JHCPB Joint Venture

Construction Parking and Access Strategy

RIC-JHC-MPL-00-PL-250-005

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Glossary / Abbreviations

Abbreviation	Expanded text
AM Peak	Morning peak period in the CBD. The four-hour period between 6.00am and 10.00am was analysed and nominates the 120-minute period between 7.00am and 9.00am as the most critical.
AR	Acceleration Rate: For site gate geometry is 3km/h for each 1.0m of travel on flat sealed surfaces.
AS	Australian Standards
Austroads	The suite of Austroads design guides, in particular Part 3 – Geometric Design and Part 6 – Roadside Design, Safety and Barriers.
Capacity	The nominal maximum number of vehicles that can travel along a road in a given time.
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
CPAS, Strategy	Construction Parking and Access Strategy (this document)
CSSI	Critical State Significant Infrastructure (SSI 7485)
Heavy vehicle	Classified as a Class 3 vehicle (a two-axle truck) or larger, in accordance with the Austroads Vehicle Classification System.
DPIE	Department of Planning, Industry and Environment
EIS	WestConnex M4-M5 Link Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
Iron Cove Link	A tunnel connection between the Anzac Bridge and Victoria Road, east of Iron Cove Bridge
JHCPB	John Holland CPB Contractors Joint Venture
Local Road	Any public road used by construction traffic for the works that are council controlled, which provide for local circulation and access
M4	Means M4 Motorway
M5	Means M5 Motorway
PM Peak	Afternoon peak period in the CBD. The four-hour period between 3.00pm and 7.00pm was analysed and nominates the 120-minute period 4.00pm to 6.00pm as the most critical.
PMP	Pedestrian Movement Plan
Project	Design and Construction of the Rozelle Interchange Project
REMM	Revised environmental management measure
RMS	Roads and Maritime Services
ROL	Road Occupancy Licence(s): A permit which allows the applicant to use or occupy a specified road space at approved times, provided that certain conditions are met.
Rozelle Interchange	An interchange at Lilyfield and Rozelle, including a connection to the proposed future Western Harbour Tunnel and Beaches Link project
SPIR	M4-M5 Link Submissions and Preferred Infrastructure Report
TfNSW	Transport for New South Wales
TTAMP	Traffic and Transport and Access Management Sub -Plan
TTLG	Traffic & Transport Liaison Group
VMS	Variable Message Sign

1. Introduction

1.1. Context

This Construction Parking and Access Strategy (CPAS or Strategy) has been prepared for the Rozelle Interchange (the Project) to address the requirements of the Minister's Conditions of Approval (CoA), the WestConnex M4-M5 Link Environmental Impact Statement (EIS), the Revised Environmental Management Measures (REMMs) listed in the WestConnex M4-M5 Link Submissions and Preferred Infrastructure Report (SPIR) and all applicable legislation.

1.2. Background and Project description

The M4-M5 Link EIS assessed impacts of the Project on local roads, including the availability of on-street parking, within chapter 8. As part of the EIS development, a Traffic and transport technical working paper (Appendix H of the EIS) was prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued by the NSW Department of Planning, Industry and Environment (DPIE).

1.3. Scope of the Strategy

The scope of this Strategy is to describe how John Holland CPB Contractors Joint Venture (JHCPB) will mitigate impacts resulting from on- and off-street parking changes during construction of the Project outside the approved Project footprint. Parking spaces that will be removed from within the Project footprint have been identified in Annexure C but are not within the scope of this Strategy. The scope of this Strategy is prescribed by the Minister's Conditions of Approval (CoA), the WestConnex M4-M5 Link Environmental Impact Statement (EIS), and the Revised Environmental Management Measures (REMMs) listed in the WestConnex M4-M5 Link Submissions and Preferred Infrastructure Report (SPIR).

2. Purpose and objectives

2.1. Purpose

The purpose of this Strategy is to identify and mitigate impacts resulting from on and off-street parking changes during construction of the Project.

2.2. Objectives

The objectives of this strategy are to:

- Determine the existing on-street parking capacity in the area surrounding the Project's construction sites,
- Identify on-street parking required to be removed as part of the Project (long term temporary and permanent) outside the Project footprint,
- Identify the demand for construction workforce parking, and how this demand could be met to minimise impacts to the surrounding community,
- Outline measures to reduce the demand for construction workforce parking by encouraging the uptake of public transport, carpooling and active transport, and
- Describe how monitoring and any corrective actions would be implemented to assess the effectiveness of management measures.

3. Environmental requirements

3.1. Ministers Conditions of Approval

The Ministers Conditions of Approval (CoA) relevant to this Strategy are listed in Table 1 below. A cross reference is also included to indicate where the condition is addressed in this Strategy.

Table 1 Ministers Conditions of Approval relevant to this Strategy

CoA No.	Requirement	How addressed / document reference
E54	A Construction Parking and Access Strategy must be prepared and implemented 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:	This Strategy has been prepared in accordance with this condition and describes how JHCPB will mitigate impacts resulting from on- and off-street parking changes.
E54 (a)	confirmation and timing of the removal of on- and off-street parking associated with construction of the CSSI	On and off-street parking removal is described in Section 4.3. No removal of off-street parking is currently proposed.
E54 (b)	parking surveys of all parking spaces to be removed to determine current demand during peak, off-peak, school drop off and pickup, and weekend periods	Methodology for car parking surveys is provided in Section 4.1, and a summary of the results is included in Section 4.2. For the detailed parking survey information please refer to Annexure B.
E54 (c)	consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction	Consultation has been undertaken with affected stakeholders utilising on street parking as outlined in Section 3.3.
E54 (d)	assessment of the impacts of changes to on- and off-street parking stock taking into consideration outcomes of consultation with affected stakeholders	The impacts of changes to on-street parking have been identified through the parking surveys carried out prior to construction as described in Section 4.1. Section 4.3 summarises the impact of on-street parking removal. The outcomes of consultation with affected stakeholders are outlined in Section 3.3.
E54 (e)	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	Mitigation measures to manage impacts of changes to on-street parking are described in Section 6, including: ▪ Staged removal of parking ▪ Alternative parking arrangements ▪ managed staff parking arrangements, ▪ working with Inner West Council to consider the introduction of parking restrictions adjacent to work sites and compounds The monitoring and reporting described in Section 9 will also assist in managing impacts to stakeholders.
E54 (f)	provision of a shuttle bus service(s) to transport workers to site(s) and details of the shuttle bus service(s), including service timing and frequency	As described in Section 7, JHCPB has implemented a shuttle bus.
E54 (g)	mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures	Inspections to be carried out on local streets where parking has been temporarily removed

CoA No.	Requirement	How addressed / document reference
		(as a result of Project construction activities), are described in Section 9.1.
E54 (h)	provision of contingency measures should the results of mitigation monitoring indicate implemented measures are ineffective	As described in Section 9.4, contingency measures would be investigated if it is determined that the corrective actions implemented (where monitoring or community complaints identify non-conformances with this Strategy) are ineffective
E54 (i)	provision of reporting of monitoring results to the Secretary and relevant council(s) at three (3) monthly intervals.	Reporting requirements, including the provision of monitoring results to Inner West Council and the Secretary of DPIE, are outlined in Section 9.3.
E54	The Construction Parking and Access Strategy must be submitted to the Secretary for approval at least one (1) month prior to the commencement of any works that impact parking.	The submission of this Strategy to the Secretary is prescribed in Section 3.3.

3.2. Revised Environmental Management Measures

The Revised Environmental Management Measures (REMMs) relevant to this Strategy are listed in Table 2 below. A cross reference is also included to indicate where the requirement is addressed in this Strategy.

Table 2 REMMs relevant to this Strategy

REMM No.	Requirement	Document Reference
TT04	The car parking strategy described in the CTAMP will: Quantify construction workforce parking demand around project work sites and ancillary facilities during site establishment and the construction phase generally	Section 0
	Identify public transport options and other management measures (such as carpooling and shuttle-buses) to reduce construction workforce parking demand	Section 8.3 (carpooling) Section 7 (shuttle bus) Section 7.1 (public transport) Section 8.4 (active transport)
	Identify all locations that will be used for construction workforce parking (including potential use of government owned land and other potential areas near to the construction ancillary facilities)	Section 8.1 (onsite parking) Section 8.7 (off-site parking)
	Identify potential offsite areas that could be used for construction workforce parking that would be investigated and secured for use during construction where required and possible	Section 8.7
	Identify parking exclusion zones, in consultation with potentially affected stakeholders, around construction sites and facilities where construction workforce parking would be restricted.	Section 8.5

REMM No.	Requirement	Document Reference
	The strategy will also be developed in consultation with the M4 East and New M5 contractors to identify opportunities to use existing parking arrangements associated with those projects during their respective construction periods and once those periods are completed.	Section 3.3.1
TT11	Develop and adopt robust community and stakeholder communication protocols regarding altered traffic conditions.	Section 3.3 Communication Strategy (Table 3)

3.3. Consultation

This Strategy has been submitted to Department of Planning, Industry and Environment (DPIE) for approval at least one month prior to the commencement of any works that impact parking.

3.3.1. Consultation with WestConnex contractors

JHCPB has consulted with the M4-M5 Link Mainline Tunnels contractor, to determine if there are parking arrangements associated with the works that could be utilised on a temporary or ongoing basis. Consultation will not be undertaken with the M4 East contractor as the M4 East is now operational, nor the New M5 contractor as New M5 works between St Peters and Kingsgrove are too remote from Rozelle Interchange to be of benefit to the Project. Consultation with the M4-M5 Link Mainline Tunnels contractor determined that the project is also too remote from Rozelle interchange to provide any tangible benefit. Should circumstances change, consultation will be revisited.

3.3.2. Traffic and Transport Liaison Group meetings

As described in Section 6.2.3 of the TTAMP, JHCPB has established a Traffic and Transport Liaison Group (TTLG) for the Project. The TTLG will meet at least once every month, or at another frequency that is acceptable to all members of the group. Issues relating to traffic and transport, including any issues regarding construction workforce parking, may be raised and possible management measures discussed.

3.3.3. Communicating changes to parking

JHCPB acknowledges that impacts on parking availability are a concern of the community surrounding the Project. Changes to parking associated with construction of the Project would be communicated to affected stakeholders (e.g. residents and business owners) as outlined in the Communication Strategy. Communication tools will include (but not be limited to):

- Letterbox drops regarding permanent/long term temporary parking removal, construction updates/newsletters,
- Door-knocking,
- Community information sessions,
- Email updates and provision of information on Project website, and
- Variable Message Signage (VMS) and static signage.

A summary of consultation and how key issues have been addressed in this document is included in Appendix D.

A key response to consultation will be to ensure parking is only removed at the times when work is occurring, which may be shorter than the durations identified in this document.

3.3.4. Consultation with Council

Consultation is being undertaken with Inner West Council (IWC) in accordance with CoA E54(e). The Project is consulting with IWC to mitigate and manage impacts to stakeholders as a result of on and off-street parking changes including introducing parking restrictions adjacent to work sites and compounds.

Expanding the residential parking scheme around the Project work sites was discussed with IWC at a Project Consultation meeting held at Council offices on 28 February 2019.

The Project met with the IWC Traffic Engineer at the JHCPB office on 15 May 2019; discussions included a residential parking scheme.

A meeting with Jamie Parker, Member of the NSW Parliament for Balmain, was held of 15 July 2019, where parking restrictions were discussed. Mr. Parker acknowledged support for a residential parking scheme. A residential parking scheme was again discussed with IWC at Council chambers on 20 June 2019. On 6 August 2019 IWC stated the Council is working towards implementing a residential parking scheme.

A summary of consultation and how key issues have been addressed in this document is included in Appendix D.

4. Existing Environment

4.1. Parking survey methodology

4.1.1. Survey location

In accordance with CoA E54(b) parking surveys have been carried out of all parking spaces to be removed to determine the current demand during peak, off-peak, school drop off and pickup and weekend periods.

In addition to this requirement, parking surveys have been carried out by JHCPB on roads in close proximity of Rozelle civil and tunnel site (C5), The Crescent civil site (C6) and Victoria Road civil site (C7), these three sites will be grouped and referred to as 'Rozelle Interchange construction sites'. Iron Cove Link civil site (C8), located approximately 1.1 kilometres north of the Rozelle Interchange construction sites, was surveyed separately, this is represented in Figure 1. This additional information has allowed a better understanding of occupancy levels in the surrounding areas.

All nominated roads subject to the parking survey were initially inspected by staff to note parking restrictions (i.e. untimed, one hour restriction, disabled parking, loading zone, etc.) and to measure the length of allowable parking spaces on each side of the road. Based on the parking space lengths measured on site, the maximum number of allowable parking spaces on each street were determined in accordance with Australian Standard – Parking facilities, Part 5: On-street parking (AS 2890.5 – 1993). During the survey period, staff surveyed the nominated area by vehicle in teams of two in hourly increments, documenting the number of occupied spaces.

These surveys were carried out between the 17 March and the 2 April 2019, during this period schools were operating, sport was undertaken at local parks and there were no public holidays or other special events.

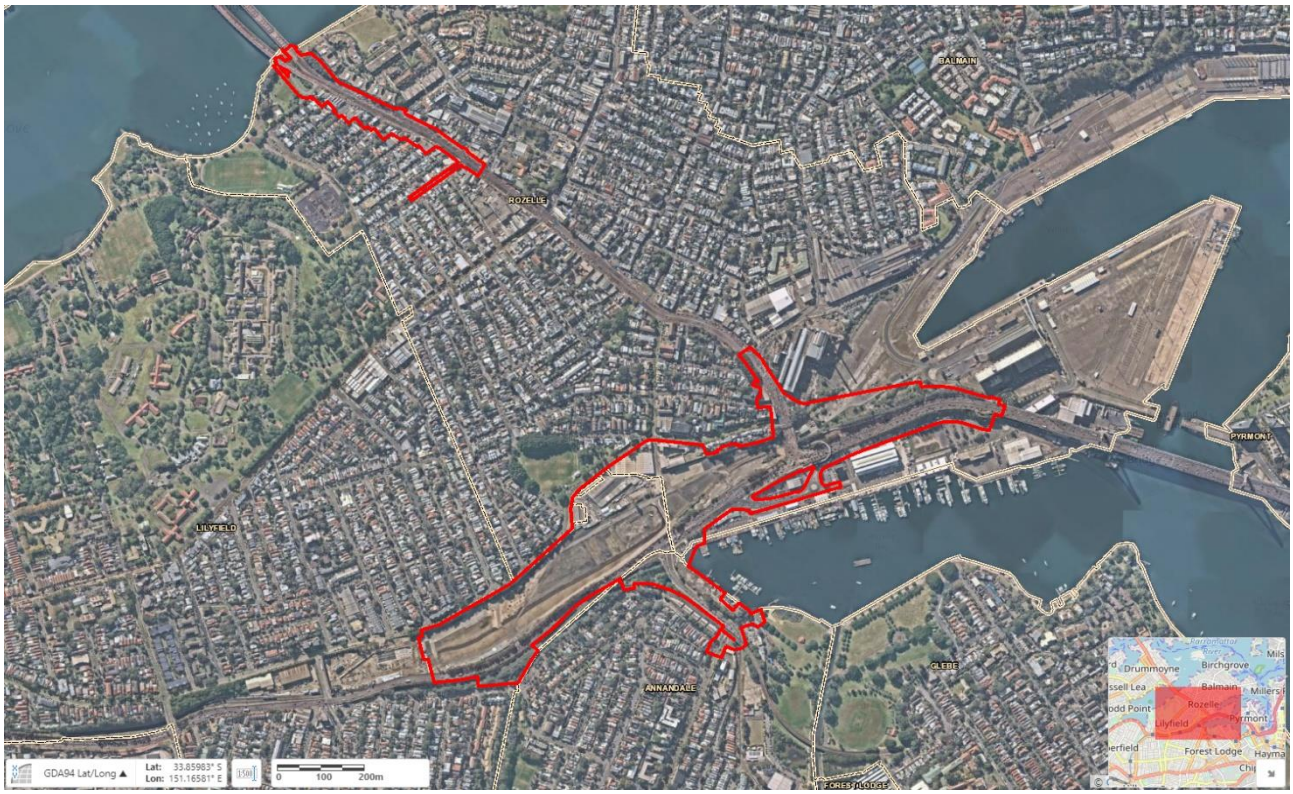

Figure 1 Project construction footprint areas

The Rozelle Interchange construction sites encompass a large area and have therefore been split into two separate survey areas, being North and South.

Streets surrounding the Project footprint with timing restrictions noted have been included in the parking surveys and are represented in Figure 2, Figure 3 and Figure 4. For the purposes of the parking surveys, there are three separate areas that have been surveyed to determine parking occupancy on streets in close proximity of the of the Rozelle Interchange construction sites:

- Rozelle Interchange construction sites North,
- Rozelle Interchange construction sites South, and
- Iron Cove Link civil site.

Please refer to Annexure B for full resolution images.

Figure 2 Rozelle Interchange construction sites North

Figure 3 Rozelle Interchange construction sites South

Figure 4 Parking surveys in the vicinity of Iron Cove Link civil site (1 of 2)

Figure 5 Parking surveys in the vicinity of Iron Cove Link civil site (2 of 2)

4.1.2. Calculating parking occupancy

Parking occupancy is defined as the ratio of number of occupied car spaces to the total number of spaces available.

To determine the number of spaces available on each local street, the number of available parking spaces was counted, and all parking controls/restrictions (i.e. untimed, one hour restriction, disabled parking, loading zone, etc) were recorded.

To determine the number of occupied car spaces, the number of parked vehicles in each street once every hour during each defined survey period (refer to Section 4.2) were recorded.

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

4.2. Pre-construction parking survey results summary

4.2.1. Rozelle Interchange construction sites North

On-street parking surveys were undertaken to calculate the parking occupancy on streets within close proximity (approximately 250m) of the Rozelle Interchange construction sites North. Table 3 summarises the parking occupancy across the area at different time periods.

The overall parking occupancy for all parking types (restricted and unrestricted) at Rozelle Interchange construction sites North, based on all times of the day across 7 days, is 59% with approximately 889 car spaces available at any given time. Table 3 shows a further breakdown of parking occupancy rates at different times of the week.

Table 3 Parking survey results: Summary of all types of parking at Rozelle Interchange construction sites North

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	1247	937	2184	57%
Peak (Night)	Weekdays 3pm to 7pm	1319	865	2184	60%
Off-peak	Weekdays 10am to 3pm	1234	950	2184	57%
School drop-off	Weekdays 8am to 10am	1214	970	2184	56%
School pick-up	Weekdays 2pm-4pm	1244	940	2184	57%
Weekend	Weekends 9am to 4pm	1269	896	2184	59%

The overall parking occupancy for unrestricted parking at Rozelle Interchange construction sites North, based on all times of the day across 7 days, is 59% with approximately 614 unrestricted car spaces available at any given time. Table 4 shows a further breakdown of unrestricted parking occupancy rates at different times of the week.

Table 4 Parking survey results: Summary unrestricted parking at Rozelle Interchange construction sites North

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	847	648	1495	57%
Peak (Night)	Weekdays 3pm to 7pm	882	613	1495	59%
Off-peak	Weekdays 10am to 3pm	830	665	1495	56%
School drop-off	Weekdays 8am to 10am	822	673	1495	55%
School pick-up	Weekdays 2pm-4pm	835	660	1495	56%
Weekend	Weekends 9am to 4pm	875	620	1495	59%

4.2.2. Rozelle Interchange construction sites South

On-street parking surveys were undertaken to calculate the parking occupancy on streets within close proximity (approximately 250m) of the Rozelle Interchange construction sites South. Table 5 summarises the parking occupancy across the area at different time periods.

The overall parking occupancy for all parking types (restricted and unrestricted) at Rozelle Interchange construction sites South, based on all times of the day across 7 days, is 59% with approximately 843 car spaces available at any given time. Table 5 shows a further breakdown of parking occupancy rates at different times of the week.

Table 5 Parking survey results: Summary of all types of parking at Rozelle Interchange construction sites South

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	1216	824	2040	60%
Peak (Night)	Weekdays 3pm to 7pm	1152	888	2040	56%
Off-peak	Weekdays 10am to 3pm	1133	907	2040	56%
School drop-off	Weekdays 8am to 10am	1174	866	2040	58%
School pick-up	Weekdays 2pm-4pm	1124	916	2040	55%
Weekend	Weekends 9am to 4pm	1190	833	2040	58%

The overall parking occupancy for unrestricted parking at Rozelle Interchange construction sites South, based on all times of the day across 7 days, is 59% with approximately 696 unrestricted car spaces available at any given time. Table 6 shows a further breakdown of unrestricted parking occupancy rates at different times of the week.

Table 6 Parking survey results: Summary unrestricted parking at Rozelle Interchange construction sites South

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	1017	670	1687	60%
Peak (Night)	Weekdays 3pm to 7pm	953	734	1687	56%
Off-peak	Weekdays 10am to 3pm	942	745	1687	56%
School drop-off	Weekdays 8am to 10am	982	705	1687	58%
School pick-up	Weekdays 2pm-4pm	934	753	1687	55%
Weekend	Weekends 9am to 4pm	961	717	1687	57%

4.2.3. Iron Cove Link site

On-street parking surveys were undertaken to calculate the parking occupancy on streets within close proximity (approximately 250m West) of the Iron Cove Link site. Table 7 summarises the parking occupancy across the area at different time periods.

The overall parking occupancy for all parking types (restricted and unrestricted) at the Iron Cove Link site, based on all times of the day across 7 days, is 62% with approximately 283 car spaces available at any given time. Table 7 shows a further breakdown of parking occupancy rates at different times of the week.

Table 7 Parking survey results: Summary of all types of parking at Iron Cove Link site

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	429	308	737	58%
Peak (Night)	Weekdays 3pm to 7pm	452	285	737	61%
Off-peak	Weekdays 10am to 3pm	436	301	737	59%
School drop-off	Weekdays 8am to 10am	416	321	737	56%
School pick-up	Weekdays 2pm-4pm	433	304	737	59%
Weekend	Weekends 9am to 4pm	503	218	737	68%

The overall parking occupancy for unrestricted parking at The Iron Cove Link site, based on all times of the day across 7 days, is 45% with approximately 261 unrestricted car spaces available at any given time. Table 8 shows a further breakdown of unrestricted parking occupancy rates at different times of the week.

Table 8 Parking survey results: Summary unrestricted parking at Iron Cove Link Site

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	266	207	473	56%
Peak (Night)	Weekdays 3pm to 7pm	283	190	473	60%
Off-peak	Weekdays 10am to 3pm	261	212	473	55%
School drop-off	Weekdays 8am to 10am	255	218	473	54%
School pick-up	Weekdays 2pm-4pm	267	206	473	57%
Weekend	Weekends 9am to 4pm	316	157	473	67%

4.3. Public on-street parking removal

Construction of the Project will involve the temporary and permanent loss of some on-street parking, due to local road closures, and site establishment and construction activities outside of the approved Project footprint (refer to Table 9). On-street parking removed within the approved Project footprint is identified in Annexure C.

This Strategy includes the long term temporary or permanent impacts the Project will have on parking spaces. The long-term temporary removal of car spaces has been classified as those spaces being removed for a continuous period greater than one week. The removal of parking spaces for short term temporary works required for low-impact utilities have been addressed in the Utilities Management Strategy.

Other parking spaces to be removed for short-term temporary works have been classified as parking that will be removed for less than one week. These have not been included in this Strategy and do not require approval from DPIE. The removal of these parking spaces will be managed and mitigated by:

- Providing notification to the affected communities about long term temporary parking impacts in which feedback will be sought regarding specific impacts such as unique access requirements to enable JHCPB to devise suitable alternate arrangements,
- Minimising short term on-street parking removal to the extent required,
- Property access will be maintained in consultation with property owners, and
- For any utility works on main arterial roads, a Road Occupancy Licence (ROL) and coordination with the Sydney Coordination Office (SCO)/Traffic Management Centre (TMC) would be required.

Table 9 Summary of on-street parking removal (subject to approval)

Location	Construction activity	Temporary (long term) or permanent loss	Duration	Existing available parking (both sides)	Existing parking occupancy*	Parking Type	Number of parking spaces to be removed
Hornsey Street (Rozelle)	Long term temporary removal of car spaces intermittently for utility works and retaining wall construction.	Temporary	November 2019 – December 2020	68	76%	2 hour Parking (8am-6pm Mon-Fri)	2
Quirk Street (Rozelle)	Long term temporary removal of car spaces intermittently for utility works.	Temporary	April 2020 – December 2020	95	56%	2 hour Parking (8am-6pm Mon-Fri)	5
Terry Street (Iron Cove)	The long term temporary removal of twelve car parking spaces are required in order to facilitate utility works.	Temporary	January 2020 – February 2021	18	59%	½ hour Parking (6am – 7pm Mon-Fri) 2 hour Parking (8am-10pm Mon-Sun)	12
Wellington Street (Iron Cove)	The long term temporary removal of five car parking spaces are required in order to facilitate utility works.	Temporary	February 2020 – March 2021	39	67%	2 hour Parking (8am-6pm Mon-Fri)	5
Yara Avenue (Iron Cove)	Eight car parking spaces are required in order to facilitate utility works.	Temporary	January 2020 – February 2021	34	93%	Unrestricted Parking	8
Clubb Street (Iron Cove)	The long term temporary removal of two car spaces will be required to allow vehicles to enter and exit the construction site safely during demolition works and for special deliveries during site establishment works.	Temporary	November 2019-May 2021	46	65%	Unrestricted Parking	2
Clubb Street (Iron Cove)	The long term temporary removal of 6 car spaces for approximately 2 weeks to tie-in new pavement works with the street.	Temporary	November 2019- May 2021	46	65%	Unrestricted Parking	6
Toelle Street (Iron Cove)	Two car spaces are within the laneway off Toelle Street. An additional three car spaces will be temporarily (long term) removed to allow vehicles to enter and exit the construction site safely.	Temporary	November 2019 – August 2023	50	59%	Unrestricted Parking	5

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Location	Construction activity	Temporary (long term) or permanent loss	Duration	Existing available parking (both sides)	Existing parking occupancy*	Parking Type	Number of parking spaces to be removed
Toelle Street (Iron Cove)	The removal of 16 car parking spaces to facilitate utility works (no more than six car parking spaces at a time).	Temporary	November 2020 – April 2021	50	59%	Unrestricted Parking	16
Callan Street (Iron Cove)	The removal of a car space to allow vehicles to enter and exit the construction site safely, as well as an additional twelve car spaces for utility works.	Temporary	November 2019 – August 2023	43	54%	Unrestricted Parking	13
Callan Street between McCleer Street and Victoria Road (Iron Cove)	The removal of two car space to allow for the realigned intersection integrating into the street.	Permanent	November 2019	16	43%	Unrestricted Parking	2
Byrnes Street (Iron Cove)	The removal of a car space to allow vehicles to enter and exit the construction site safely.	Temporary	November 2019 – May 2021	31	64%	Unrestricted Parking	3
Manning Street between Toelle Street and Callan Street (Iron Cove)	The removal of 14 spaces to allow vehicles to enter Manning Street from Callan Street and to facilitate utility works in the area.	Temporary	September 2020 – May 2021	143	38%	Unrestricted Parking	14
Manning Street between Moodie Street and Darling Street.	The removal of 6 spaces to allow vehicles to enter Manning Street from Callan Street and to facilitate utility works in the area.	Temporary	October 2020 – March 2021	143	38%	Unrestricted Parking	6
Brenan Street (The Crescent)	The removal of two car parking spaces to facilitate vehicle movements in and out of the site entrance.	Temporary	May 2020 – May 2021	67	17%	No parking (7am to 6pm, mv under 4.5 GVM excepted)	2
Brenan Street (The Crescent)	The removal of 5 car parking spaces to facilitate utility works.	Temporary	October 2020 – January 2021	67	17%	No parking (7am to 6pm, mv under 4.5 GVM excepted)	5

Location	Construction activity	Temporary (long term) or permanent loss	Duration	Existing available parking (both sides)	Existing parking occupancy*	Parking Type	Number of parking spaces to be removed
Brenan Street (The Crescent)	The removal of 20 car parking spaces to facilitate utility works.	Temporary	October 2020 – December 2020	67	17%	No parking (7am to 6pm, mv under 4.5 GVM excepted)	20
						Total:	126

**Existing occupancy is calculated using the 7-Day average results from the parking survey undertaken, these results can be found in Appendix B for each street.*

The indicative parking loss from affected construction activities is shown in Table 9, with a breakdown of parking spaces to be removed. The existing parking supply and parking occupancy was calculated during parking surveys carried out prior to construction based on a 7-day average using the method described in section 4.1. Detailed results from the car parking survey are detailed in Annexure B.

For a summary of parking spaces to be removed not subject to approval within this CPAS, please refer to Annexure C.

4.3.1. Hornsey Street (Rozelle)

While undertaking utility works, restricted parking along Hornsey Street will be temporarily removed to enable the Project works (refer to Figure 6). This will include the:

- Long term temporary, intermittent removal of 2 car spaces outside the Project footprint,
- Permanent removal of 3 car spaces within the Project footprint (refer to Annexure C).

This street has a 76% occupancy based on the 7-Day average results from the Parking Survey. The survey also identified that approximately 52 of the 68 car spaces available on Hornsey Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces located outside the Project footprint it is anticipated that there will be negligible impact due to approximately 13 alternative car spaces being available on the same street. JHCPB will implement the mitigation measures in Section 0 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in Table 10.

Figure 6 Hornsey Street parking spaces to be removed

Table 10 Detailed parking occupancy analysis on Hornsey Street

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	45	23	68	66%
Peak (Night)	Weekdays 3pm to 7pm	56	12	68	82%
Off-peak	Weekdays 10am to 3pm	44	24	68	64%
School drop-off	Weekdays 8am to 10am	40	28	68	59%
School pick-up	Weekdays 2pm-4pm	46	22	68	68%
Weekend	Weekends 9am to 4pm	57	11	68	84%

4.3.2. Quirk Street (Rozelle)

While undertaking utility works, restricted parking along Quirk Street will be temporarily removed to enable the Project works (refer to Figure 7). This will include the:

- Long term temporary removal of 3 car spaces outside the Project footprint.
- Long term temporary removal of 2 car spaces within the Project footprint (refer to Annexure C).

This street has a 56% occupancy based on the 7-Day average results from the Parking Survey. The survey also identified that approximately 54 of the 95 car spaces available on Quirk Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to approximately 41 alternative car spaces being available on the same street. JHCPB will implement the mitigation measures in Section 0 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in Table 11.

Figure 7 Quirk Street parking spaces to be removed

Table 11 Detailed parking occupancy analysis on Quirk Street

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	52	43	95	55%
Peak (Night)	Weekdays 3pm to 7pm	57	38	95	60%
Off-peak	Weekdays 10am to 3pm	48	47	95	50%
School drop-off	Weekdays 8am to 10am	50	45	95	53%
School pick-up	Weekdays 2pm-4pm	50	45	95	53%
Weekend	Weekends 9am to 4pm	53	42	95	56%

4.3.3. Clubb Street (Iron Cove)

While undertaking the site establishment works, unrestricted parking along Clubb Street will be permanently and temporarily removed to accommodate the revised alignment of Victoria Road (refer to Figure 8). This will include the:

- Long term temporary removal of 2 car spaces outside the Project footprint during site establishment,
- Long term temporary removal of 6 car spaces outside the Project footprint for pavement tie-in placement for approximately 2 weeks,
- Removal of 11 permanent car spaces within the Project footprint (refer to Annexure C)

This street has a 65% occupancy based on the 7-Day average results from the Parking Survey. The survey also identified that approximately 30 of the 46 car spaces available on Clubb Street are currently being occupied on a regular basis. Therefore, by removing these car spaces and taking duration into consideration it is anticipated that there will be minor impact due to alternative car spaces being available on the same street. JHCPB will implement the mitigation measures in Section 0 of this Strategy to further reduce the impact.

A more detailed analysis of parking occupancy has been undertaken from the parking survey results and is summarised in Table 12.

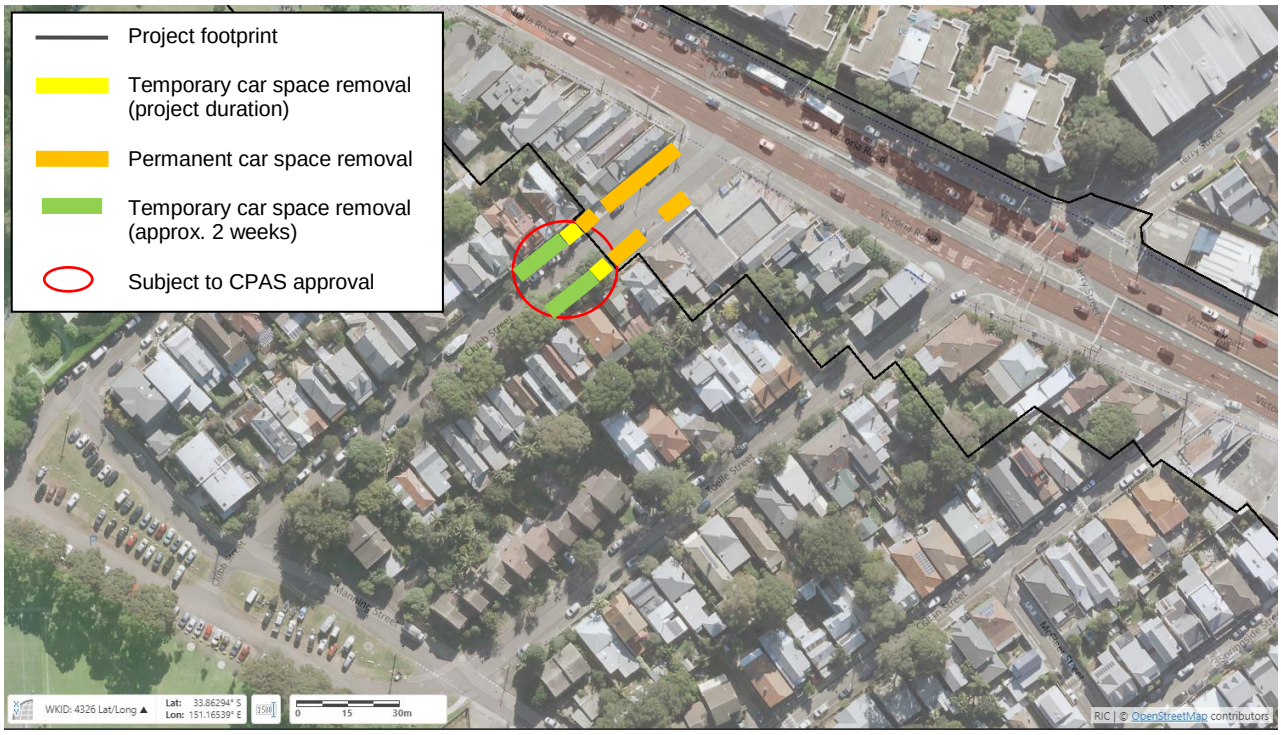

Figure 8 Clubb Street parking spaces to be removed

Table 12 Detailed parking occupancy analysis on Clubb Street

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	29	17	46	63%
Peak (Night)	Weekdays 3pm to 7pm	28	18	46	62%
Off-peak	Weekdays 10am to 3pm	25	21	46	55%
School drop-off	Weekdays 8am to 10am	24	22	46	53%
School pick-up	Weekdays 2pm-4pm	27	19	46	59%
Weekend	Weekends 9am to 4pm	32	14	46	70%

4.3.4. Toelle Street (Iron Cove)

While undertaking site establishment and construction works, unrestricted parking along Toelle Street will be temporarily and permanently removed to enable the Project works (refer to Figure 9). This will include the removal of;

- Long term temporary removal of 21 car spaces for the Project duration outside the Project footprint,
- Permanent removal of 9 car spaces within the Project footprint (refer to Annexure C).

This street has a 59% occupancy based on the 7-Day average results from the parking survey. The survey also identified that approximately 30 of the 50 car spaces available on Toelle Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces, and by only removing 6 car parking spaces at a time, it is anticipated that there will be negligible impact due to alternative car spaces being available on the same street. JHCPB will implement the mitigation measures in Section 6 of this strategy to further reduce the impact.

A more detailed analysis of parking occupancy has been undertaken from the parking survey results and is summarised in Table 13.

Figure 9 Toelle Street parking spaces to be removed

Table 13 Detailed parking occupancy analysis in Toelle Street

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	29	21	50	58%
Peak (Night)	Weekdays 3pm to 7pm	31	19	50	62%
Off-peak	Weekdays 10am to 3pm	29	21	50	58%
School drop-off	Weekdays 8am to 10am	28	22	50	56%
School pick-up	Weekdays 2pm-4pm	31	19	50	61%
Weekend	Weekends 9am to 4pm	28	22	50	56%

4.3.5. Callan Street (Iron Cove)

While undertaking site establishment and construction works, unrestricted parking along Callan Street (between McCleer Street and Victoria Road) will be permanently and temporarily removed to enable the Project works (refer to Figure 10). This will include the;

- Long term temporary removal of 3 car spaces for the Project duration outside the Project footprint,
- Permanent removal of 2 car spaces outside the Project footprint for the realigned intersection,
- Permanent removal of 3 car spaces within the Project footprint (refer to Annexure C),
- Long term temporary removal of 12 car spaces to facilitate utility works.

This street has a 64% occupancy based on the 7-Day average results from the parking survey. The survey also identified that approximately 31 of the 49 car spaces available on Callan Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on the same street. JHCPB will implement the mitigation measures in Section 0 of this strategy to further reduce the impact.

A more detailed analysis of parking occupancy has been undertaken from the parking survey results and is summarised in Table 14.

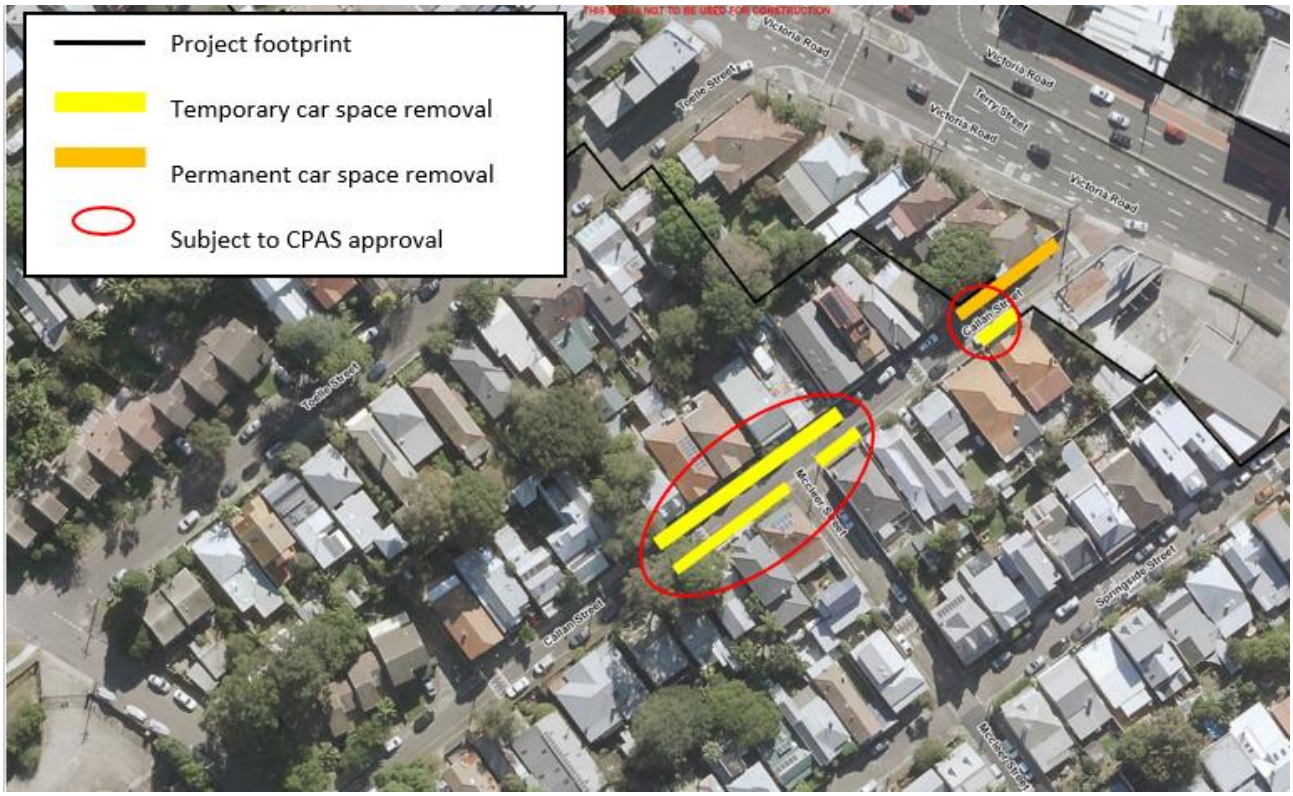

Figure 10 Location of Callan Street location of parking spaces to be removed

Table 14 Detailed parking occupancy analysis in Callan Street

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	23	20	43	53%
Peak (Night)	Weekdays 3pm to 7pm	23	20	43	53%
Off-peak	Weekdays 10am to 3pm	20	23	43	47%
School drop-off	Weekdays 8am to 10am	21	22	43	49%
School pick-up	Weekdays 2pm-4pm	21	22	43	49%
Weekend	Weekends 9am to 4pm	23	20	43	53%

4.3.6. Byrnes Street (Iron Cove)

While undertaking the site establishment and construction works, unrestricted parking along Byrnes Street will be permanently and temporarily removed to enable the Project works and provide space for public vehicles to turn in the altered cul-de-sac (refer to Figure 11). This will include the;

- Long term temporary removal of 3 car spaces until the altered cul-de-sac is complete outside the Project footprint,
- Permanent removal of 4 car spaces within the Project footprint (refer to Annexure C).

This street has a 64% occupancy based on the 7-Day average results from the parking survey. The results from the parking survey also show that approximately 20 of the 31 car spaces available on Byrnes Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car

spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 0 of this strategy to further reduce the impact.

A more detailed analysis of parking occupancy has been undertaken from the parking survey results and is summarised in Table 15.

Figure 11 Location of Byrnes Street location of parking spaces to be removed

Table 15 Detailed parking occupancy analysis in Byrnes Street

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	19	12	31	62%
Peak (Night)	Weekdays 3pm to 7pm	20	11	31	66%
Off-peak	Weekdays 10am to 3pm	17	14	31	55%
School drop-off	Weekdays 8am to 10am	18	13	31	58%
School pick-up	Weekdays 2pm-4pm	18	13	31	57%
Weekend	Weekends 9am to 4pm	21	10	31	68%

4.3.7. Manning Street (Iron Cove)

To ensure ease of access to King Georges Park and to undertake utility works, restricted parking along Manning Street will be temporarily removed to enable the Project works (refer to Figure 12). This will include the:

- Long term temporary removal of 14 car spaces outside the Project footprint between Toelle Street and Callan Street.
- Long term temporary removal of 6 car spaces outside the Project footprint between Moodie Street and Darling Street.

This street has a 38% occupancy based on the results from the Parking Survey. The survey also identified that approximately 55 of the 143 car spaces available on Manning Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street or in close proximity on neighbouring streets. JHCPB will implement the mitigation measures in Section 6 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in the table below.

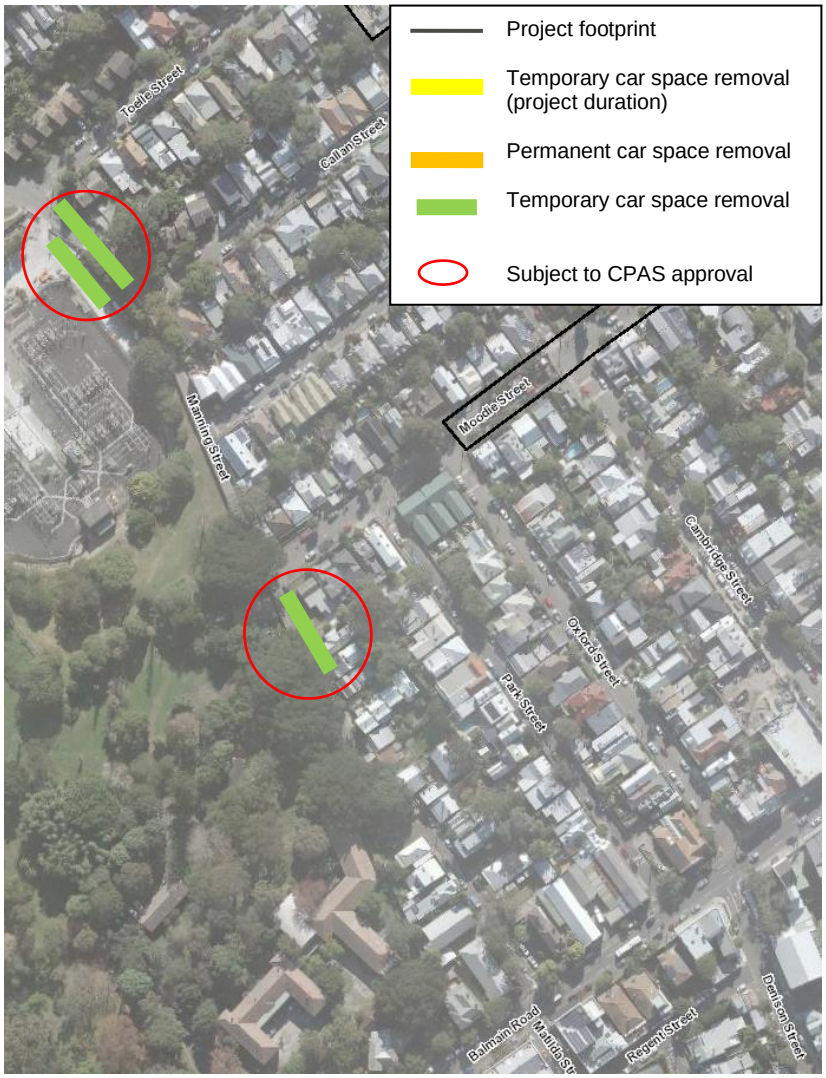

Figure 12 Manning Street car parking removal locations

Table 16 Detailed parking occupancy analysis in Manning Street

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	44	99	143	31%
Peak (Night)	Weekdays 3pm to 7pm	57	86	143	40%
Off-peak	Weekdays 10am to 3pm	47	96	143	33%
School drop-off	Weekdays 8am to 10am	42	101	143	29%
School pick-up	Weekdays 2pm-4pm	48	95	143	34%
Weekend	Weekends 9am to 4pm	72	71	143	50%

4.3.8. Terry Street (Iron Cove)

While undertaking utility works, restricted parking along Terry Street will be temporarily removed to enable the Project works (refer to Figure 13). This will include the:

- Long term temporary removal of 12 car spaces outside the Project footprint.

This street has a 59% occupancy based on the results from the Parking Survey. The survey also identified that approximately 11 of the 18 car spaces available on Terry Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street or in close proximity on neighbouring streets. JHCPB will implement the mitigation measures in Section 6.1.3 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in Table 17.

Figure 13 Terry Street car parking removal locations

Table 17 Detailed parking occupancy analysis in Terry Street

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	9	9	18	50%
Peak (Night)	Weekdays 3pm to 7pm	10	8	18	56%
Off-peak	Weekdays 10am to 3pm	9	9	18	50%

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
School drop-off	Weekdays 8am to 10am	8	10	18	44%
School pick-up	Weekdays 2pm-4pm	9	9	18	50%

4.3.9. Wellington Street (Iron Cove)

While undertaking utility works, restricted parking along Wellington Street will be temporarily removed to enable the Project works (refer to Figure 14). This will include the:

- Long term temporary removal of 5 car spaces outside the Project footprint.

This street has a 67% occupancy based on the results from the Parking Survey. The survey also identified that approximately 26 of the 39 car spaces available on Wellington Street are currently being occupied on a regular basis, even during school drop off and pick up times. Therefore, by temporarily removing these car spaces it is anticipated that there will be a minor impact due to alternative car spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 6.1.3 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in Table 18.

Figure 14 Wellington Street car parking removal locations

Table 18 Detailed parking occupancy analysis in Wellington Street

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	25	14	39	64%
Peak (Night)	Weekdays 3pm to 7pm	29	10	39	74%
Off-peak	Weekdays 10am to 3pm	30	9	39	77%
School drop-off	Weekdays 8am to 10am	30	9	39	77%
School pick-up	Weekdays 2pm-4pm	31	8	39	79%

4.3.10. Yara Avenue (Iron Cove)

While undertaking utility works, restricted parking along Yara Avenue will be temporarily removed to enable the Project works (refer to Figure 15). This will include the:

- Long term temporary removal of 8 car spaces outside the Project footprint.

This street has a 93% occupancy based on the 7-Day average results from the Parking Survey. The survey also identified that approximately 31 of the 34 car spaces available on Yara Avenue are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be a minor impact due to alternative car spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 6.1.3 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in Table 19.

Figure 15 Yara Avenue car parking removal locations

Table 19 Detailed parking occupancy analysis in Yara Avenue

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	31	3	34	91%
Peak (Night)	Weekdays 3pm to 7pm	32	2	34	94%
Off-peak	Weekdays 10am to 3pm	32	2	34	94%
School drop-off	Weekdays 8am to 10am	32	2	34	94%
School pick-up	Weekdays 2pm-4pm	32	2	34	94%
Weekend	Weekends 9am to 4pm	32	2	34	94%

4.3.11. Brenan Street (The Crescent)

While undertaking works on the Whites Creek Link bridge and a utility under bore, restricted parking along Brenan Street will be temporarily removed to enable Project works (refer to the figure below). This will include the long term temporary removal (staged) of 27 car spaces outside the Project footprint, broken down as follows:

- Long term temporary removal of 2 car spaces outside the project footprint, between May 2020 and May 2021;
- Long term temporary removal of 5 car spaces outside the Project footprint, between September 2020 and January 2021;
- Long term temporary removal of 20 car spaces outside the Project footprint, between October 2020 and December 2020.

This street has a 17% occupancy based on the 7-Day average results from the Parking Survey. The survey also identified that approximately 11 of the 67 car spaces available on Brenan Street are currently being occupied on a regular basis. By temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street.

The works are being staged, as is the removal of the car spaces in order to minimise the on-street parking impacts to nearby residents. Two (2) spaces will be removed between May 2020 and May 2021, five (5) spaces will be removed between September 2020 and January 2021, and twenty (20) spaces will be removed over a period of six (6) weeks between October 2020 and November 2020. Refer to Figure 16 for further information.

JHCPB will implement the mitigation measures in Section 6.1.3 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in the table below.

Figure 16 Brenan Street car parking removal locations

Table 20 Detailed parking occupancy analysis in Brenan St

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	11	56	67	16%
Peak (Night)	Weekdays 3pm to 7pm	12	55	67	17%
Off-peak	Weekdays 10am to 3pm	10	57	67	15%
School drop-off	Weekdays 8am to 10am	10	57	67	15%
School pick-up	Weekdays 2pm-4pm	10	57	67	15%
Weekend	Weekends 9am to 4pm	15	52	67	22%

5. Construction workforce parking demand

Worker parking on local streets is a key issue resulting from construction of the M4-M5 Link Rozelle Interchange. Reduced unoccupied street parking spaces, as a result of parking demand generated by the Project, can impact local residents. The Project will identify and implement reasonable and feasible strategies to lessen this impact.

The construction workforce will comprise of trades and construction personnel, subcontracted construction personnel and engineering, functional and administrative staff. The size of the workforce will vary across the duration of the construction program with a reduction in personnel for evening and night shifts. The total day shift peak construction workforce for the Project is anticipated to be around 950 workers. The total afternoon shift peak construction workforce is anticipated to be around 240 workers, and the total night shift peak construction workforce is anticipated to be around 270. This is generally in accordance with the EIS (AECOM 2017).

JHCPB analysed the induction records of 20,915 personnel from the M4 East Project and New M5 Project, including details on the mode of transport utilised to travel to work, with:

- 61.7% of personnel using public transport (12,904 people),
- 0.1% of personnel walking to work (23 people), and
- 38.2% of personnel using their own private vehicle (7,988 people).

JHCPB anticipates the level of accessibility to public transport to be the same. Based on this large data set the Rozelle Interchange Project has forecast 39% of personnel will use private vehicles to travel to work. All projects have similar accessibility to bus and rail routes. The Project shares a boundary with Rozelle Bay light rail station, is 400m from Lilyfield light rail station and is serviced by a well provisioned bus route from the CBD, with a typical trip time of 11 minutes from Town Hall Train Station.

As 39% of the Project's staff and labour force are forecasted to drive to construction sites, they would therefore require parking, although it is noted that the number of construction personnel requiring parking would vary over the duration of the construction program. The overall number of light vehicles accessing the sites has reduced by 80 one-way movements per day, in comparison to the forecasted numbers in the EIS. This is due to the reduction of workforce required at the Iron Cove Link civil site.

Expected peak travel periods for the construction workforce, associated with various construction activities, are outlined in Table 21.

Table 21 Expected peak travel periods of construction workforce

Construction Activity	Construction hours	Indicative shift times	Expected peak travel periods
Surface works	7.00am and 6.00pm Monday to Friday 8.00am and 1.00pm on Saturdays.	▪ 6:45am or 7:00am- 5:00pm Monday to Friday ▪ 7:45am or 8:00am -1:00pm Saturdays	▪ 6:00am-7:00am and 5:00pm-6:00pm Monday to Friday ▪ 7:00am-8:00am and 1:00pm-2:00pm Saturdays
Tunnelling and underground excavation	24 hours a day, up to seven days a week.	▪ Day shift: 6:30am-17:30pm ▪ Night shift: 17:30pm-4:30am	▪ Day shift workers: 5am-6:30am, 17:30pm-19:00pm ▪ Night shift workers: 16:00pm-17:30pm, 4:30am-6:00am
Underground construction and tunnel fit out	24 hours a day, up to seven days a week.	▪ Day shift: 6:30am-17:30pm ▪ Night shift: 17:00pm-4:30am	▪ Day shift workers: 5:00am-6:30am, 17:30pm-19:00pm ▪ Night shift workers: 16:00pm-17:30pm, 4:30am-6:00am

6. Mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes

6.1. Staged removal of parking

Planning for any works that require long-term temporary or permanent parking removal will consider and implement staged removal of parking. This will involve assessing the minimum area that is required for each stage of the works and adjusting the worksite footprint accordingly.

6.2. Alternative parking arrangements

In some cases, residents and/or business-owners affected by the long term temporary loss of on-street parking during construction (as outlined in section 4.3) will be offered alternative parking locations. Stakeholders to be directly affected by the long-term temporary loss of on-street parking would be identified prior to the removal of parking, and potential alternative parking arrangements would be developed in consultation with the affected stakeholder taking into account local available options. This would occur at least five days prior to the removal of parking.

6.3. Managed staff parking arrangements

In areas affected by the long-term temporary loss of on- and off-street parking during construction adjacent street parking shall be signed to indicate resident parking only – no worker parking.

6.4. Introduction of parking restrictions near construction sites

The use of a residential parking scheme creates workforce parking exclusion zones as the parking restrictions strongly discourage workers parking cars in restricted zones. While much of the local road network surrounding the Project is characterised by existing parking restrictions (e.g. 2 hour limits between 8am and 6pm, permit-holders excepted), there are opportunities to temporarily convert areas of unlimited street parking to restricted residential permit areas during construction, or increase existing restrictions, to minimise workforce parking in such areas. JHCPB commenced exploring these opportunities with Inner West Council (IWC) in February 2019 and will continue to actively work with the Council towards this aim. IWC has stated the Council is working towards a residents parking scheme to mitigate the potential impact of construction workers parking in residential streets.

7. Provision of a shuttle bus service

A shuttle bus will connect the principal work areas of Rozelle Rail Yards, Iron Cove site, Project Office (Rhodes) and dedicated off-site parking.

In addition to the timetable being communicated to Project personnel a tracking app will allow Project personnel to monitor the location of the shuttle.

An example of the timetable is in Figure 1Figure 17. This timetable changes following feedback from Project personnel.

	Superyacht Marina	Gordon St	Tunnel Site A	Rhodes	Gordon St	Tunnel Site A
MORNING	6.00am	6.10am	6.15am	6.50am	7.20am	7.25am
	7.35am	7.45am	7.50am	8.20am	8.50am	8.55am*
		9.25pm	9.30am	10.00am	10.30am	10.35am
MIDDLE OF DAY		10.40am	10.45am	11.15am	11.45am	11.50am
		11.55am	12.00pm	12.30pm	1.00pm	1.05pm
		1.10pm	1.15pm	1.45pm	2.15pm	2.20pm*
		2.50pm	2.55pm	3.25pm	3.50pm	3.55pm
	Last Bus to Rhodes	**4.00pm**	4.05pm	**4.35pm**	5.05pm	5.10pm
EVENING	5.20pm	5.25pm		Last Bus to Rozelle		
	5.35pm	5.45pm				
	5.55pm*					

*drop off only

Figure 17 - Example shuttle bus timetable

7.1. Utilisation of public transport

JHCPB will encourage the construction workforce to use public transport through the recruitment and onboarding process, as well as through toolbox talks, in order to reduce the number of private vehicles travelling to and from the Project.

The Project is located in close proximity to the following public transport services:

- **Sydney buses:** Victoria Road is a major transport corridor that supports numerous bus routes connecting to Sydney CBD (including Town Hall and Central train stations). This is accommodated by a designated bus lane in the citybound direction during the AM peak period:
    - Bus stops on Victoria Road in Rozelle, located in proximity to Iron Cove civil site, Victoria Road civil site and the eastern end of Rozelle civil and tunnel site, generally operate between 6am and 12am, and
    - Bus stops on the Crescent in Annandale, located in proximity to The Crescent civil site and Rozelle civil and tunnel site, generally operate between 6:00am and 11:30pm.

- **Light Rail:** The Central to Dulwich Hill Light Rail Line (L1) is located adjacent to City West Link with a stop at Rozelle Bay, in close proximity to both the Rozelle civil and tunnel site and The Crescent civil site. The stop at Lilyfield could also be utilised by workers accessing the Rozelle civil and tunnel site. L1 between Central and Lilyfield runs every 10-15 minutes:
    - Sunday to Thursday from 6:00am to 11:00pm
    - Friday and Saturday from 6:00am to midnight.

The table below provides a summary of the available public transport services near the Project. Public transport service routes are shown in the figure below.

Table 22 Public transport services

Construction site	Public transport services		Frequency during peak periods (approx.)
Rozelle civil and tunnel site (C5)	Sydney Buses (stop located on Victoria Road near Hornsey Street)	To and from CBD (Central Station): 433 To and from CBD (Town Hall Station): 441, 442, M50, 504, To other destinations: 433 (Balmain), 441 (Birchgrove), 442 (Balmain), 504 (Chiswick).	10mins - 15mins
	Light Rail (Rozelle Bay or Lilyfield Station)	To and from CBD (Central Station): L1 To and from Dulwich Hill: L1	12mins
Victoria Road civil site (C6)	Sydney Buses (stop located on Victoria Road near Hornsey Street)	To and from CBD (Central Station):433 To and from CBD (Town Hall Station): 441, 442, M50, 504 To other destinations: 433 (Balmain), 441 (Birchgrove), 442 (Balmain), 504 (Chiswick).	10mins - 15mins
The Crescent civil site (C7)	Sydney Buses (stops on The Crescent)	To and from CBD (Central Station):433	10mins - 15mins
	Light Rail (Rozelle Bay Station)	To and from CBD (Central Station): L1 To and from Dulwich Hill: L1	12mins
Iron Cove civil site (C8)	Sydney Buses (stop located on Victoria Road near Terry Street)	To and from CBD (Town Hall Station):M50, M52, 504, To other destinations: 433 (Balmain), 441 (Birchgrove), 442 (Balmain), 504 (Chiswick).	10mins - 15mins

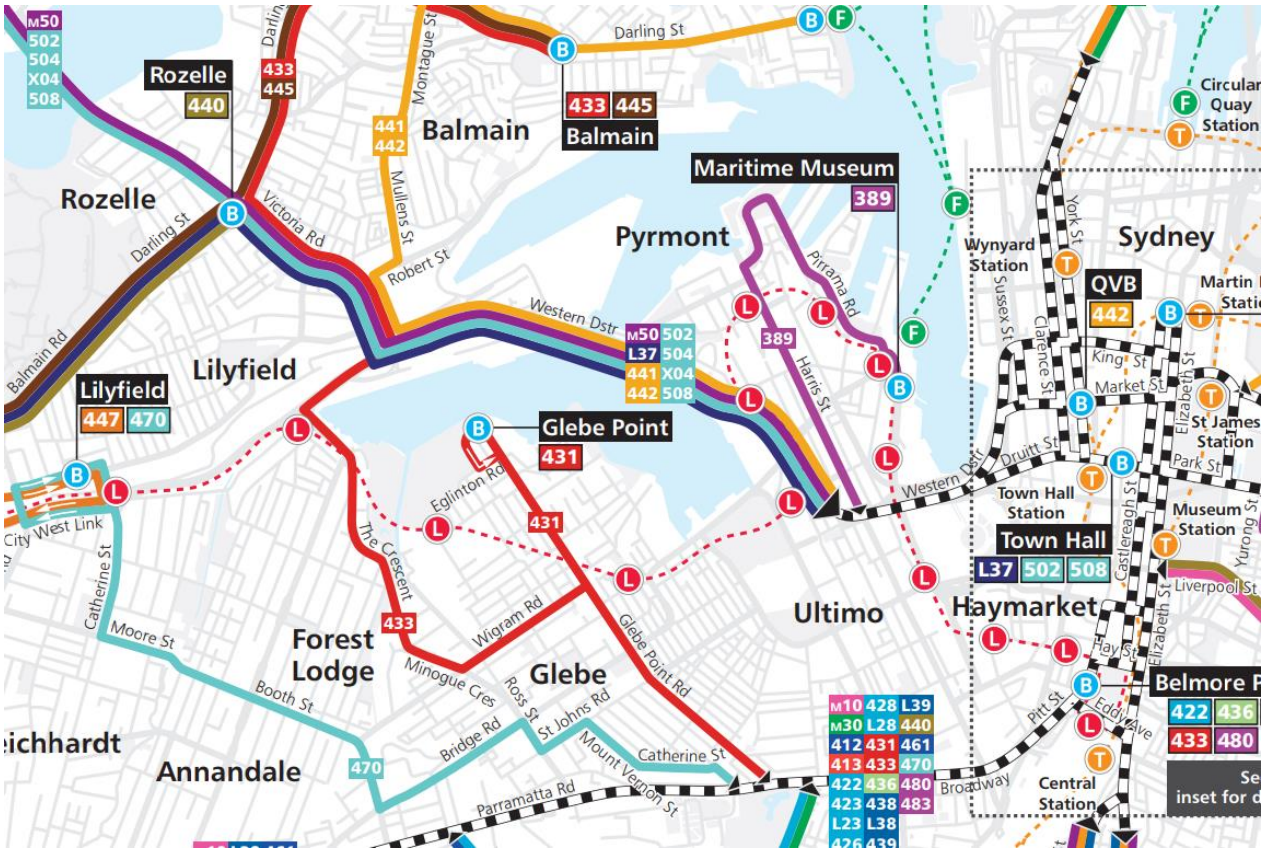

Figure 18 Public transport services in proximity to the Project

Public transport information such as maps and timetables of local bus and light rail services will be provided to Project personnel during site inductions and at all site offices.

8. Strategy elements unrelated to on- and off-street parking changes

8.1. Establishment of on-site parking

Site establishment works at construction sites will involve the construction of car parking areas for light vehicles. There may however be some limited times during construction when some parking spaces will not be permitted due to safety requirements during demolition and other short-term works. During these periods the long term temporary removal of parking will be communicated to all staff and sub-contractors during toolbox talks, and the use of public transport and carpooling will be encouraged.

8.1.1.1. Rozelle civil and tunnel site

Parking at the Rozelle civil and tunnel site will be maximised. Space not required for construction of the Project will be assessed and made available for parking as construction progresses. Whilst the full construction workforce forecast in Section 0 above is not currently mobilised to the Project the Project will seek to maximise spaces in anticipation of peak workforce in early 2021. In addition to the 210 spaces available for worker parking on the site, the Project is aggressively pursuing a

lease on unutilised NSW Ports land adjacent to the Rozelle civil and tunnel site for an additional 500 parking spaces.

Following investigation required by E160, the Project has been able to retain the heritage buildings at 78 and 84 Lilyfield Rd for future community use. This area was indicated for worker parking in the EIS, consequently approximately 30 parking spaces that were dependant on the demolition of these heritage listed buildings will not be available at this location. The other key area shown in the EIS for worker parking, with potential to accommodate approximately 50 spaces, is currently a construction site to treat contaminated material excavated from the Rozelle Rail Yards. At the completion of these works the area will be assessed for parking suitability. Construction on the site is dynamic and changes will present opportunities to provide additional parking.

Following the completion of site establishment, the Rozelle civil and tunnel site will facilitate around 400 car parking spaces. This will be affected by the retention of Cadden Le Messurier (84 Lilyfield Road) and the Former Hotel (78 Lilyfield Road) buildings (with exception of the outhouse). The retention of these buildings removes approximately 30 spaces that would have been utilised for car parking.

The Rozelle civil and tunnel site will be the key construction compound for the Project due to its location to the other ancillary facility sites and the size of the ancillary facility.

8.1.1.2. Victoria Road civil site

Due to spatial constraints, this site will have no parking available within this very small compound, parking will be available on the Rozelle civil and tunnel site which is in close proximity to the Victoria Road civil site. The whole of the compound is subject to construction of a bus bay and pedestrian access ramp. The Rozelle civil and tunnel site offices at 68 Lilyfield Rd are 200m from the Victoria Road civil site. There is 30m that separates the Rozelle civil and tunnel site from the Victoria Road civil site for workers travelling on foot.

8.1.1.3. The Crescent civil site

Due to spatial constraints, this site will have limited parking available within this compound as the entirety of the site is utilised for construction. There is currently capacity for 3 vehicles to park in the construction area. The size of parking stock will vary during each construction stage. There is currently a lease on 20 parking spots at the nearby Super Yacht Marina. This quantity was determined from worker parking requests. The Crescent civil site is adjacent to the Rozelle Bay light rail station and across the road from the Rozelle civil and tunnel site. The area around The Crescent civil site offices cannot be utilised for parking due to restrictions in the Planning Approval. Parking in this location is being sought through a modification to the Planning Approval.

8.1.1.4. Iron Cove Link civil site

The Iron Cove Link civil site currently has capacity for two parking spaces. This varies as the works progress. To ease impacts on on-street parking JHCPB will encourage personnel to utilise public transport options and request they use the parking area adjacent to Manning Street on weekdays which can accommodate approximately 40 cars. JHCPB has confirmed with Inner West Council that workers will be directed not to park at Manning Street on weekends.

8.2. Tools of trade

The sites will also allow for storage areas for workers who require tools of trade. By providing this space, the number of vehicles required to bring these tools to site every day will be minimised.

8.3. Car pooling

Carpooling is strongly encouraged by the Project for providing sustainability and community benefits. Site toolboxes will be utilised to encourage Project personnel on the same shifts to coordinate with personnel comfortable with carpooling from similar locations. Those who demonstrate a commitment to carpooling will be provided with a permit to park on the Rozelle civil

and tunnel site for the day, where capacity allows. This permit will be awarded at the site gates by the security personnel, with the vehicle will be required to have more than 60% occupancy in order to enter the site.

8.4. Utilisation of active transport

JHCPB will encourage the construction workforce to use active methods of transport such as walking and cycling to reduce the usage of private vehicles. Bicycle parking facilities would be provided at each construction site and end-of-trip facilities would be provided within Rozelle civil and tunnel site (C5).

The local area surrounding the Project has a well-established walking and cycling network with dedicated cycle lanes and footpaths in the surrounding local roads, adjoined to shared paths along major arterial roads (Victoria Road and The Crescent). The figure below shows bicycle routes in close proximity to the Project, including:

- The shared path provided along Victoria Road, The Crescent East, The Crescent South, Anzac Bridge, James Craig Road, and
- The on-road cycleway along Lilyfield Road.

JHCPB has procured electric bicycles for staff who attend meetings in the community to further mitigate the Projects impact on street parking.

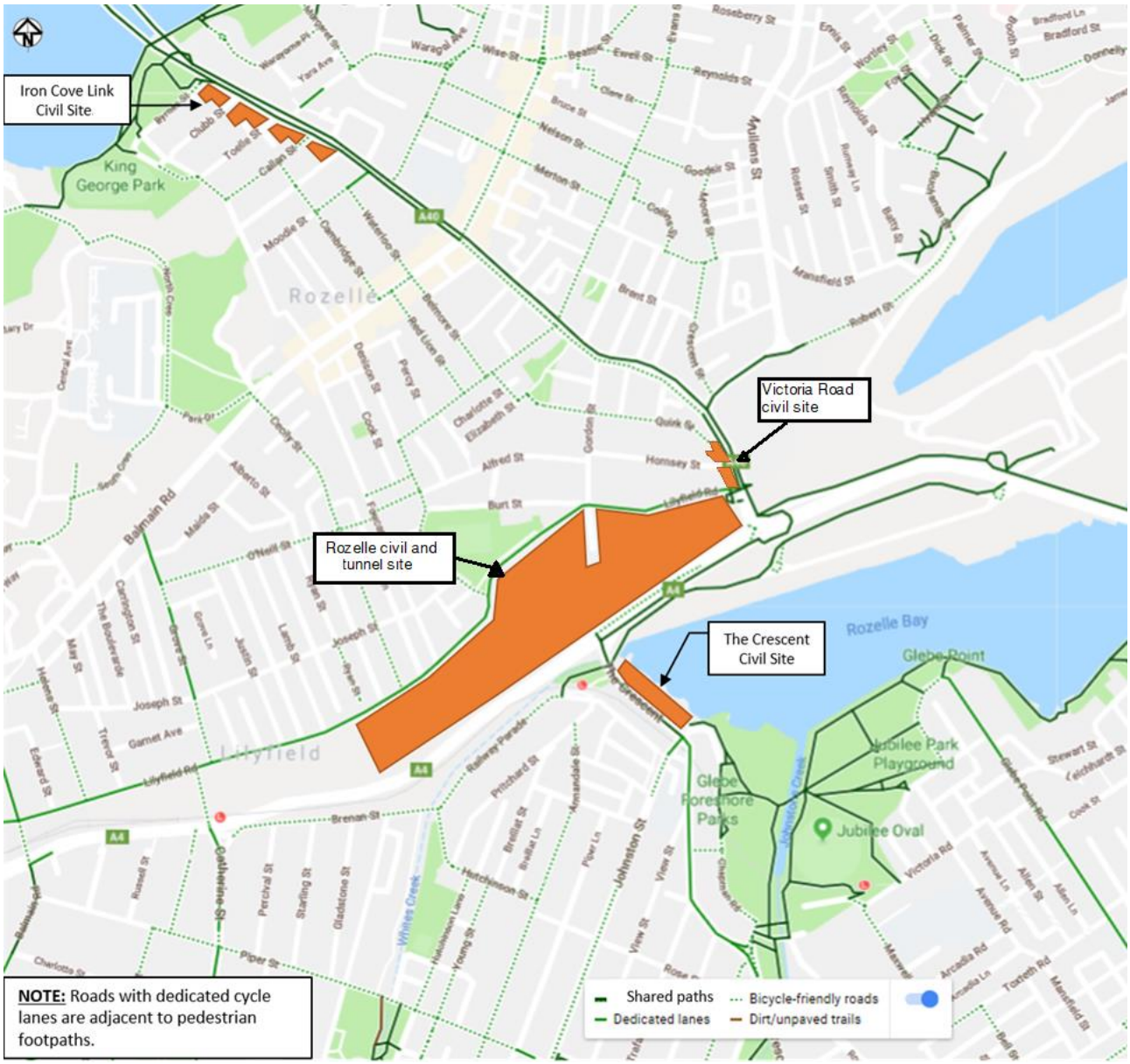

Figure 19 Bicycle routes in close proximity to the Project.

8.5. Communicate parking restrictions to workers

Parking restrictions around construction sites will be communicated to construction workforce personnel through site inductions where they will be supplied with the Project Worker Code of Conduct, toolbox talks, and pre-start meetings as required. In addition, the following rules will be communicated to staff:

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

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

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

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

8.6. Sub-contractor obligations

JHCPB will encourage the construction workforce to use public transport in order to reduce the number of private vehicles travelling to and from the Project. As part of this initiative, sub-contractors will be required to provide employee transport strategies as part of the procurement process.

8.7. Dedicated off-site parking

Satellite car parking has been leased at the closest public car park; the Superyacht Marina, off James Craig Drive, Rozelle.

This satellite parking location is serviced by the Project shuttle bus, connecting it to the Project work areas.

The Satellite parking is a;

- 9 minute walk to The Crescent (C6) site offices
- 10 minute walk to the Victoria Rd (C7) civil site
- 12 minute walk to the Gordon St offices for the Rozelle Rail yard (C5) site

As changes in the surrounding areas occur locations will continue to be investigated for off-streetcar parking opportunities and any successful locations will be included in any subsequent revisions of this Strategy. Project dedicated parking outside the EIS listed ancillary facilities that utilises a site not already zoned to operate as a parking facility may be subject to a modification application to the Planning Approval requiring the Planning Ministers approval.

8.8. Demand Reduction

The Project is basing all personnel not required to be located at the construction sites in offices away from the works area. This provides a demand reduction of approximately 600 design and support services staff from travelling to the construction sites.

9. Monitoring and Reporting

9.1. Monitoring of mitigation measures

Monitoring to assess the effectiveness of this Strategy would be carried out by the Project on local streets where parking has been temporarily removed (as a result of Project construction activities).

Monitoring will involve fortnightly inspections to confirm the following;

1. Parking is removed in a staged manner
2. Where alternative parking arrangements have been provided the arrangement is implemented
3. Site inspections of works which required parking removal to inspect for presence of worker cars
4. Compliance with parking restrictions

In addition to the above monitoring to monitor the impacts of on and off-street parking changes, monitoring will be undertaken to monitor the number of workers parking on local streets. This monitoring will continue for the lesser of;

- 6 months, or
- Implementation of a resident parking scheme, at which point worker parking options in local streets near the Project will be limited.

Monitoring will be undertaken by a monthly survey of workers at the morning pre-start meeting.

9.2. Corrective actions

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

- Project toolbox and pre-start meetings,
- Project alerts,
- Investigation and implementation of alternative methods to reinforce the parking strategy,
- Investigation and implementation of other viable options for staff to use public transport,
- Where the owner of an offending vehicle can be identified, issuing warning notices,
- Reassessment and planning of works to further minimise site vehicles on affected streets, and
- Documenting actions in weekly and monthly internal reports.

9.3. Reporting

A quarterly summary report would be provided to the Inner West Council, TfNSW and DPIE regarding the outcomes of the monitoring undertaken for the preceding quarter.

Details of non-conformances and corrective actions will be summarised.

9.4. Contingency measures

Contingency measures would be dependent upon the issues/non-conformances identified during monitoring, and the effectiveness of corrective actions implemented, as per Sections 9.1 and 9.2, respectively.

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

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

9.5. Update and amendment of this Strategy

Any revisions to this Strategy will be in accordance with the process outlined in Section 3.13 of the CEMP and as required, be provided to TfNSW, the Environmental Representative and other relevant stakeholders for review and comment and forwarded to the Secretary of DPIE for approval.

A copy of the updated Strategy and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure (refer to Section 3.13 of the CEMP).

Annexure A Other Conditions of Approval and Revised Environmental Management Measures Relevant to this Plan

Table 23 Other Conditions of Approval relevant to the development of this Strategy.

CoA No.	Requirement	Where addressed
E43	During construction, where bus stops are required to be temporarily closed or relocated, such closure must not occur until relocated bus stops are functioning, have similar capacity and are relocated within a 400 metre walking distance of the existing bus stop. Closures and relocation of bus stops during construction must be undertaken in consultation with Transport for NSW and relevant council(s). Wayfinding signage must be provided directing commuters to adjacent or relocated bus stops. Footpaths must be provided to any relocated bus stops such that accessibility standards are met.	TTAMP Section 5.8
E44	Prior to the commencement of operation of the CSSI, all bus stops temporarily closed or relocated must be reinstated in a manner that provides equal or improved capacity and accessibility (including footpaths) in consultation with Transport for NSW and relevant council(s).	TTAMP Section 5.8
E52	Construction vehicles (including staff vehicles) associated with the CSSI must be managed to: (a) minimise parking on public roads; (b) minimise idling and queuing on public roads; and (c) ensure spoil haulage vehicles must adhere to the nominated haulage routes identified in the Traffic and Transport CEMP.	This strategy and the TTAMP
E56	An independent Road Safety Audit(s) is to be undertaken by an appropriately qualified and experienced person during detailed design to assess the safety performance of new or modified local road, parking, pedestrian and cycle infrastructure provided as part of the CSSI (including ancillary facilities) to ensure that they meet the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management. Audit findings and recommendations must be actioned prior to construction of the relevant infrastructure and must be made available to the Secretary on request.	Section 6.4.1 of the TTAMP

Annexure B Parking Survey Data Summary

Annexure C On-street Parking Removal within the Project Footprint (not assessed within this CPAS)

Table 24 Summary of on-street parking removal (not subject to approval within this CPAS)

Location	Construction activity	Temporary (long term) or permanent loss	Indicative Duration	Existing available parking (both sides)	Existing parking occupancy*	Parking Type	Indicative number of parking spaces to be removed
Gordon Street South (South of Lilyfield Road, Rozelle)	Closure of Gordon Street for site establishment and construction works and for the operation of the project.	Permanent	From July 2019	19	55%	Unrestricted Parking	14
Hornsey Street (Rozelle)	Closure of Hornsey Street at the intersection of Victoria Road. Hornsey Street will be permanently closed for construction works and the future realignment of Victoria Road.	Permanent	From November 2019	68	76%	2 hour Parking (8am-6pm Mon-Fri)	3
Quirk Street (Rozelle)	Utility works across the intersection of Quirk Street and Victoria Road would require long term temporary parking removal.	Temporary	From February 2020	95	56%	2 hour Parking (8am-6pm Mon-Fri)	2
Lilyfield Road (Victoria Road to Gordon Street, Rozelle)	Northern side - Permanent removal of this car space is for demolition works and deliveries required throughout construction. After construction, a bus stop will operate in this zone resulting in the permanent removal of this car space.	Permanent	From August 2019	79	73%	2 hour Parking (8am-6pm Mon-Fri)	1
	Northern side – Long term temporary removal of this car space for utility works and other construction works; this space will be temporarily removed for the duration of the construction works.	Temporary	August 2019 – August 2023				5
	Southern side - Long term temporary removal of these car spaces for the western temporary diversion works, these spaces will be temporarily removed for the duration of the construction works.	Temporary	Jan 2020 – August 2023				4

Location	Construction activity	Temporary (long term) or permanent loss	Indicative Duration	Existing available parking (both sides)	Existing parking occupancy*	Parking Type	Indicative number of parking spaces to be removed
Lilyfield Road Southern side (Denison Street to Cecily Street, Rozelle)	Works involving the existing substation will require the removal of these car spaces for the duration of construction.	Temporary	July 2019 – August 2023	66	23%	No Parking (7am-7pm vehicles under 4.5t GVM Excepted)	8
Chapman Rd (adjacent to The Crescent / Johnston St intersection)	Car spaces will be permanently removed for construction and operation of the realigned Chapman Rd / The Crescent / Johnston St intersection.	Permanent	From November 2019	44	47%	2P (8am-6pm M-F)	7
Clubb Street (Iron Cove)	Closure of Clubb Street at the intersection with Victoria Road from early 2019. This will be permanently closed, and a cul-de-sac established to accommodate the revised alignment of Victoria Road. This is also required for the site establishment works.	Permanent	From July 2019	46	65%	Unrestricted Parking	11
Moodie Street south (Iron Cove)	The long term temporary removal of car parking spaces to allow for utility works to occur.	Temporary	From January 2020	47	71%	Unrestricted Parking 2P (8am-10pm)	9
Toelle Street (Iron Cove)	The permanent removal of car spaces to allow for construction vehicles to enter and exit the site for site establishment, construction works and the future realignment of Victoria Road.	Permanent	From July 2019	50	59%	Unrestricted Parking	9
Callan Street between McCleer Street and Victoria Road (Iron Cove)	The permanent removal of car spaces to allow for construction vehicles to enter and exit the site for site establishment, construction works and the future realignment of Victoria Road.	Permanent	From July 2019	16	43%	Unrestricted Parking	3
Byrnes Street (Iron Cove)	The cul-de-sac in Byrnes Street will permanently be made shorter to	Permanent	From July 2019	31	64%	Unrestricted Parking	4

Location	Construction activity	Temporary (long term) or permanent loss	Indicative Duration	Existing available parking (both sides)	Existing parking occupancy*	Parking Type	Indicative number of parking spaces to be removed
	accommodate the revised alignment of Victoria Road. This is also required for the site establishment works.						
Johnston Street (Annandale)	The long term temporary removal of car parking spaces to allow for the establishment of a temporary bus stop.	Temporary	From November 2020 – June 2021	243	57%	Unrestricted Parking	5
						Total:	85

Gordon Street (South of Lilyfield Road, Rozelle)

While undertaking the site establishment works, unrestricted parking along Gordon Street (south of Lilyfield Road) located within the Project footprint will be permanently removed to enable the Project works (refer to the figure below). This will include the removal of:

- 19 x permanent car spaces within the Project footprint.

The car spaces located within the Project footprint are not subject to CPAS approval.

Figure 20 Gordon Street (south of Lilyfield Road) parking spaces to be removed

Hornsey Street (Rozelle)

While undertaking the site establishment works, restricted parking along Hornsey Street will be permanently and temporarily removed to enable the Project works (refer to Figure 6). This will include the removal of:

- Long term temporary, intermittent removal of 2 car spaces outside the Project footprint (refer Section 4.3.1),
- Permanent removal of 3 car spaces within the Project footprint.

The car spaces located within the Project footprint are not subject to CPAS approval.

Lilyfield Road Southern side (Victoria Road to Gordon Street, Rozelle)

While undertaking the site establishment works, some restricted parking along Lilyfield Road will be temporarily and/or permanently removed to enable Project works (refer to Figure 21). This will include the removal of:

- Long term temporary removal of 9 car spaces within the Project footprint,
- Permanent removal of 1 car space within the Project footprint.

The car spaces located within the Project footprint are not subject to CPAS approval.

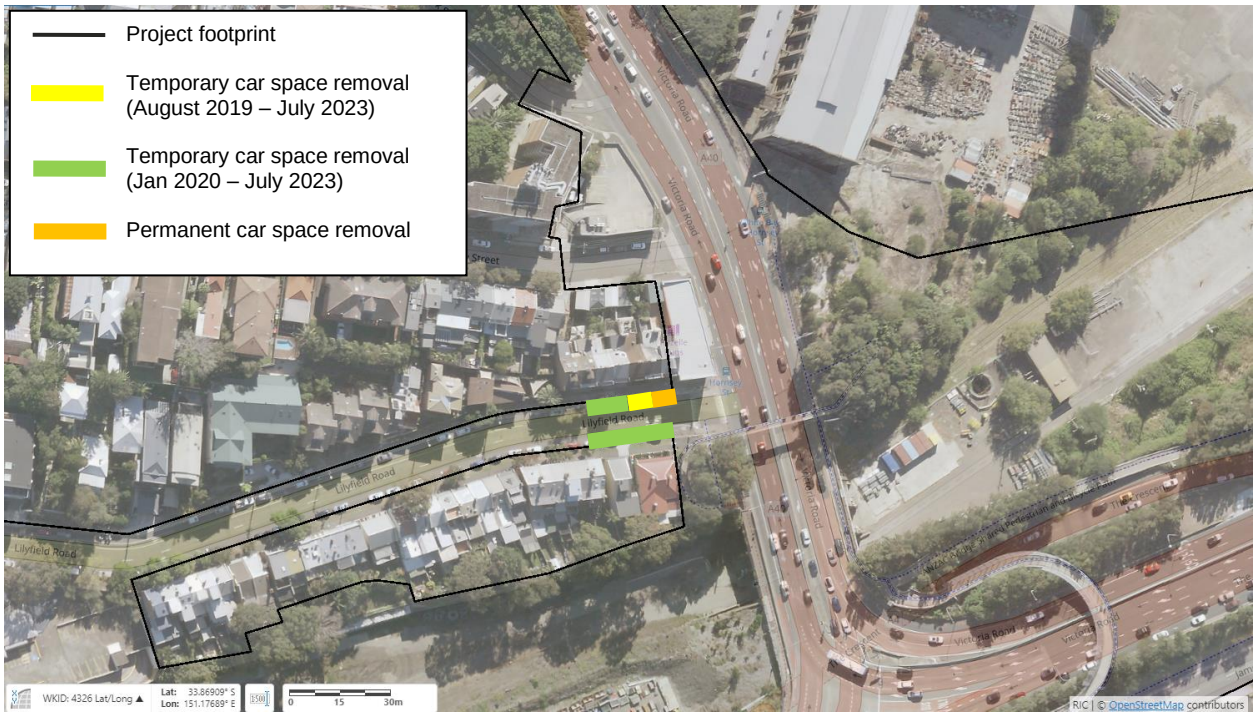

Figure 21 Lilyfield Road (Victoria Road to Gordon Street) parking spaces to be removed

Clubb Street (Iron Cove)

While undertaking the site establishment works, unrestricted parking along Clubb Street will be permanently and temporarily removed to accommodate the revised alignment of Victoria Road (refer to Figure 8). This will include the removal of:

- Long term temporary removal of 2 car spaces outside the Project footprint (refer to Section 4.3.2),
- Long term temporary removal of 6 car spaces outside the Project footprint (refer to Section 4.3.2),
- Permanent removal of 11 car spaces within the Project footprint.

The car spaces located within the Project footprint are not subject to CPAS approval.

Toelle Street (Iron Cove)

While undertaking site establishment and construction works, unrestricted parking along Toelle Street will be temporarily and permanently removed to enable the project works (refer to Figure 9). This will include the removal of:

- Long term temporary removal of 5 car spaces outside the Project footprint (refer to Section 4.3.3),
- Permanent removal of 9 car spaces within the Project footprint.

The car spaces located within the Project footprint are not subject to CPAS approval.

Callan Street (Iron Cove)

While undertaking site establishment and construction works, unrestricted parking along Callan Street (between McCleer Street and Victoria Road) will be permanently and temporarily removed to enable the Project works (refer to Figure 10). This will include the removal of:

- Long term temporary removal of 3 car spaces outside the Project footprint,
- Permanent removal of 2 car spaces outside the Project footprint,
- Permanent removal of 3 car spaces within the Project footprint.

The car spaces located within the Project footprint are not subject to CPAS approval.

Denison Street to Cecily Street, Rozelle

While undertaking the site establishment works, restricted parking along Lilyfield Road will be temporarily removed to enable the Project works (refer to Figure 22). This will include the removal of:

- Long term temporary removal of 8 car spaces inside the Project footprint (refer to Appendix C).

The car spaces located within the Project footprint are not subject to CPAS approval.

Figure 22 Lilyfield Road (Denison Street to Cecily Street) parking spaces to be removed

Chapman St, Annandale

To allow for the new alignment of the Crescent to the East, restricted parking along Chapman Street will be permanently removed to enable the Project works. This will include the permanent removal of 7 permanent car spaces within the Project footprint (refer to Annexure C).

This street has a 47% occupancy based on the 7-Day average results from the parking survey. The results from the parking survey also show that approximately 20 of the 44 car spaces available on Chapman Street are currently occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 0 of this strategy to further reduce the impact.

Figure 23 Location of Chapman Street (The Crescent) parking spaces to be removed

Moodie Street, Rozelle

While undertaking utility works, restricted parking along Moodie Street (south) will be temporarily removed to enable the Project works (refer to Figure 24). This will include the long term temporary removal of 9 car spaces within the Project footprint (refer to Annexure C).

This street has a 71% occupancy based on the 7-Day average results from the Parking Survey. The survey also identified that approximately 33 of the 47 car spaces available on Moodie Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 6.1.3 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in Figure 24.

Figure 24 Location of Moodie Street (Iron Cove) parking spaces to be removed

Johnston Street, Annandale

To allow for the construction of the new road alignment around the Crescent civil site, a temporary bus stop will need to be established in the area marked in yellow in Figure 25 below. This will include the long-term temporary removal of 5 car spaces within the Project footprint between the hours of 3:30pm and 4:30pm, Monday to Friday.

This street has a 57% occupancy based on the 7-Day average results from the parking survey. The results from the parking survey also show that approximately 139 of the 243 car spaces available on Johnston Street are currently occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 6 of this strategy to further reduce the impact.

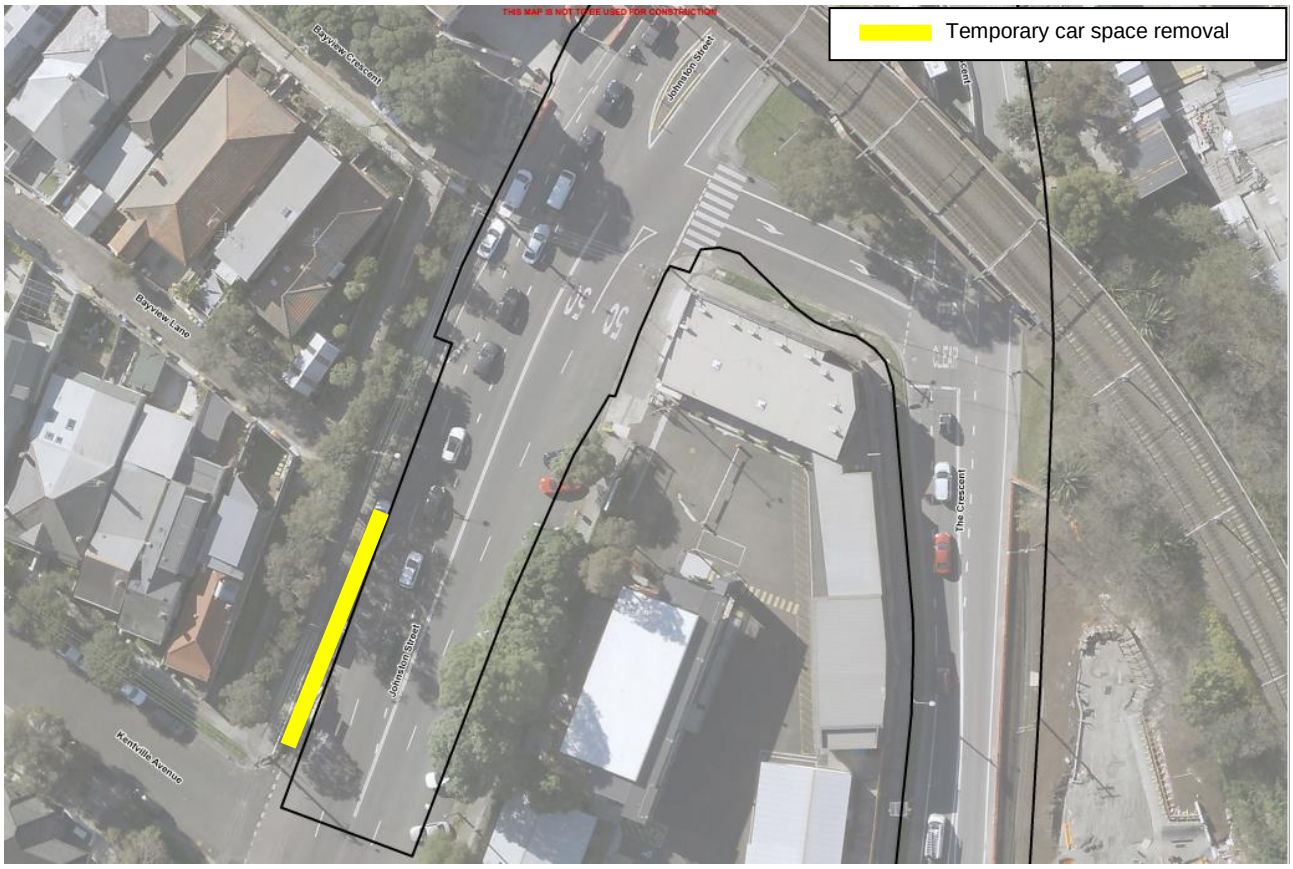

Figure 25 Location of Johnston Street parking spaces to be removed

Annexure D Summary of consultation

Area	Consultation type	Date	Key issues raised	Where addressed
Iron Cove	Community consultation sessions	28 May 2019 23 November 2019 15 May 2020	• Residents would like resident parking scheme. • Request for parking removal on Manning Street due to difficulty turning into/out of Callan Street.	• Section 3.3.4 • Section 4
	Letterbox drops / E-Updates (emails)	2 July 2019 25 July 2019 November 2019 December 2019 January 2020 17 June 2020	• Residents would like parking scheme. • Concern over lack of parking. • Request for parking removal on Manning Street due to difficulty turning into/out of Callan Street.	• Section 3.3.4 • Section 4 • Section 6
	Body Corporate and Strata briefings	24 October 2019 20 December 2019	• Nil.	• N/A
	Community information centre	Ongoing	• Residents would like parking scheme. • Concern over lack of parking.	• Section 3.3.4 • Section 6
	Briefing with MP for Balmain	15 July 2019	• Duration of temporary removal. • Timing of removal.	• Section 4 • Section 6
	School briefings	7 February 2020	• Nil.	• N/A
Rozelle	Community consultation sessions	13 November 2019 23 November 2019	• Residents would like parking scheme. • Concern over lack of parking.	• Section 3.3.4 • Section 6
	Letterbox drops	2 July 2019	• Nil.	• Nil.

Area	Consultation type	Date	Key issues raised	Where addressed
		November 2019 January 2020		
	Briefing with MP for Balmain	15 July 2019	• Duration of temporary removal. • Timing of removal.	• Section 4 • Section 6
	Community information centre	Ongoing	• Residents would like parking scheme. • Concern over lack of parking.	• Section 3.3.4 • Section 6
Annandale	Community consultation sessions	23 November 2019 26 November 2019	• Multiple residents have access to driveways, so no feedback. • General lack of parking in area (without Project).	• Section 4 • Section 6 • Section 6.2
	Doorknocks	16 – 18 December 2019	• Multiple residents have access to driveways, so no feedback. • Residents concerned over lack of parking. • Replacement parking. • General lack of parking in area (without Project).	• Section 4 • Section 6 • Section 6.2
	Letterbox drops	November 2019 January 2020 April 2020	• Nil.	N/A
	Briefing with MP for Balmain	15 July 2019	• Duration of temporary removal. • Timing of removal.	• Section 4 • Section 6

Area	Consultation type	Date	Key issues raised	Where addressed
	Community information centre	Ongoing	• Residents would like parking scheme. • Concern over general lack of parking.	• Section 3.3.4 • Section 6
Lilyfield	Community consultation sessions	23 November 2019	• Concern over general lack of parking. • Mitigation measures in place to assist residents?	• Section 3.3.4 • Section 6
	Letterbox drops	November 2019 January 2020	Nil.	N/A
	Briefing with MP for Balmain	15 July 2019	• Duration of temporary removal. • Timing of removal.	• Section 4 • Section 6
	Community information centre	Ongoing	• Residents would like parking scheme. • Concern over lack of parking.	• Section 3.3.4 • Section 6