a hard copy of the survey.

To complete the survey, please:
use the QR code
complete the survey online
cpportal.com.au/rms/wfu/cpas-survey
email us your feedback at
ProjectTeam@cpbdownerjv.com.au with the subject
'On-street parking removal feedback'

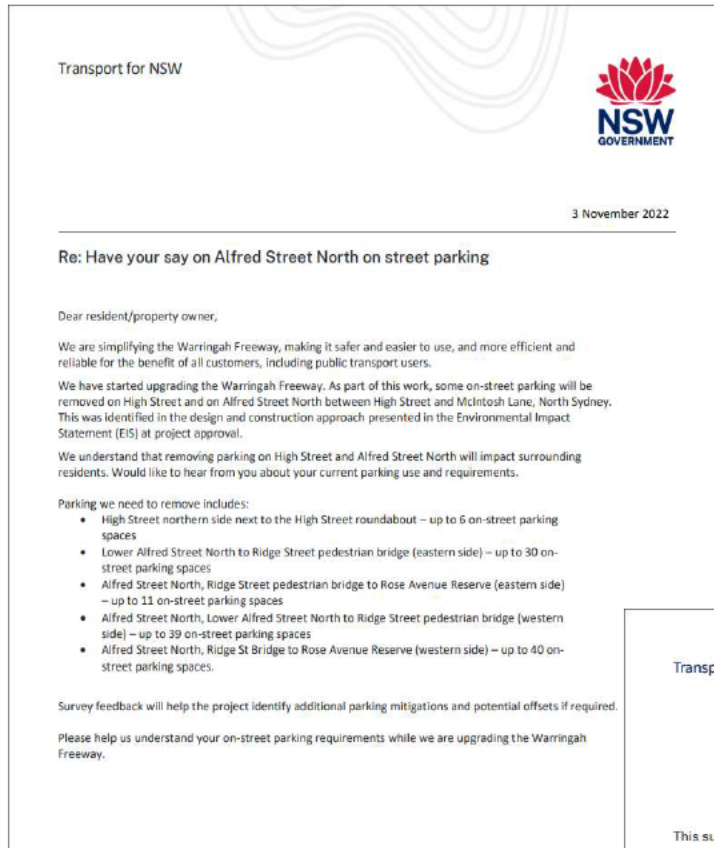
Please provide your feedback by **5pm Tuesday 21 June 2022**
If the proposal is approved, more information will be provided before work starts. If you have any questions, please contact our team on 1800 931 189 or by email
ProjectTeam@cpbdownerjv.com.au.

Complete the survey

To complete the parking survey, please use the QR code below


Appendix A2 Engagement documentation Locations 4 and 5

- Letter with QR code for survey, Alfred Street North and High Street



- Letter with QR code for survey, Cammeray Ave and Anzac Ave

Transport for NSW



Re: Warringah Freeway Upgrade – proposed temporary removal of on-street parking spaces 16 November 2022

Dear resident

We have almost finished our early work service and utility relocations in Cammeray, and main construction work for the Warringah Freeway Upgrade is continuing. To upgrade the Warringah Freeway and enable us to safely carry out work we need to continue the temporary removal of some on-street parking within our work areas. Work activities include:

- installing stormwater drainage and utility services
- removing the existing noise wall and building a new noise wall
- building the Ernest Street shared user bridge

As part of our ongoing commitment to work collaboratively with our stakeholders, we are seeking your feedback on your parking usage requirements.

Proposed changes to on-street parking near you include:

- Cammeray Avenue, Cammeray – we propose to temporarily remove 37 on-street parking spaces from late November/ early December 2022 until upgrade work is finished around 2026 to support safe construction vehicle movement along Cammeray Avenue during construction work.
- Anzac Avenue, Cammeray – we propose to temporarily remove one on-street parking space from late November/ early December 2022 until upgrade work is finished around 2026 to support safe access for construction vehicles exiting from Cammeray Avenue to Anzac Avenue during construction.

Please see the map overleaf showing the locations of the on-street parking to be removed.

Parking studies

In recent months, we have carried out detailed parking studies to understand how the temporary removal of these parking spaces might impact you. Our studies identified both the amount of on-street parking spaces available in the local area and the usage of these spaces during different times and days during the week and weekends.

Based on these studies, we have found the temporary removal of these additional on-street parking spaces will still leave the local community with a sufficient amount of on-street parking spaces to meet current demand.

Transport for NSW




Cammeray Avenue and Anzac Avenue temporary removal of 37 on-street parking spaces

We would like to hear from you

We invite you to provide feedback on this proposal by participating in our short community survey so we have a greater understanding of you and your circumstances and how this proposal may impact you.

To complete the survey, please:

- scan the QR code
- complete the survey online <https://nswroad.work/wfuparkingurveycameray>
- email us your feedback at ProjectTeam@cpbdowner.nsw.gov.au with the subject 'On-street parking removal feedback'

Complete the survey
 To complete the parking survey, please use the QR code



Please provide your feedback by 5pm Wednesday 30 November 2022.

What happens next

We will collate your feedback and seek approval from the Department of Planning and Environment for the temporary removal of these parking spaces. If the proposal is approved, more information will be provided before work starts. If you have any questions, please contact our team on 1800 931 189 or by email ProjectTeam@cpbdowner.nsw.gov.au.

Yours sincerely



Tony Sheppard
 Project Delivery Director - Warringah Freeway Upgrade
 Transport for NSW

Privacy: Transport for NSW (TfNSW) is subject to the Privacy and Personal Information Protection Act 1998 (PPIP Act) which requires that we comply with the information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the delivery of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise we will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by us at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.

Appendix A3 Engagement documentation North Sydney Council

- Extract of North Zone presentation
- Extract of South Zone presentation
- Summary of meeting records

Warringah Freeway Upgrade

Northern Zone
90 Day look ahead
27 October 2022



Cammeray Ave works

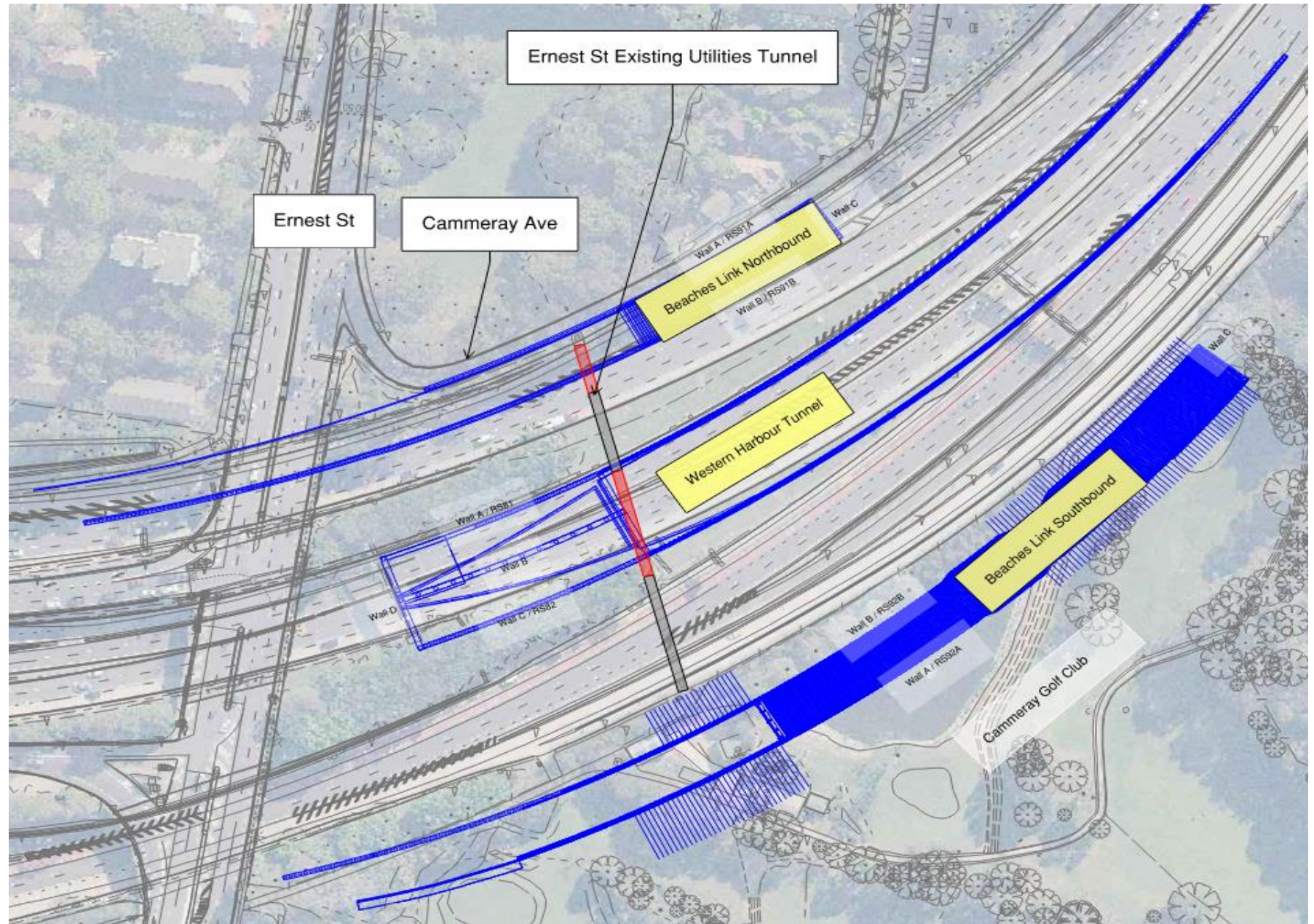


The partial closure of Cammeray Avenue is proposed to:

- Accommodate construction of permanent piles along RS91A
- Accommodate the installation of permanent drainage structures
- Accommodate construction of temporary retaining structure and noise walls alongside RS91A (cut and cover section)
- Accommodate the installation of ITS structures
- Accommodate the permanent road realignment
- Ensure the safety of public vehicles during construction works by reducing public interface with construction vehicles and plant

Portal Precinct:

- Beaches Links Northbound
- Western Harbour Tunnel
- Beaches Link Southbound



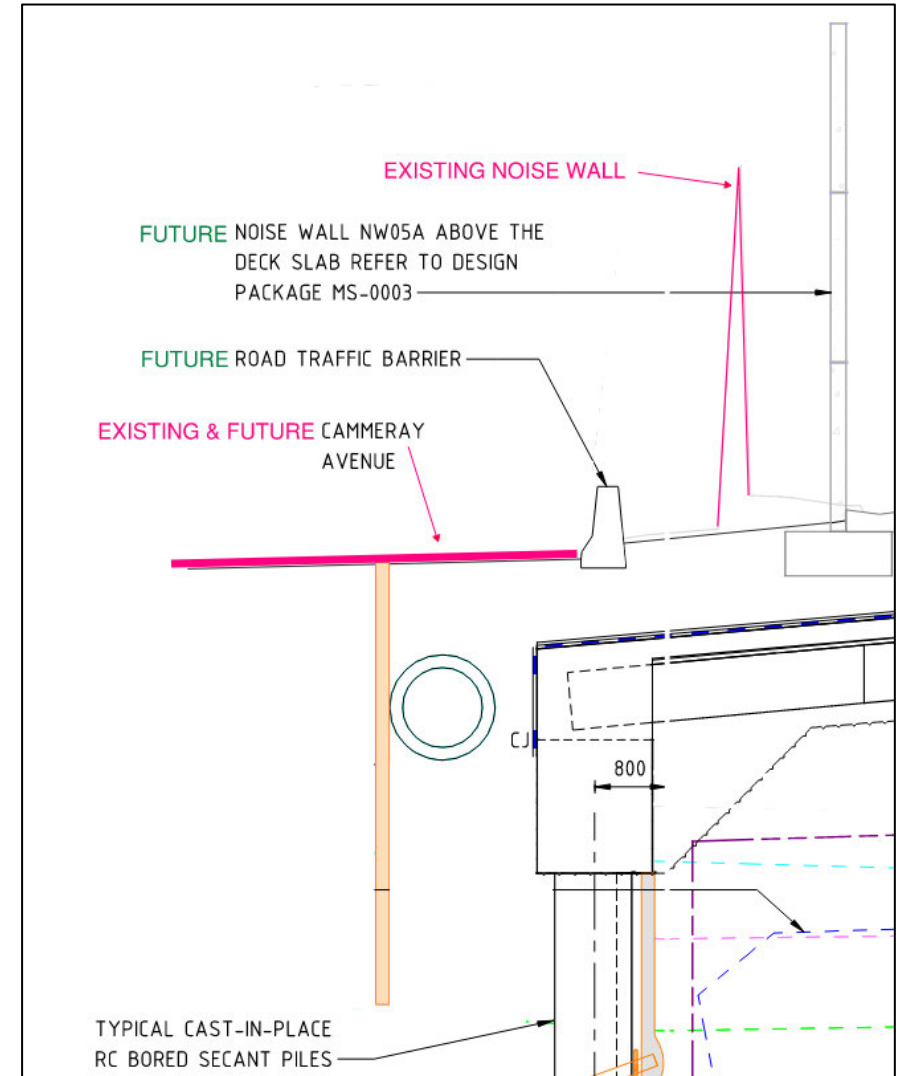
Key Considerations

- Permanent Piling along RS91A – Plan View
 - The BL NB Portal structure is within the existing Cammeray Avenue road footprint (see plan view). Note: This plan location is required due to the SWTC Appendix B.30 Design and Construction Envelope requirements



Key Considerations

- Piling and Drainage – Cross Section
 - The final design requires the new portal structure and drainage to be constructed under the existing road footprint, with the existing Cammeray road width to be reinstated post construction

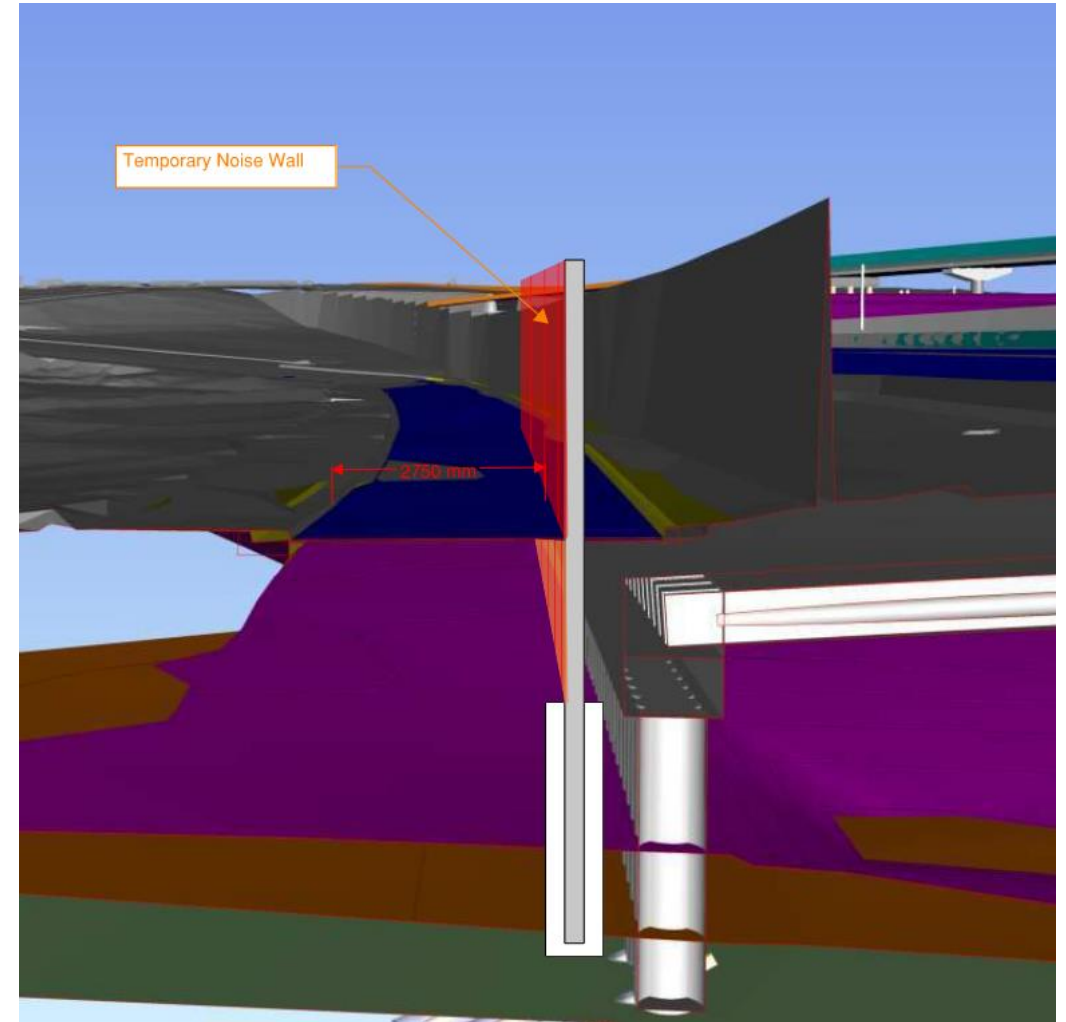


Key Considerations

Noise Wall Relocation

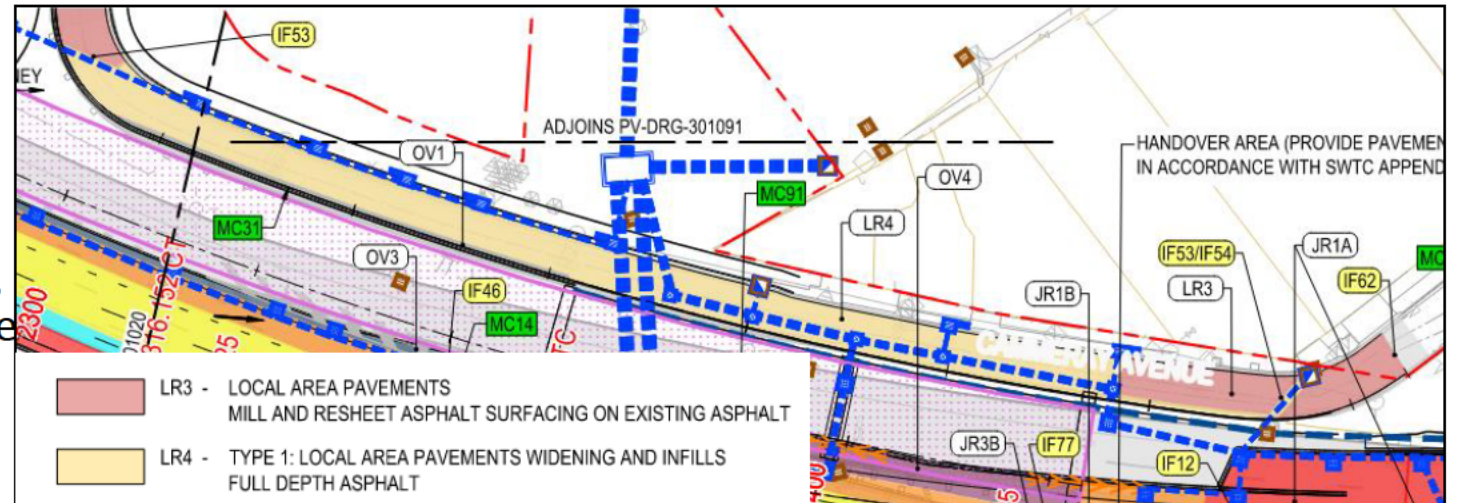
(adjacent to residential properties)

- Install shoring and temporary noise walls along Cammeray Avenue, to support the existing road and buildings during construction of the pile cap and installation of drainage.
- This shoring reduces the width of Cammeray Avenue to 2.75m.
- The shoring along Cammeray Avenue will also include a temporary noise wall, to replace the existing noise walls during construction.



Key Considerations

- Local Area Drainage and Pavement Works
 - Pavement works along Cammeray Ave include milling and re-sheeting, pavement widening and infills of the full depth asphalt (as seen on dwg)



Proposed Solution

Property Access (Q4 2022 - Q2 2023)

- **Work Area:**

The southern portion of Cammeray Avenue and the access from Ernest Street will be temporary closed for the entire duration of the piling works in this area (approx. 7 months). From Q4 2022 to Q2 2023

- **Alternate one-way traffic:**

Access to private properties will be maintained from Anzac Avenue (north side) where traffic controllers will be in place 24/7 to regulate the alternate one-way traffic.



Proposed Solution

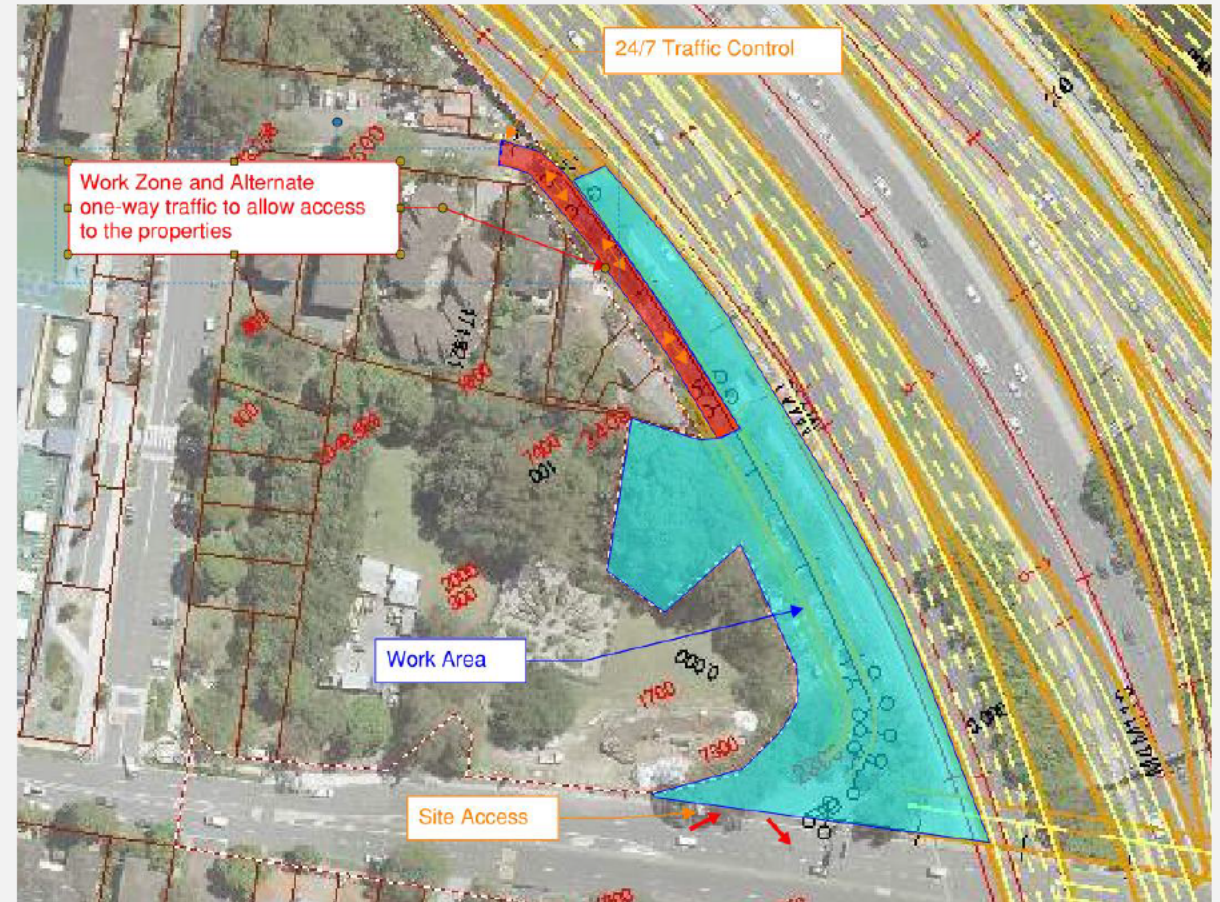
Property Access (Q3 2023-Q2 2024)

- **Work Area:**

The southern portion of Cammeray Avenue and the access from Ernest Street will be temporary closed for the entire duration of the piling works in this area (approx. 12 months). From Q3 2023 to Q2 2024

- **Work Zone and Alternate one-way traffic:**

Access to private properties will be maintained from Anzac Avenue (north side) where traffic controllers will be in place 24/7 to regulate the alternate one-way traffic.



Parking impacts

- On-street parking impacts for the Portal Precinct include:
 - 15-26 spaces temporarily on Cammeray Ave between Ernest St and Anzac Ave associated with the upgrade work and 11 permanently along the frontage of the existing dwellings as a result of the roadway lateral shift west which narrows the road segment between Anzac Park and Anzac Avenue Reserve ,
 - One (1) space temporarily on Anzac Ave between Rosalind St and Ernest St for access and egress at the intersection of Anzac Ave and Cammeray Ave.
 - Three (3) spaces temporarily on Rosalind St between Miller St and Anzac Ave for the WFU9 CSS (previously approved under Stage 2 CPAS Rev F).



Parking impacts

- Mitigation measures include:
 - Managed removal of on-street parking by limiting parking loss by staged removal
 - Working with North Sydney Council to maximise use of nearby parking zones, including changes to parking time limits where appropriate
 - Use of nearby parking areas for residents, including those with residential parking permits – traffic surveys demonstrate that without Cammeray Avenue, there are a minimum 60 available car parking spaces in the area (31% of capacity) at any time.

Existing parking occupancy - Portal Precinct without Cammeray Avenue

Day	Time Period	Occupied Spaces	Unoccupied Spaces	Total Available Spaces	Parking Occupancy
Average Weekday	8:30 (weekday morning peak / school drop-off)	127	68	195	65%
	3pm (school pick up)	135	60	195	69%
	5pm (weekday evening peak)	134	61	195	69%
	10pm (weekday evening peak)	127	68	195	65%
Average weekend	12pm (weekend day)	134	61	195	69%
	11pm (weekend evening)	131	64	195	67%

North Sydney Council 90-day Look Ahead

SOUTH ZONE – 27 October'22



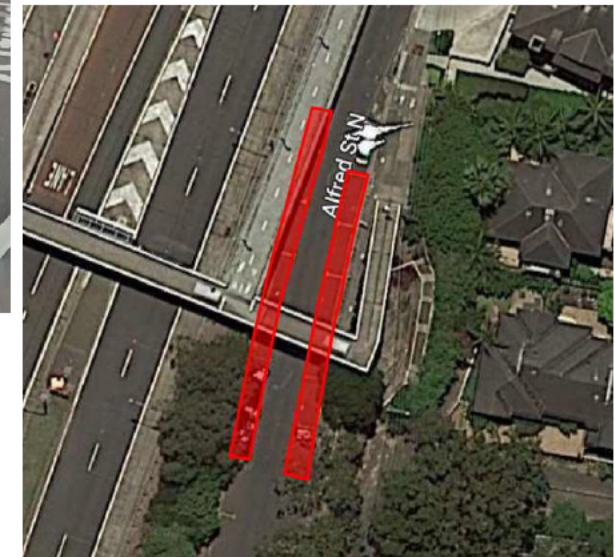
Ridge Street Ramp Demo

South East Precincts



Ridge Street Demo – Staircase Removal

- **Removal of the existing stair case**
- **Commence November**
- **Estimated 5 day shifts**
- **Remove 8x spaces from the Eastern Side and 10x spaces from the Western Side.**
- **Close Alfred Street North for 5 shifts between the existing bridge and 433 Alfred Street North**
- **Traffic control to allow 2 way traffic on Alfred Street North south of the Bridge (no through traffic)**
- **Access to 433 Alfred Street from the North under traffic control via Winter Avenue**



Ridge Street Demo – Staircase Removal

- **The removal of 18 car parking spaces will have a minimal impact on the Alfred Street North Precinct**
- **There are currently 60 unoccupied spaces in the weekday morning peak**
- **This will reduce the unoccupied spaces to 42 during the morning peak**
- **This will reduce the unoccupied spaces to 37 during the evening peak**

Table 14: Existing parking occupancy - Alfred Street North Precinct with ASN

Day	Time Period	Occupied Spaces	Unoccupied Spaces	Total Available Spaces	Parking Occupancy
Average Weekday	8:30 (weekday morning peak / school drop-off)	171	60	231	74%
	3pm (school pick up)	160	71	231	69%
	5pm (weekday evening peak)	164	67	231	71%
	10pm (weekday evening peak)	176	55	231	76%
Average weekend	12pm (weekend day)	135	96	231	58%
	11pm (weekend evening)	171	60	231	74%

Ridge Street Demo – Scaffold Access

- Once the staircase is removed it is replaced with a scaffold ramp
- 3 weeks work (dayshift)
- Remove 4 car parking spaces for the scaffolders to park and store their equipment
- Works completed in Dec/Jan over a 3 week period



Ridge Street Demo – Scaffold Access

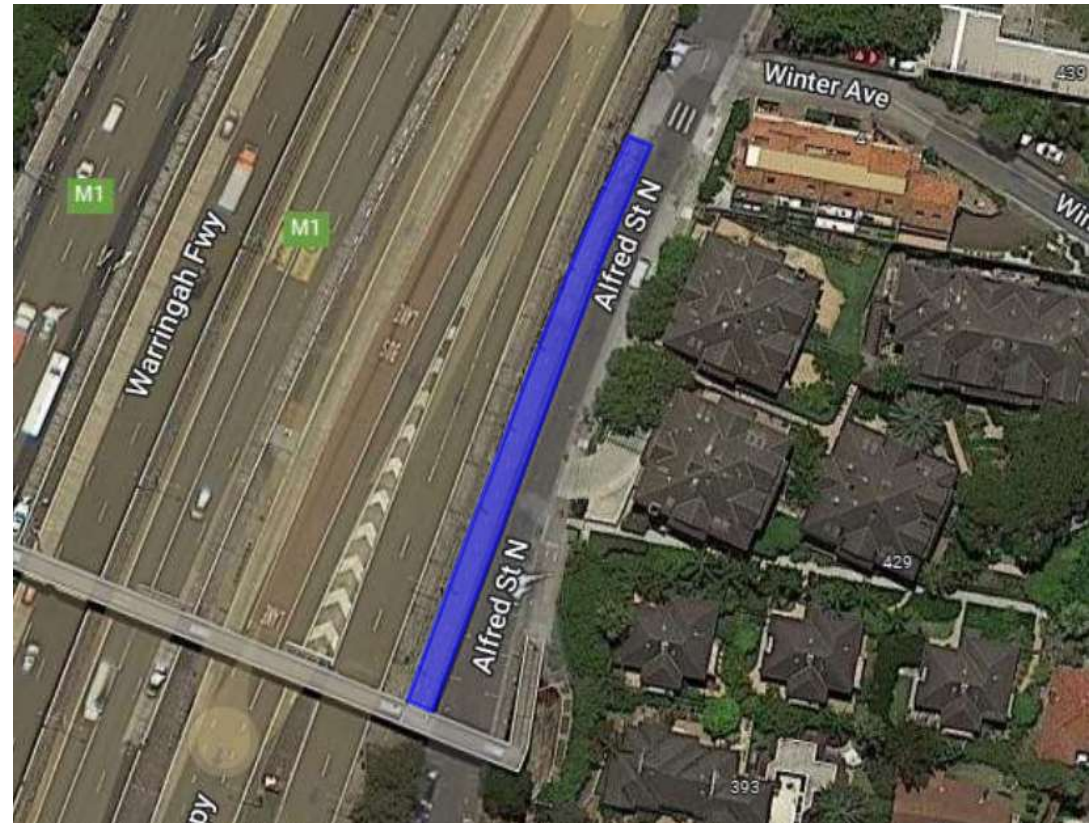
- **The removal of 4x car parking spaces will have a minimal impact on the Alfred Street North Precinct**
- **There are currently 60 unoccupied spaces in the weekday morning peak**
- **This will reduce the unoccupied spaces to 56 during the morning peak**
- **This will reduce the unoccupied spaces to 51 during the evening peak**

Table 14: Existing parking occupancy - Alfred Street North Precinct with ASN

Day	Time Period	Occupied Spaces	Unoccupied Spaces	Total Available Spaces	Parking Occupancy
Average Weekday	8:30 (weekday morning peak / school drop-off)	171	60	231	74%
	3pm (school pick up)	160	71	231	69%
	5pm (weekday evening peak)	164	67	231	71%
	10pm (weekday evening peak)	176	55	231	76%
Average weekend	12pm (weekend day)	135	96	231	58%
	11pm (weekend evening)	171	60	231	74%

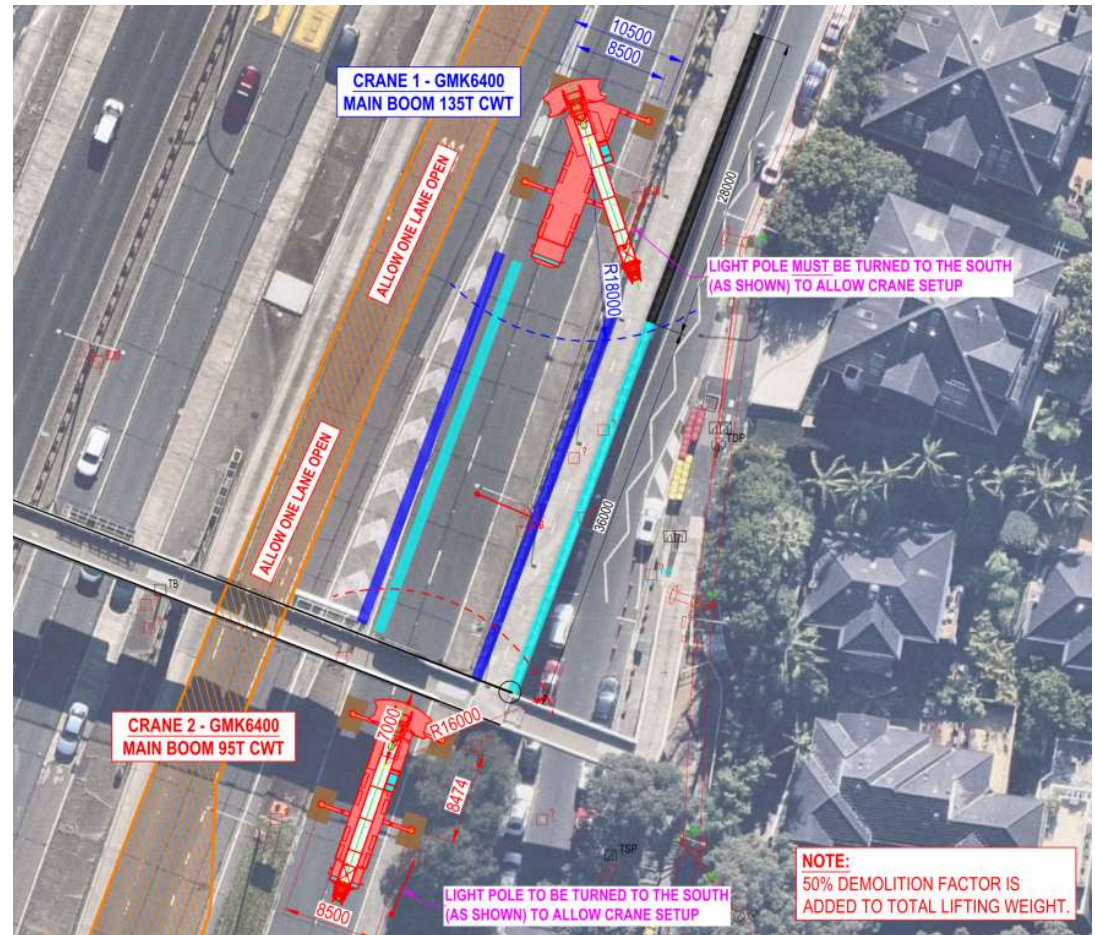
Ridge Street Demo – Ramp Removal

- The next stage is removing the Ridge Street Ramp
- Ramp consists of 2 spans
- Span 1 has 2x 35m length girders weighing 45t each.
- Span 2 has 1x 28m length girder weighing 40t.
- Considered various methodologies, but the best option is to set up a crane on the Freeway



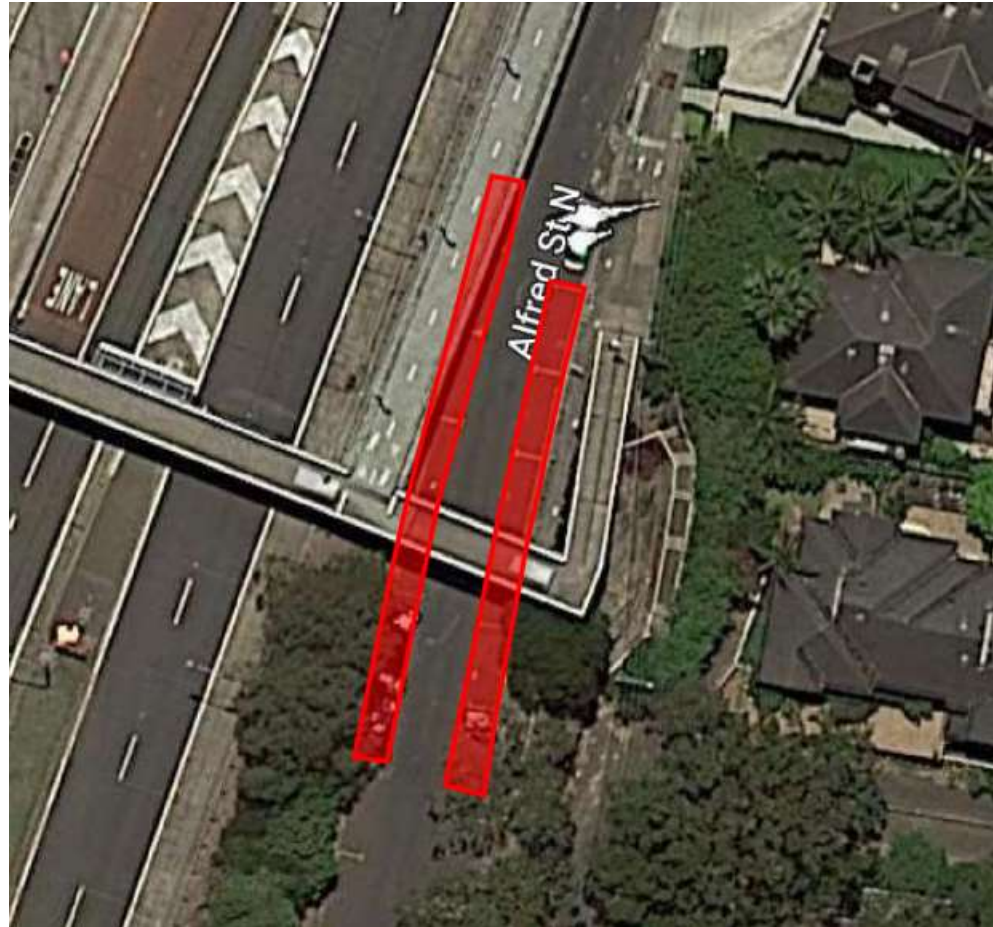
Ridge Street Demo – Ramp Removal Proposal

- Alfred Street southbound off ramp closure required.
- One lane to remain open southbound
- Dual lift proposed as it is quicker to set up the cranes and quicker to rig each lift
- Requesting 3x 12-hour closures that will likely be scheduled in January
- Aiming to complete this scope of works in January
- Pedestrians would have to be rerouted for the duration of the closure.



Ridge Street Demo – Ramp Removal

- **Remove 8 spaces from the Eastern Side and 10 spaces from the Western Side. This will be required for 7 days including the 5 days prior to the off ramp shutdown to commence with the securing the girders and the slab removal.**
- **Traffic control required to allow 2 way traffic on Alfred Street North south of the Bridge (no through traffic) for the off-ramp closure**
- **Access to 433 Alfred Street will be via Winter Avenue and 2-way traffic control between Winter Avenue and 433 Alfred Street.**



Ridge Street Demo – Ramp Removal

- **The same scenario as the staircase demolition in the earlier slides**
- **The removal of 18 car park spaces will have a minimal impact on the Alfred Street North Precinct**
- **There are currently 96 unoccupied spaces during the weekend at day time**
- **This will reduce the unoccupied spaces to 78 spaces during the weekend day time**
- **The same numbers apply for the weekend evening where 42 spaces will be available**

Table 14: Existing parking occupancy - Alfred Street North Precinct with ASN

Day	Time Period	Occupied Spaces	Unoccupied Spaces	Total Available Spaces	Parking Occupancy
Average Weekday	8:30 (weekday morning peak / school drop-off)	171	60	231	74%
	3pm (school pick up)	160	71	231	69%
	5pm (weekday evening peak)	164	67	231	71%
	10pm (weekday evening peak)	176	55	231	76%
Average weekend	12pm (weekend day)	135	96	231	58%
	11pm (weekend evening)	171	60	231	74%

FW: NSC - CPBD Construction 90 Day Lookahead



Gardner, Kim 1

Required McKenzie, Jacqueline; Roberson, Albert; Gavin McConnell; Jon Higlett; Veinot, Ian; Iman Mohammadi; [Redacted]

Accept Tentative Decline Propose New Time

Conrad Strachan

Tue 15/11/2022 2:18 PM

Optional Graeme Robertson; Lise Maddocks; Alan Sun; Tim Hodge - NSW; Darryl Chew

- WFU NZ Presentation - North Sydney Council October 2022.pdf 3 MB
NSC 90-day Look Ahead_20221027_SouthZone.pdf 3 MB

Thursday, 27 October 2022 9:30 AM-10:30 AM Microsoft Teams Meeting

Calendar view showing meeting details for 9 AM, 10 AM, and 11 AM slots.

-----Original Appointment-----

From: Gardner, Kim 1

Sent: Thursday, 27 October 2022 12:15 PM

To: Roberson, Albert; Gavin McConnell; Jon Higlett; Veinot, Ian; McKenzie, Jacqueline; Iman Mohammadi; Ian Moffat; Conrad Strachan; McCann, Aidan

Cc: Graeme Robertson; Lise Maddocks; Alan Sun; Tim Hodge - NSW; Darryl Chew

Subject: NSC - CPBD Construction 90 Day Lookahead

When: Thursday, 27 October 2022 9:30 AM-10:30 AM (UTC+10:00) Canberra, Melbourne, Sydney.

Where: Microsoft Teams Meeting

Hi All,

Please find attached today's (27/10/2022) NSC - CPBD Construction 90 Day Lookahead meeting presentations. No Actions are outstanding from today's meeting.

Regards

Kim Gardner

Interface & Property Manager

CPB CONTRACTORS DOWNER JOINT VENTURE



WARRINGAH FREEWAY UPGRADE

Warringah Freeway, North Sydney, NSW 2060, Australia



McKenzie, Jacqueline

Subject: NSC - CPBD Discussion to explore alternative parking options during the Construction Phase of the WFU Project
Location: Microsoft Teams Meeting
Start: Fri 20/01/2023 11:00 AM
End: Fri 20/01/2023 12:00 PM
Show Time As: Tentative
Recurrence: Weekly
Recurrence Pattern: every 2 week(s) on Friday from 11:00 AM to 12:00 PM
Meeting Status: Not yet responded
Organizer: Gardner, Kim1
Required Attendees: Gavin McConnell; Iman Mohammadi; Jon Higlett; McKenzie, Jacqueline; Davidson, Paul; Power, Sarah; Orfanos, Pamela
Optional Attendees: Leonie Wishart

Hi All,
Thank you for participating in today's discussion.

Actions from today's meeting are:

1. Until further notice, this discussion will reconvene fortnightly at the same time for the same purpose.
2. CPBD will provide further CPAS information to NSC within the next seven days.
3. NSC will undertake an internal review of the Merlin Street Reserve temporary parking.
4. NSC's statement relating to the limited resources it has available to consult and review WFU Designs was noted.

Regards

Kim Gardner
Interface & Property Manager

CPB CONTRACTORS DOWNER JOINT VENTURE



WARRINGAH FREEWAY UPGRADE

Warringah Freeway, North Sydney, NSW 2060, Australia

Hi All,
This conversation will be limited to discussing the possible offset parking options reasonably considered to be available during the Construction Phase of the WFU Project, so to, where practicable, minimise the

disturbance to the community parking during this phase. While however acknowledging that the construction phase by its very nature will bring some level of disturbance to the community parking.

Note: this conversation is in no way linked to end state parking, which is a separate matter

This meetings desired outcome will seek to establish:

1. What options are acceptable.
2. What options are considered a compromise, but could be accepted,
3. What options are considered a compromise, and the reasons they cannot be accepted.

Thank you all for input and attendance

Regards

Kim Gardner
Interface & Property Manager

CPB CONTRACTORS DOWNER JOINT VENTURE



WARRINGAH FREEWAY UPGRADE

Warringah Freeway, North Sydney, NSW 2060, Australia



Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 453 222 563 532

Passcode: 5EZMk5

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Join with a video conferencing device

teams@vc.cpbcon.com.au

Video Conference ID: 131 112 185 4

[Alternate VTC instructions](#)

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Appendix A4 Stakeholder Engagement Summary Ridge St, Ernest St and Rosalind St

Ridge Street Summary

ADDRESS	WENONA SCHOOL/RESIDENT	ACTION
Ridge Street, North Sydney		
59-61 Ridge Street, North Sydney	Wenona School	Left letter and survey with the receptionist - Georgia
63 Ridge Street, North Sydney	Nobody home	Left letter and survey
65-73 Ridge Street, North Sydney	Wenona School	Tennis courts
75 Ridge Street, North Sydney	Wenona School	Left letter and survey with the receptionist Georgia
77 Ridge Street, North Sydney	Wenona School	Left letter and survey with the receptionist Georgia
79 Ridge Street, North Sydney	Wenona School	Left letter and survey with the receptionist Georgia
81 Ridge Street, North Sydney	Wenona School	Left letter and survey with the receptionist Georgia
83 Ridge Street, North Sydney	Wenona School	Left letter and survey with the receptionist Georgia
85 Ridge Street, North Sydney	Nobody home	Left letter and survey
87 Ridge Street, North Sydney	Nobody home	Left letter and survey
89 Ridge Street, North Sydney	Serviced apartments	Nobody on site – left letter and survey
91 Ridge Street, North Sydney	Nobody home	Left letter and survey
93 Ridge Street, North Sydney	Strata responded to say they had forwarded to residents	No access – Sent to strata manager - Strata Choice – Rebecca Fisher – [REDACTED] – Emailed letter and survey
95 Ridge Street, North Sydney	Nobody home	Left letter and survey
95A Ridge Street, North Sydney	Strata responded to say they had	No access – Sent to strata manager - Premium Strata – Marulie Dulay [REDACTED]

	forwarded to residents	Emailed letter and survey
Miller Street, North Sydney		
255- Miller Street, North Sydney	Wenona School	Left letter and survey with the receptionist Georgia
Walker Street, North Sydney		
201-203 Walker Street, North Sydney	Wenona School	Left letter and survey with the receptionist Georgia
207 Walker Street, North Sydney	Wenona School	Left letter and survey with the receptionist Georgia
209 Walker Street, North Sydney	Nobody home	Left letter and survey

Rosalind Street summary

ADDRESS	HOUSE/UNITS	ACTION
Rosalind Street, Cammeray	House	No response. Left letter and survey
31 Rosalind Street, Cammeray	House	No response. Left letter and survey
33 Rosalind Street, Cammeray	House	No response. Left letter and survey
35 Rosalind Street, Cammeray	House	No response. Left letter and survey
36-38 Rosalind Street, Cammeray	14 units	Resident in this building said she couldn't be bothered doing the survey as it wont give the community back the parking spaces.
37 Rosalind Street, Cammeray	17 units	No response. Left letter and survey
39 Rosalind Street, Cammeray	15 units	No response. Left letter and survey
40-44 Rosalind Street, Cammeray	54 units	No response. Left letter and survey
Miller Street, Cammeray		
353 Miller Street, Cammeray	House	No response. Left letter and survey

361 Miller Street, Cammeray	17 units	Resident from apartments commented on "It is what it is. Loss of parking did not worry them.
365 Miller Street, Cammeray	14 units	No response. Left letter and survey
370 Miller Street, Cammeray	12 units	No response. Left letter and survey
374 Miller Street, Cammeray	13 units	No response. Left letter and survey
376 Miller Street, Cammeray	13 units	Resident in this block not concerned as she does not drive.
378 Miller Street, Cammeray	12 units	No response. Left letter and survey
Edwin Street, Cammeray		
11 Edwin Street, Cammeray	12 units	No response. Left letter and survey
13 Edwin Street, Cammeray	13 units	No response. Left letter and survey

Ernest Street summary

ADDRESS	HOUSE/UNITS	ACTION
Ernest Street, Cammeray		
313 Ernest Street, Neutral Bay	House	No response. Left letter and survey
315-317 Ernest Street, Neutral Bay	3 units	No response. Left letter and survey
319 Ernest Street, Neutral Bay	House	No response. Left letter and survey
321 Ernest Street, Neutral Bay	House	No response. Left letter and survey
323 Ernest Street, Neutral Bay	House	No response. Left letter and survey
325 Ernest Street, Neutral Bay	House	No response. Left letter and survey
327-337 Ernest Street, Neutral Bay	12 townhouses	No response. Left letter and survey

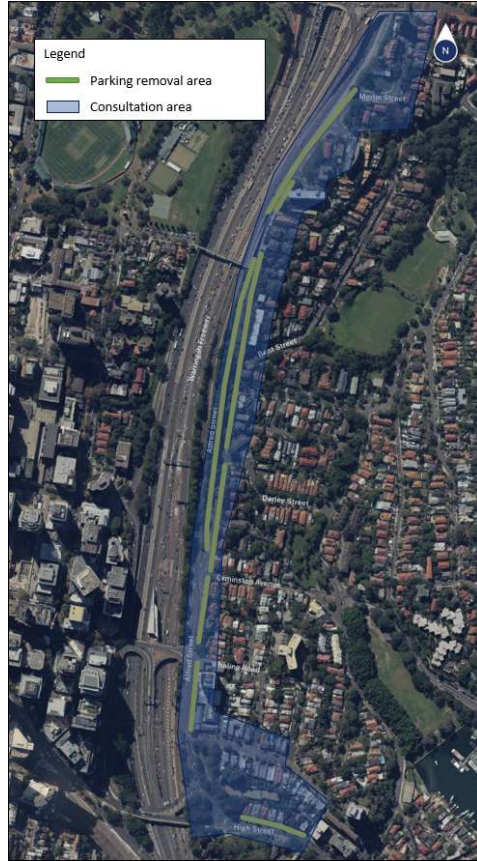
339 Ernest Street, Neutral Bay	House	Resident commented that he was not concerned about the loss of parking
343 Ernest Street, Neutral Bay	House	No response. Left letter and survey
347 Ernest Street, Neutral Bay	House	No response. Left letter and survey
Park Avenue, Neutral Bay		
4 Park Avenue, Neutral Bay	House	No response. Left letter and survey
6 Park Avenue, Neutral Bay	House	No response. Left letter and survey
8 Park Avenue, Neutral Bay	House	No response. Left letter and survey
Park Avenue, Cremorne		
37 Park Avenue, Cremorne	House	No response. Left letter and survey
39 Park Avenue, Cremorne	House	No response. Left letter and survey
41 Park Avenue, Cremorne	House	No response. Left letter and survey
43 Park Avenue, Cremorne	House	No response. Left letter and survey
47 Park Avenue, Cremorne	House	No response. Left letter and survey
49 Park Avenue, Cremorne	House	Resident not concerned about upcoming works or loss of parking
51 Park Avenue, Cremorne	House	No response. Left letter and survey
53 Park Avenue, Cremorne	House	No response. Left letter and survey
Byrnes Avenue, Neutral Bay		
2 Byrnes Avenue, Neutral Bay	House	No response. Left letter and survey
4 Byrnes Avenue, Neutral Bay	House	No response. Left letter and survey

6 Byrnes Avenue, Neutral Bay	House	No response. Left letter and survey
8 Byrnes Avenue, Neutral Bay	House	No response. Left letter and survey
10 Byrnes Avenue, Neutral Bay	House	No response. Left letter and survey
12 Byrnes Avenue, Neutral Bay	House	No response. Left letter and survey
14 Byrnes Avenue, Neutral Bay	House	No response. Left letter and survey
16 Byrnes Avenue, Neutral Bay	House	No response. Left letter and survey
18 Byrnes Avenue, Neutral Bay	House	No response. Left letter and survey
20 Byrnes Avenue, Neutral Bay	House	No response. Left letter and survey
22 Byrnes Avenue, Neutral Bay	House	No response. Left letter and survey
24 Byrnes Avenue, Neutral Bay	House	No response. Left letter and survey
Merlin Street, Neutral Bay		No response. Left letter and survey
29 Merlin Street, Neutral Bay	House	No issues with parking and resident commented on how good the project is with providing notifications.
31 Merlin Street, Neutral Bay	House	No response. Left letter and survey
33 Merlin Street, Neutral Bay	House	No response. Left letter and survey
35 Merlin Street, Neutral Bay	House	No response. Left letter and survey
37 Merlin Street, Neutral Bay	House	No response. Left letter and survey
72 Merlin Street, Neutral Bay	House	No response. Left letter and survey
74 Merlin Street, Neutral Bay	8 units	No response. Left letter and survey
76 Merlin Street, Neutral Bay	10 units	No response. Left letter and survey
76A Merlin Street, Neutral Bay	House	No response. Left letter and survey

78 Merlin Street, Neutral Bay	12 units	No response. Left letter and survey
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Appendix A5 Stakeholder Engagement Summary Alfred Street North and Cammeray Avenue/Anzac Avenue

Alfred St North Precinct



Distribution area for letter delivered 3/11/2022

Portal Precinct – Cammeray Avenue and Anzac Avenue



Distribution area for letter delivered 18/11/2022

Mr Tony Sheppard
Project Delivery Director - Warringah Freeway Upgrade
Transport for NSW
20-44 Ennis Road
Milsons Point NSW 2061

24/05/2023

Western Harbour Tunnel and Warringah Freeway Upgrade (SSI 8863)
Stage 2 - Construction Parking and Access Strategy (Condition E140)

Dear Mr Sheppard

I refer to the Stage 2 Construction Parking and Access Strategy (CPAS), Revision N dated 17 April 2023 submitted for approval as required under condition E140 of SSI 8863. I also acknowledge your response to the Department's review comments and requests for additional information.

I note the CPAS Revision N:

- details the Project's construction impacts on Alfred Street North until 30 June 2025;
- includes construction parking mitigation measures to mitigate the loss of on-street parking on Alfred St North in accordance with condition E142;
- has been prepared in consultation with affected stakeholders including North Sydney Council and the local community; and
- has been reviewed by Transport for NSW and no issues were raised.

As nominee of the Planning Secretary, I approve the Stage 2 Construction Parking and Access Strategy Revision N dated 17 April 2023 under condition E140 of SSI 8863.

Please ensure that the approved plan is placed on the project website at the earliest convenience as per condition B15 and affected residents are notified of their entitlements as outlined in the CPAS within seven (7) days of this approval.

I remind you of your commitments to continue to consult with North Sydney Council and the affected local community, and that you manage any unforeseen parking impacts in accordance with the mitigation measures outlined in the CPAS.

Please note if there are any inconsistencies between the approved CPAS and the conditions of approval, then the requirements of the conditions of approval prevail.

If you wish to discuss the matter further, please contact Sarah Kamarudin at sarah.kamarudin@dpie.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read "D Crinnion". The signature is written in a cursive style with a large initial "D" and a smaller "C".

Dominic Crinnion
Director
Infrastructure Management

As nominee of the Planning Secretary