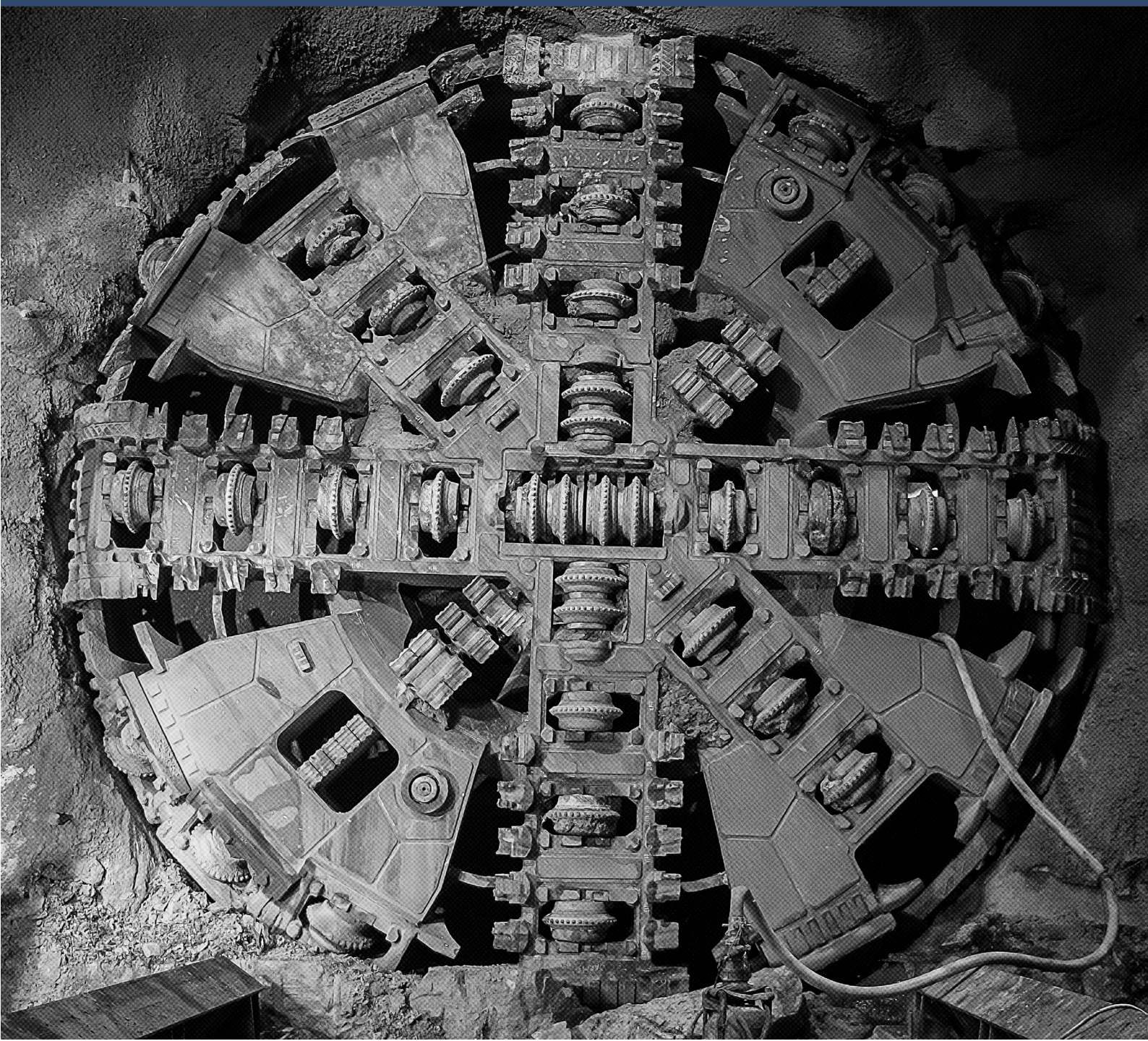
EASTERN TUNNELLING PACKAGE
John Holland CPB Contractors Ghella JV

Construction Parking and Access Strategy (Stage 1)

Pyrmont & Hunter Street Worksites

Rev 02



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Pyrmont & Hunter Street Worksites

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Document approval

Rev	Date	Prepared by	Reviewed by	Comments	Approved by
00	16.01.23	D.Lee	W.Johnson		N.Bryant
01	20.02.23	S.Chhoun	D.Lee	Updated to address Rev00 comments	N.Bryant
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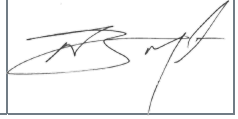
Signature:					

Compliance

Table 1: Compliance matrix

ID	Requirement	Reference
Infrastructure Approval Conditions		
D77	All vehicles associated with the CSSI (including light vehicles and heavy vehicles) must be managed to:	
(a)	minimise parking on public roads;	Section 6.1Minimise parking on public roads
(b)	minimise idling and queueing on state and regional roads	Section 6.2, Section 6.5
(c)	not carry out marshalling of construction vehicles near sensitive land user(s)	Section 6.5
(d)	not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided; and	Section 9.2, Section 9.3
(e)	ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	Section 6.4
D78	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 Construction Parking and Access Strategy must include, but not necessarily be limited to:	This strategy has been prepared in accordance with this condition and describes how JCG JV will mitigate impacts resulting from on-and off-street parking changes.
(a)	achieving the requirements of Condition D77 above	Refer to the above compliance assessment of Condition D77
(b)	confirmation and timing of the removal of on and off-street parking associated with construction of the CSSI	Section 4.1, Section 4.2
(c)	parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events	Section 5.1
(d)	consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction	Section 1.3
(e)	assessment of the impacts to on and off-street parking stock taking into consideration, outcomes of consultation with affected stakeholders and considering the impacts of other major projects in the locality and special events	Section 3, Section 4.1, Section 4.2
(f)	identification of practicable 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 4.1 Section 1.3
(g)	mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures	Section 7

(h)	details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites	This requirement will be addressed in the Stage 2 CPAS
(i)	provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	Section 8
(j)	provision of reporting of monitoring results to the Planning Secretary and relevant Councils at six (6) monthly intervals.	Section 7.3
D83	The Proponent must maintain emergency vehicle access, in consultation with TfNSW, relevant Councils and emergency services at all times throughout the CSSI. Measures must be outlined in the Construction Parking and Access Strategy required under Condition D78 above.	Section 9.5
Revised Environmental Management Measures		
TT10	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities.	Section 1.3.4
TT11	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by:	-
(a)	Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety	Section 6.4
(b)	Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers	Section 9.1
(c)	Providing community education and awareness about sharing the road safely with heavy vehicles	Section 9.2
(d)	Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking	Section 6.7
(e)	Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.	Section 6.4
TT15	Where existing cyclist facilities (e.g. bicycle parking) would be temporarily unavailable to facilitate construction activities, suitable replacement facilities would be provided for this duration.	Section 9.3

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Acronyms

Table 2: Acronyms

Acronym	Definition
CJP	Customer Journey Planning
CoA	Condition of Approvals
CPAS	Construction Parking and Access Strategy
CTMF	Construction Traffic Management Framework
CTMP	Construction Traffic Management Plan
CSSI	Critical State Significant Infrastructure
DPE	Department of Planning and Environment
EIS	Environmental Impact Assessment
ETP Works	Eastern Tunnelling Package Works
JCG JV	John Holland, CPB Contractors and Ghella Joint Venture
PMP	Pedestrian Movement Plan
REMMs	Revised Environmental Management Measures
TCaWS	Traffic Control at Work Site
TCG	Traffic Control Group
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
The Project	Eastern Tunnelling Package Works
TTLG	Traffic and Transport Liaison Group
VMP	Vehicle Movement Plan
VMS	Variable Message Sign

Part A: Overview

1. Introduction

1.1. Purpose

This Construction Parking and Access Strategy (Stage 1) (CPAS) is applicable to the construction of the Sydney Metro West - Eastern Tunnelling Package (ETP Works or the Project). This CPAS describes how John Holland CPB Ghella Joint Venture (JCG) will identify and mitigate impacts resulting from on and off-street parking changes during construction of the Project.

This CPAS has been prepared to address the requirements of the:

- State Significant Infrastructure (SSI) 19238057 Infrastructure Approval (dated 24 August 2022) and relevant conditions of the Sydney Metro West Concept Schedule 2 of SSI 10038 Infrastructure Approval (dated 11 March 2021) (Infrastructure Approvals)
- Sydney Metro West – Stage 2 – Phasing Report
- Sydney Metro Construction Traffic Management Framework Version 4.1 (CTMF)
- Environmental Impact Statement (EIS) and the Submissions Report, including the Revised Environmental Mitigation Measures (REMMs)
- Contractual requirements including the ETP Deed and General and Particular Specifications
- Applicable legislation.

1.2. Scope

The scope of this Stage 1 CPAS is limited to the following worksites:

- Pyrmont East Construction Site
- Pyrmont West Construction Site
- Hunter Street East Construction Site
- Hunter Street West Construction Site.

The Stage 2 CPAS will be prepared for The Bays Worksite, following the completion of the associated parking surveys.

1.3. Consultation

Consultation with community, relevant government departments, local businesses and relevant stakeholders including City of Sydney, Inner West Council, have been conducted via meetings to discuss the proposed parking removal and the general parking management strategies.

Relocation of taxi ranks would be carried out in consultation with Transport for NSW, the relevant local council and NSW Taxi Council. Wayfinding and customer information would be provided to notify customers of relocated taxi ranks.

JCG JV have scheduled consultation with stakeholders within a 50m radius from each of the proposed parking removal locations. Table 3 and Table 4 below details properties to be consulted for the respective area. The tables will be updated with the outcome of consultation once completed.

Ongoing consultation with stakeholders will occur via email and phone calls for the duration of the Project.

Table 3 - Pyrmont Parking Removal Consultation

Address	Outcome of Consultation
Pyrmont East	
102 Pyrmont Street/69-71 Edward Street	General consultation about driveway locations (east and west) – meeting held 14 February 2023
104 Pyrmont Street (Sebel)	General consultation about driveway locations (east and west) – meeting held 15 February 2023.
63 Edward Street	Resident was made aware of parking change via doorknock and had no issues as they have private parking in building (21/02/23)

65 Edward Street	Tenant made aware of changes via phone call (22/02/23)
67 Edward Street	Resident made aware of changes via doorknock (21/02/23)
29 Union Street	VM left (22/02/23, 24/02/23)
Pyrmont West	
127 Pyrmont Street	General consultation around driveway locations (west) - meeting held 25 January 2023
125 Pyrmont Street	General consultation about driveway locations (west) - meeting held 17 January 2023
123 Pyrmont Street	Resident made aware of changes via phone call (22/02/23)
121 Pyrmont Street	SWMY card left at address (21/02/23), (14/03/23)
119 Pyrmont Street	VM left (22/02/23, 24/02/23), SWMY card left at address (14/03/23)
117 Pyrmont Street	Resident made aware of changes via phone call (22/02/23)
115 Pyrmont Street	Resident made aware of changes via phone call (22/02/23)
113 Pyrmont Street	VM left (22/02/23), Resident made aware of changes via phone call (24/02/23)
111 Pyrmont Street	Phone no. disconnected (22/02/23), SWMY card left at address (14/03/23)
109 Pyrmont Street	VM left (22/02/23, 24/02/23), SWMY card left at address (14/03/23)
107 Pyrmont Street	Resident made aware of changes via doorknock (21/02/23)
105 Pyrmont Street	SWMY card left at address (21/02/23), (14/3/23)
103 Pyrmont Street	SWMY card left at address (21/02/23), (14/3/23)

Table 4 - Hunter St Parking Removal Consultation

Address	Outcome of Consultation
Hunter East	
1 Castlereagh St	General consultation and project overview
30-39 Hunter St	General consultation and provided specific information about parking and traffic changes
68 Pitt St	General consultation and project overview
Raddison	General consultation and provided specific information about parking and traffic changes
70 Pitt St	No consultation as of yet
72 Pitt St	No consultation as of yet
74 Pitt St	No consultation as of yet
Hunter West	
A by Adina	General consultation and provided specific information about parking and traffic changes
20 Hunter St	General consultation and provided specific information about parking and traffic changes
NSW Sports Club	Consultation meeting booked in for the coming weeks
Tank Stream	Consultation meeting booked in for the coming weeks
Grand Hotel	General consultation and provided specific information about parking and traffic changes
Milligan Group	Consultation meeting booked in for the coming weeks
16-28 Hunter St	Same as 20 Hunter St
97-99 Pitt St	Same as Tank Stream
30-32 Hunter St	Same as Tank Stream
10-14 Hunter St	Same as A by Adina

19-21 Hunter St	Acquired by Milligan Group
15-17 Hunter St	Acquired by Milligan Group
23 Hunter St	Acquired by Milligan Group
103-105 Pitt St	Acquired by Milligan Group
107 Pitt St	Acquired by Milligan Group

1.3.1. Traffic and Transport Liaison Group Meetings

The Traffic and Transport Liaison Group (TTLG) has been established by Sydney Metro for the Project. The TTLG meeting is held once per month. During the meeting, issues relating to traffic and transport, including parking arrangements, may be raised and potential management measures are discussed.

1.3.2. Traffic Control Group Meetings

The Traffic Control Group (TCG) has been established by Sydney Metro for the Project. The TCG meeting is held fortnightly. During the TCG meeting, technical discussions about the proposed work methodologies, traffic management plans, current site operations, and any changes required to facilitate traffic and / or pedestrian and / or cyclist movements are undertaken.

1.3.3. Community consultation

JCG JV acknowledges the community concerns in regard to the impacts on the on-street parking availability surrounding the Project. Changes to the parking arrangements resulted from the proposed works will be communicated to affected stakeholders, including residents and business owners. Methods of communication with relevant stakeholders include:

- Letterbox drops regarding permanent / long-term temporary parking removal and construction updates
- Door-knock notifications
- Community information sessions to inform the overview of the proposed works, the impacts and raise awareness on how to share the roads safely with construction vehicles.
- Email updates and provision of information on the Project website
- Variable Message Signage (VMS) and static signage.

1.3.4. Consultation with councils

Ongoing consultations will be undertaken with City of Sydney and Inner West councils to discuss the associated parking impacts resulted from the proposed works.

Council representatives are included in TTLG and TCG meetings to discuss the associated parking impacts and how the impacts can be mitigated and managed.

JCGJV will work with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes.

2. Project overview

2.1. Background

Sydney Metro West is a new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD via stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD).

The planning process for Sydney Metro West was assessed as a staged infrastructure application under section 5.20 of the *Environment Planning and Assessment Act 1979* (EP&A Act).

Stage 1 of the development, the Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (SSI-10038 Schedule 2), was approved on 11 March 2021 and includes:

- Construction of new passenger rail infrastructure between Westmead and The Bays, including:
  - Tunnels, stations (including surrounding areas) and associated rail facilities
  - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure, including stations and surrounding areas
- Ancillary development.

Stage 2 of the planning approval process, the ETP Works, includes all major civil construction work including station excavation (Pyrmont Station and Hunter Street Station (Sydney CBD) and tunnelling between The Bays and Sydney CBD (Figure 1).

It is noted that the existing Sydney Metro West precast facility at Eastern Creek will be utilised in the delivery of the ETP Works. The facility, which was assessed by Sydney Metro in a Review of Environmental Factors (REF) and approved on 11 March 2021, is outside of the scope of this CPAS.

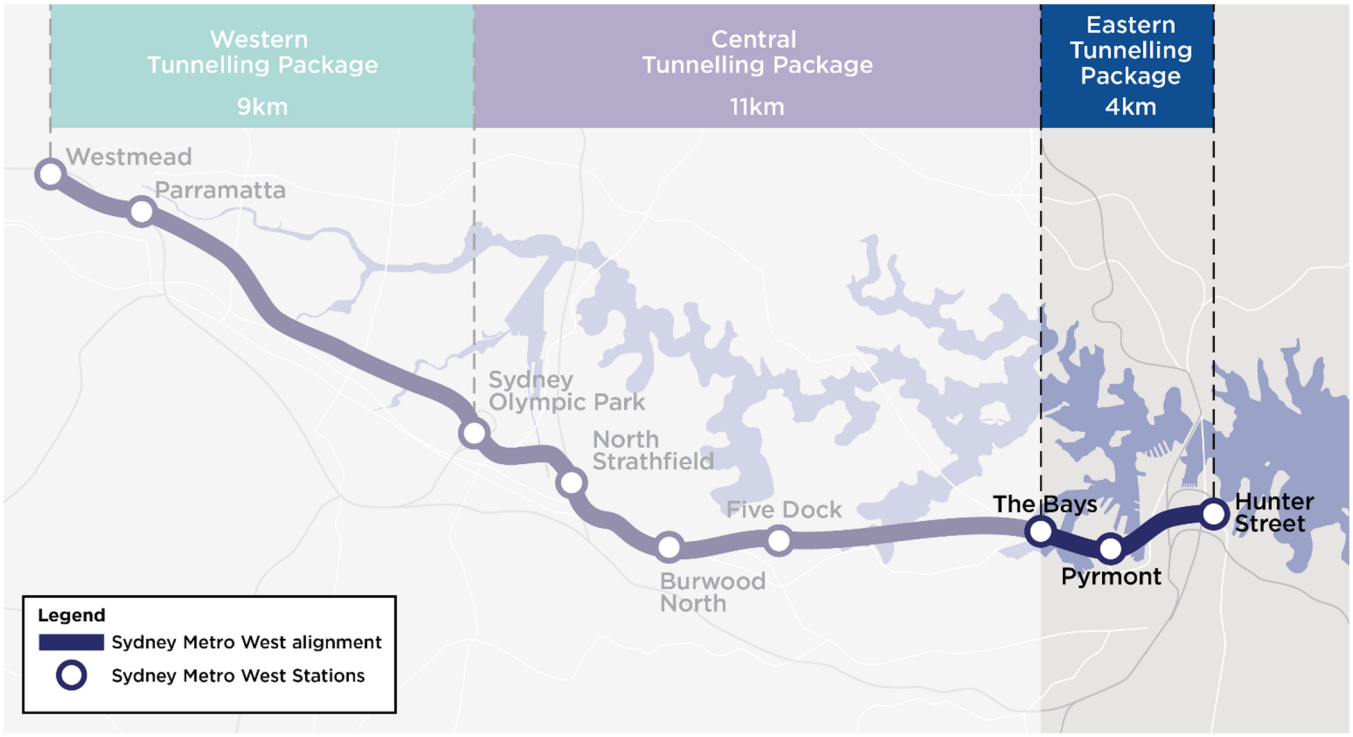


Figure 1: Overview of the Sydney Metro West between The Bays and Sydney CBD (Source: EIS)

2.2. Project scope

The ETP Works (construction) involves the delivery of:

- Enabling works such as demolition, utility supply to construction sites, utility adjustments and modifications to the existing transport network
- Mined crossover cavern construction

- 4.2 km of TBM tunnel excavation, 650m of mined tunnels and 7 cross passage excavation, from The Bays to Sydney CBD
- Excavation for two new underground metro stations at Pyrmont and Hunter Street
- Construction of a turnback, crossover tunnels and caverns at the eastern end of the tunnel section
- A concrete segment facility for use during construction located at Eastern Creek (outside of the scope of this Sub-plan).

2.3. Project phasing

Reflecting the outcomes of a detailed environmental risk assessment, the ETP Works will be delivered through a phased approach. This approach, detailed in the Phasing Report, includes Low Impact Works as defined under the SSI 19238057 Infrastructure Approval and the activity-based phases for construction (Table 5). Additional details on the phasing of construction activities at each worksite is provided in Table 6.

Table 5: Overview of ETP Works phasing

Phase	Description	Indicative timing	Environmental documentation	Consultation and approvals
Low Impact Works	Activities defined as Low Impact Works under SSI 19238057 Infrastructure Approval, including survey work, investigations, utility relocations, installation of environmental controls and initial demolition works	Project award to May 2023	▪ Low Impact Works Plan ▪ Low Impact Works DNVIS	▪ ER endorsement
Preliminary Works	Including works within the existing Hunter Street East acoustic shed, and critical enabling works which are required to be conducted outside of standard hours	March to May 2023	▪ Preliminary CEMP ▪ Environmental Procedures ▪ Hunter Street East acoustic shed works DNVIS ▪ Project-wide Out of Hours Works DNVIS	▪ Stakeholder consultation ▪ ER endorsement
Tunnelling, Excavation and Associated Works (addressed in this Sub-plan)	Including the Preliminary Works (not completed prior to approval of the final CEMP), demolition of existing industrial premises, site establishment, piling and shaft excavation, tunnelling, and decommissioning	May 2023 onward	▪ CEMP ▪ Sub-plans ▪ Environmental Procedures ▪ DNVISs (TBA)	▪ Stakeholder consultation ▪ ER endorsement ▪ DPE approval (as determined by the Phasing Report)

Table 6: Overview of ETP Works by worksite and work phase

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Final CEMP
Project wide design survey and investigations	▪ N/A	▪ Survey control, instrumentation and monitoring including installation of benchmarks and installation of optical survey targets ▪ Geotechnical drilling (locations to be confirmed in Environmental Control Maps)	▪ Survey control, instrumentation and monitoring including installation of extensometers and piezometers (outside of standard construction hours) ▪ Geotechnical drilling (OOHW)	▪ N/A
The Bays	▪ Existing Central Tunnelling Package (CTP) Worksite ▪ Existing shaft (30 metres in depth) ▪ Existing high voltage construction power supply conduits ▪ Existing temporary buildings	▪ Installation of environmental controls ▪ Use of existing offices and amenities for start-up ▪ Secure site ▪ Establishment of pedestrian bridge over site access road	▪ N/A	▪ Establishment of additional temporary offices amenities and car parking ▪ Establish high voltage power supply and water supply from existing Central Tunnelling Package substation (including trenching) ▪ Nozzle enlargements and TBM launch stub tunnels ▪ TBM assembly, launch and tunnelling support works from an existing shaft ▪ Cross passage construction ▪ Segment storage, temporary Water Treatment Plant (WTP) and Slurry Treatment Plant (STP) ▪ Principal spoil handling facility for ETP Works
Pyrmont West	▪ Existing buildings: – 26-32 Pyrmont Bridge Road, Pyrmont (five stories including two basement levels)	▪ Establish portable amenities ▪ Initial demolition works including: – Hazmat investigation and structural investigation – Establishment of site security and hoardings – Establishment of truck access	▪ Utility adjustment works, including: – Appropriately 20m of trenching in the northern footpath of Pyrmont Bridge Road (day shift)	▪ Establish site including new construction access driveways, site hoardings, instrumentation and monitoring ▪ Utility works, including establishment of temporary construction services,

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Final CEMP
		– Demolition work (soft strip only) ▪ Five archaeological test trenches and, if triggered, salvage excavations ▪ Prepare archival recordings (subject to access)	– Approximately 50m of trenching in Paternoster Row (day shift) – Removal of overhead cabling from the northern footpath of Pyrmont Bridge Road (one OOHW shift) ▪ Adjustment of property utility connections	investigation and protection of existing assets, and decommissioning of redundant assets (including trenching) ▪ Demolition of existing buildings ▪ Archaeological monitoring during basement slab removal and investigations (if required) ▪ Establishment and use of temporary offices and amenities ▪ Excavation of temporary shaft within the station shaft footprint ▪ Installation of acoustic shed with gantry crane and steel bridging deck for excavation of station shaft, pedestrian and service adits and spoil handling for cross over cavern ▪ Permanent concrete lining of cavern and adit connections ▪ Installation of acoustic shed will support material handling outside standard hours of work
Pyrmont East	▪ Existing buildings – 37-69 Union St, Pyrmont (four stories with no basement)	▪ Establish portable amenities ▪ Initial demolition works including: – Hazmat investigation and structural investigation – Establishment of site security and hoardings – Establishment of truck access – Demolition work (soft strip only) ▪ Detailed Site Investigation ▪ Street tree removal	▪ Detailed Site Investigation ▪ Adjustment of property utility connections	▪ Establish site including new construction access driveways, site hoardings, instrumentation and monitoring ▪ Decommissioning of existing electricity kiosk ▪ Utility works, including establishment of temporary construction services, investigation and protection of existing assets, and

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Final CEMP
				decommissioning of redundant assets (including trenching) ▪ Establishment of high voltage power supply (including trenching) ▪ Demolition of existing buildings ▪ Contamination management based on DSI ▪ Establishment and use of temporary offices and amenities ▪ Excavation of temporary shaft within the station shaft footprint ▪ Installation of acoustic shed with gantry crane and steel bridging deck for excavation of station shaft and cavern ▪ Permanent concrete lining of station cavern and nozzle enlargements ▪ Installation of acoustic shed will support material handling outside standard hours of work
Hunter Street West	▪ Existing buildings – 7-13 Hunter St, Sydney (9 Hunter St) (21 stories including one basement level) – 5 Hunter St, Sydney (304-408 George St, Sydney) (16 stories, including two basement levels) – 298-302 George St, Sydney (16 stories, including one basement level) – 312 George St, Sydney (one story with no basement)	▪ Establish portable amenities ▪ Archaeological investigations of DeMestre Place (if access dates allow) ▪ Initial demolition works including: – Hazmat investigation and structural investigation – Establishment of site security and hoardings – Establishment of truck access – Demolition work (soft strip only) ▪ Demolition soft strip	▪ Establish construction access driveways at the Hunter Street East site and the Hunter Street West site ▪ Utility investigation potholes ▪ Adjustment of property utility connections	▪ Protection, adjustment and decommissioning of utility services (including trenching) ▪ Temporary services investigation and installation at DeMestre Place ▪ Relocate street lighting pole to allow site access ▪ Establish site including new construction access driveways, site hoardings, instrumentation and monitoring ▪ Demolition of existing buildings

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Final CEMP
	– 314-318 George St, Sydney (nine stories, including one basement level) – Heritage building at 296 George St directly (adjacent to Hunter Street West site)	▪ Prepare archival recordings (subject to access)		▪ Archaeological monitoring during basement slab removal and investigations (if required) ▪ Establishment and use of temporary offices and amenities ▪ Excavation of station access shaft
Hunter Street East	▪ Site hoarding ▪ Existing acoustic shed, spoil handling facilities and truck access ▪ Existing excavation within acoustic shed (approximately 5 metres below road level) ▪ Existing temporary WTP and high voltage power supply ▪ Existing temporary office and amenities ▪ Existing buildings: – 28-34 O'Connell St, Sydney (19 stories, including three basement levels) – 44-48 Hunter St, Sydney (16 stories, including one basement level) – 37 Bligh St, Sydney (16 stories, including one basement level) – 33 Bligh St, Sydney (steel shed, appropriately 20m in height)	▪ Use of existing offices and amenities ▪ Maintenance of existing temporary WTP ▪ Internal temporary fit-out within the existing Hunter St East acoustic shed: – Reticulate high voltage power supply ready for decline excavation – Site adjustments within the acoustic shed to facilitate the high voltage construction power reconfiguration – Establish (including assembly) road header, dust scrubber, shotcrete and bolting equipment – Site establishment within existing offices and amenities ▪ Initial demolition works including: – Hazmat investigation and structural investigation – Establishment of site security and hoardings – Establishment of truck access	▪ Preliminary excavation within the existing acoustic shed (works to be conducted 24 hours each day and 7 days each week) – Temporary declines using a road header – Ventilation-duct bores – Ventilation adits using a Brock excavator – Approximately 50 truck movements per day (conducted in accordance with a Construction Traffic Management Plan) – Use of existing WTP (subject to the inclusion of alternative discharge criteria in the EPL) ▪ Load-out of excavated spoil ▪ Utility investigation potholes ▪ Adjustment of property utility connections	▪ Upgrade of high voltage power supply (including trenching) ▪ Excavation of station cavern, nozzle enlargements and turnbacks from within an existing acoustic shed ▪ Establish site including new construction access driveways, site hoardings, instrumentation and monitoring ▪ Tree trimming and removal ▪ Demolition of existing high-rise buildings and excavation of stage 1 of station access shaft ▪ Archaeological monitoring during basement slab removal and investigations (if required) ▪ Backfill of temporary decline prior to decommissioning ▪ Demolition of existing acoustic shed and amenities and excavation of stage 2 of station access shaft ▪ Concrete lining of station cavern and turnbacks ▪ TBM disassembly and retrieval

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Final CEMP
		– Demolition work (soft strip only) ▪ Street tree trimming/removal ▪ Prepare archival recordings (subject to access)		
Eastern Creek	▪ Existing temporary precast facility	▪ N/A (site is not within the scope of SSI 19238057)	▪ N/A (site is not within the scope of SSI 19238057)	▪ N/A (site is not within the scope of SSI 19238057)

3. Construction sites and parking demand

3.1. Pyrmont

3.1.1. Site information

The Pyrmont construction site comprises two separate sites, namely, Pyrmont East and Pyrmont West. Both worksites are corner lots located north of Pyrmont Bridge Road. The Pyrmont East construction site is bound by Union Street and Edward Street, located wholly within the 37-39 Union Street commercial buildings. The Pyrmont West construction site is bound by Pyrmont Street and Paternoster Row, located wholly within the 26-32 Pyrmont Bridge Road commercial building.

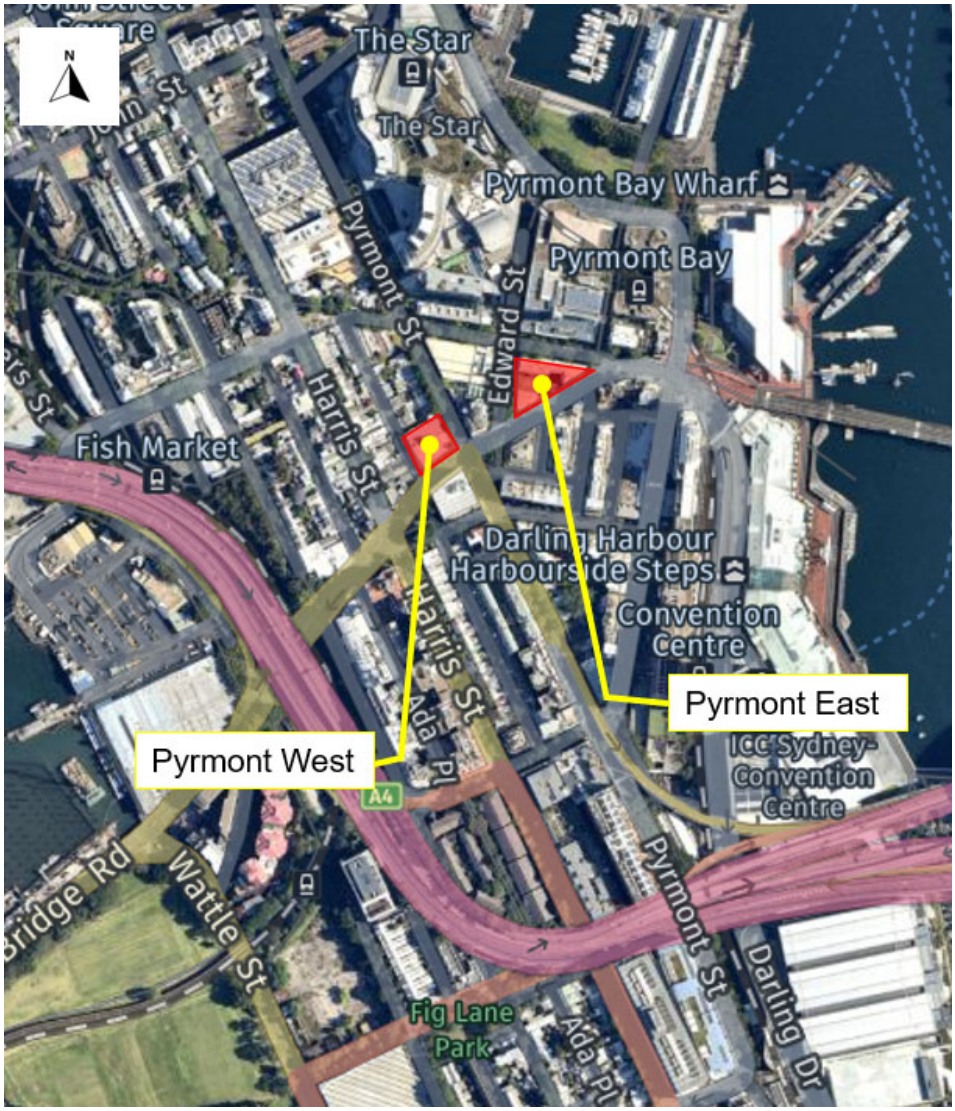


Figure 2: Pyrmont Worksites (Basemap Source: Nearmap, accessed on 14/12/2022)

3.1.2. Public Transport Infrastructure

Pyrmont construction sites are surrounded by extensive public transport services due to the close proximity to the Darling Harbour precinct, commercial and retail land uses. Public transportation around the construction sites includes trains, buses, light rails and ferries.

The nearest train services can be accessed at Town Hall train station, which provides connection to other suburban hubs across the Sydney Greater Metropolitan Area. Town Hall train station is located at

1km walking distance (14-minute walk) from the Pyrmont East construction site and 1.2km walking distance (15-minute walk) from the Pyrmont West construction site.

Light rail services can be accessed from the surrounding light rail stops, including Pyrmont Bay, Convention, the Star Sydney, John Street Square, Fish Market and Wentworth Park. All of the light rail stops form part of the L1 Dulwich Hill Line, which provides connection between Central and Dulwich Hill. The closest light rail stop to the Pyrmont East and Pyrmont West construction site is Pyrmont Bay, which is located at 130m walking distance (1-minute walk) from the Pyrmont East site and 290m walking distance (3-minue walk) from the Pyrmont West site.

Bus stops are located on Miller Street and Harris Street, with the bus services providing connection to a number of major precincts including the Sydney CBD, Bondi, Rozelle and Parramatta. Night bus services are also available within the vicinity of the construction site to accommodate the night travel demands of the surrounding licenced and entertainment venues. The closest bus stop is located on Harris Street, just north of Pyrmont Bridge Road, which is a 100m walking distance (1-minute walk) from the Pyrmont West site and 210m walking distance (3-minute walk) from the Pyrmont East site.

Ferry services can be accessed at Pyrmont Bay wharf, which is located approximately 300m walking distance (4-minute walk) from the Pyrmont East construction site and 450m walking distance (5-minute walk) from the Pyrmont West construction site. The F4 Pyrmont Bay ferry line services this wharf, which provides connection between Pyrmont Bay and Circular Quay.

The public transport network context in the vicinity of the subject site is shown in Figure 3.

Figure 3: Transport Network adjacent to Pyrmont East and West sites (Source: EIS Chapter 6 – Transport and Traffic (2021))

3.1.3. Construction workforce parking

The peak construction workforce at both Pyrmont construction sites is expected to be in the order of 95 construction workers at any one time. Construction workers at both sites are expected to share similar modes of transport, considering the close proximity of the two sites.

There will be no construction worker parking within the Pyrmont East and West construction sites. The workforce will be encouraged to use the extensive public transport services that are available or the surrounding off-street commercial parking facilities.

3.2. Hunter Street

3.2.1. Site information

The Hunter Street construction site comprises two separate sites, which are Hunter Street East and Hunter Street West.

The Hunter Street East construction site is a corner lot, bounded by Hunter Street, O'Connell Street and Bligh Street. The site is currently occupied by three existing commercial buildings, which will be demolished, and an existing Sydney Metro City and Southwest construction site, which will be handed over to the Project team.

The Hunter Street West construction site is also a corner lot bounded by George Street and Hunter Street. It is currently occupied by six existing commercial buildings, which will also be demolished.

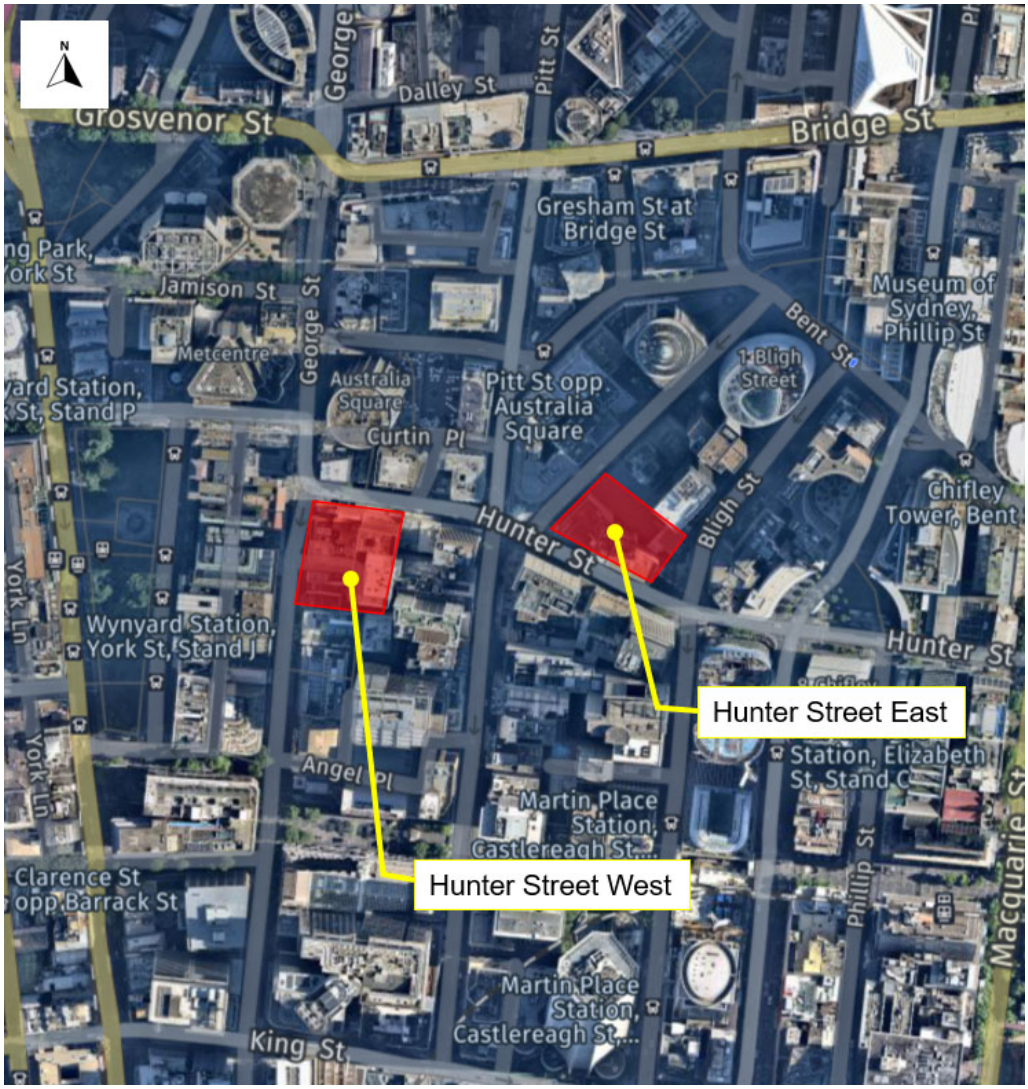


Figure 4: Hunter Street East and West Sites (Basemap Source: Nearmap, accessed on 14/12/2022)

3.2.2. Public Transport Infrastructure

The Hunter Street construction sites are surrounded by extensive public transport services due to the Sydney CBD location and the close proximity of commercial, retail and hospitality land uses. Public transportation services in the vicinity of the site include trains, buses, light rails and ferries. In addition, the Sydney Metro Martin Place station scheduled to open in 2024 during the construction phase of the Hunter Street sites.

The train stations in the vicinity of the sites include Wynyard, Circular Quay and Martin Place station. These train stations are serviced by multiple train lines, including T2 Inner West, T8 Airport and South, T1 North Shore and Western, T9 Northern Line and Central Coast & Newcastle, T4 Eastern Suburbs and Illawarra train lines. These train lines provide connection across the Sydney Greater Metropolitan Area through the Sydney CBD. The closest train station to the sites is Wynyard train station, which is a 180m walking distance (3-minute walk) from the Hunter Street West site and 350m walking distance (5-minute walk) from the Hunter Street East site.

It is noted Sydney Metro City and Southwest (Chatswood to Sydenham) is currently underway, which is expected to be operational in 2024. This would open three additional Metro stations in the Sydney CBD, namely Barangaroo, Martin Place and Pitt Street. Martin Place Metro station is located in close proximity to the Hunter Street sites with a walking distance of 350m (or 5 minutes) from the Hunter Street East site and a walking distance of 500m (or 8 minutes) from the Hunter Street West site.

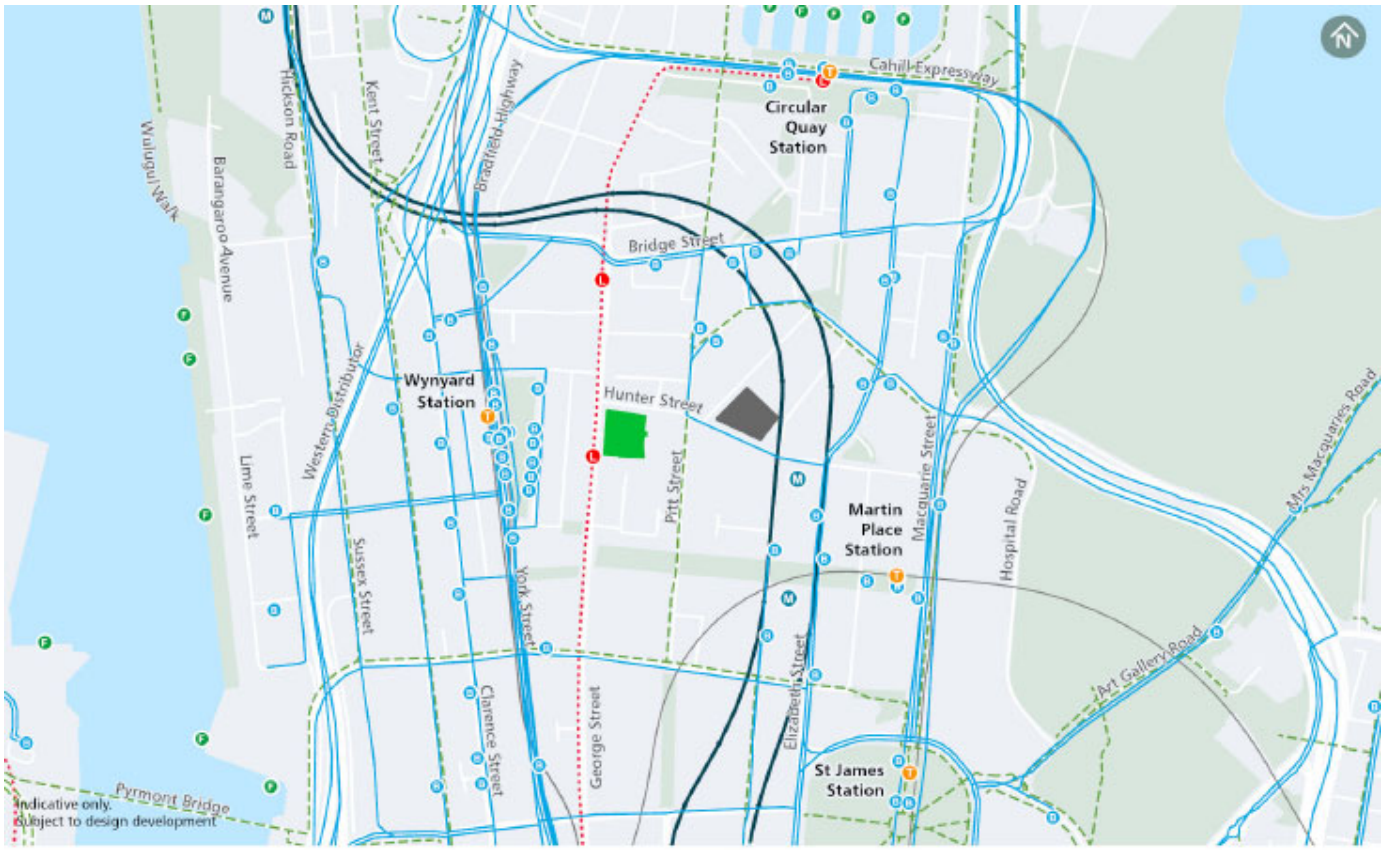
Light rail services can be accessed at the nearby Bridge Street and Wynyard light rail stops. Both of these light rail stops are serviced by L2 Randwick Line and L3 Kingsford Line, which provide connection between the Sydney CBD, Surry Hills, Moore Park, Kingsford and Randwick. Both light rail stops are located at approximately 150m walking distance (2-minute walk) from the Hunter Street West site and 350m walking distance (4-minute walk) from the Hunter Street East site.

Bus stops are extensively available across the Sydney CBD, consolidating along York Street, Carrington Street, Clarence Street, Kent Street, Bridge Street, Phillip Street and Macquarie Street. The buses running through the Sydney CBD and servicing these bus stops provide connection to multiple suburban hubs across the Greater Sydney Metropolitan Area. Night bus services are also available at some of these bus stops to accommodate the night travel demand induced by the surrounding licenced and entertainment venues within the Sydney CBD. The closest bus stop to Hunter Street East is located on Elizabeth Street, south of Hunter Street, which is a walking distance of 230m (or 3 minutes). The closest bus stop to Hunter Street West is located on Carrington Street at the Wynyard bus interchange, which is a walking distance of 170m (or 2 minutes) from the site.

Ferry services can be accessed at Circular Quay, which is located at approximately 650m walking distance (8-minute walk) from Hunter Street East and 750m walking distance (9-minute walk) from Hunter Street West. The F1 Manly, F2 Taronga Zoo, F3 Parramatta River, F4 Pyrmont Bay, F5 Neutral Bay, F6 Mosman Bay, F7 Double Bay, F8 Cockatoo Island and F9 Watson Bay ferry lines service the Circular Quay wharfs, which provide connection between Circular Quay and multiple suburbs along the Sydney Harbour.

The public transport network in the vicinity of the subject site is shown in Figure 5.

Figure 5 - Transport Network adjacent to Hunter St East and West Sites (Source: EIS Chapter 6 - Transport and Traffic (2021))



3.2.3. Construction workforce parking

The peak construction workforce at both Hunter Street construction sites is expected to be in the order of 120 construction workers at any one time. Construction workers at both sites are expected to share similar modes of transport, considering the close proximity of the two sites.

There will be no construction worker parking within the Hunter Street East and West construction sites. The workforce will be encouraged to use the extensive public transport services around the site vicinity and the surrounding off-street commercial parking facilities. JGC JV will promote the use of public transport by providing the staff and workforce information on the various public transport modes and connections that service the construction sites, including; trains, trams, busses and ferries. JCG JV will also provide recommendations for public transport Apps, such as Trip View, Trip Go, Sydney Transport and other public transport planning Apps.

4. Construction parking impacts

4.1. Parking Impacts

Construction of the Project will result in the long-term loss of some on-street parking at both Pyrmont and Hunter Street construction sites as shown in Table 7. The removal of 15 parking spaces to facilitate construction access is in most cases required for the duration of the Project, from May 2023 to mid 2025. At Hunter St West, the easternmost driveway is only required for the demolition phase and will be removed following the completion of the demolition scope, allowing reinstatement of one taxi space. Reinstatement of these parking spaces will be subject to the final station design by Sydney Metro.

Additional temporary removal of on-street parking is required to accommodate the construction works including, but not limited to, utility investigation works, geotechnical investigation, hoarding installation,

site access establishment, acoustic shed construction and oversize material deliveries (two to four weeks at each construction site).

Utility works and geotechnical works are expected to be undertaken for up to 10 day shifts or night shifts depending on the works and locations. Generally, JCG JV will undertake utility and geotechnical works around Pyrmont construction sites during daytime and works around Hunter Street construction sites during night time due to high pedestrian activities in the Sydney CBD during the day. The works may require temporary footpath closures, temporary off-street parking removal and lane closures. Road Occupancy Licence (ROL) applications will be submitted to obtain the relevant licences and/or permits.

The temporary removal of the on-street parking spaces will be managed and mitigated by:

- Minimising short term on-street parking removal to the extent required
- Maintaining property access in consultation with property owners
- Obtaining ROLs for any utility works on main arterial roads and coordinating with Customer Journey Planning (CJP)
- Staging the removal and replacement of parking spaces.

JCG JV is liaising closely with City of Sydney and TfNSW to best manage project parking impacts on surrounding streets adjacent the work sites. An additional two metered parking spaces are proposed on Union St, which can be created by reinstating an existing redundant driveway to the Pyrmont East site. It is also proposed to create a Taxi Stand on Hunter Street, which will offset the loss of four spaces from Hunter St.

The following additional mitigation measures have been considered by JCG but were assessed as not feasible or reasonable for the reasons detailed below ;

Staged removal and replacement of parking – Removal of parking is associated with construction access, required for the commencement of all sites and therefor can’t be staged. Staged replacement is only possible at Hunter St West as identified in Section 4.1.2

Provision of alternative parking arrangements – JCG JV is liaising closely with City of Sydney and TfNSW to best manage project parking impacts on surrounding streets adjacent the work sites. An additional two metered parking spaces are proposed on Union St, which can be created by reinstating an existing redundant driveway to the Pyrmont East site. It is also proposed to create a Taxi Stand on Hunter Street, which will offset the loss of four spaces from Hunter St.

Managed Staff Parking Arrangements – Due to the lack of available real estate in the Hunter St and Pyrmont areas, it is not feasible to provide managed staff parking arrangements for the staff and workforce. JCG’s experience on the Sydney Metro City & Southwest project suggests that the proposed use of Public transport will be utilised in preference over personal vehicles requiring parking in local streets, due to the costs and time constraints associated with local parking.

Working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes – JCG have investigated the potential to introduce parking restrictions and residential parking schemes, however areas around the Pyrmont & Hunter St sites are already heavily restricted in terms of parking durations and already provide residential parking schemes.

4.1.1. Pyrmont Construction Sites

Table 7: Proposed On-street Parking Removal (long-term)

Construction Site	Street location	Construction Activity	Existing Parking Restriction	Approximate Length of On-Street Parking Encroachment	Number of Spaces to be Removed
Pyrmont East	No parking removal proposed	No parking removal proposed	No parking removal proposed	No parking removal proposed	No parking removal proposed
Pyrmont West	Western side of Pyrmont Street, adjacent to construction site	Demolition, site establishment and excavation	1-hour metred parking, with permit holders scheme (Mon-Sun, 24-hour)	34.5m to accommodate proposed access driveway and HRV movements into / out of the site	6 parking spaces
Hunter Street East	Northern side of Hunter Street, adjacent to construction site	Demolition, site establishment and excavation	-No Parking (Mon-Fri, 3pm-8pm) -Loading Zone metred (Mon-Fri, 6am-3pm) -4-hour metred parking (Mon-Fri, 8pm-12am) (Sat-Sun, 8am-10pm)	30m to accommodate HRV left-turn movements out of the site	5 parking spaces
Hunter Street West	Southern side of Hunter Street, adjacent to construction site	Demolition, site establishment and excavation	Full time Taxi zone and Loading Zone (Mon-Sun, 24-hour)	To the east: 6m to accommodate the proposed access driveway To the west: 24m to accommodate HRV left-turn movements into the site and right-turn movements out of the site	4 taxi spaces (one taxi space will be reinstated following completion of the demolition activities as one construction access driveway will be removed in Hunter Street)

Figure 6 shows the locations of the proposed on-street parking removal with an overview of the surrounding kerbside uses in the vicinity of the Pyrmont East and West construction sites.

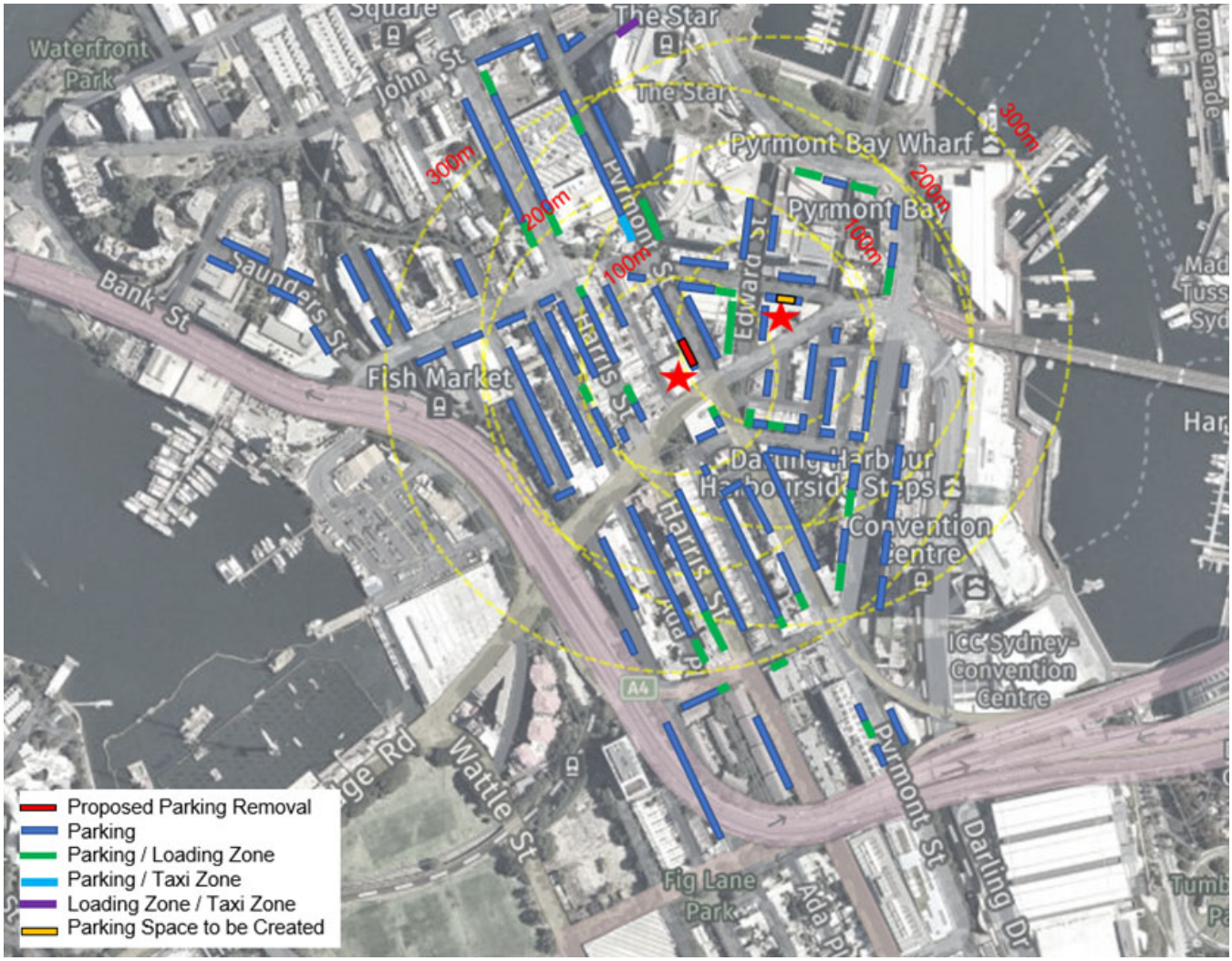


Figure 6: Proposed Parking Removal and Surrounding Kerbside Uses at Pyrmont (Basemap Source: Nearmap, last accessed on 08/02/2023)

Approximately 34.5m of on-street parking (equivalent to six on-street car parking spaces) will be removed on the western side of Pyrmont Street, along the Pyrmont West site frontage, to accommodate the proposed site access driveway and construction vehicle movements into and out of the site. This comprises the existing car share space located at the southern end of the kerbside parking and five 1P ticketed car parking spaces adjacent to the site access driveway. The car share space will be relocated to the adjacent space, just north of the existing location, which is currently 1P ticketed restriction. Hence, a total of six 1P ticketed parking spaces with permit holder scheme will be removed.

This car parking demand can be easily accommodated at the surrounding on-street car parking spaces in Pyrmont Street, Union Street, Harris Street, which are within 200m radius of the impacted area. The parking survey shows that collectively, on-street car parking spaces in Pyrmont are underutilised with an average peak occupancy of 70% during both weekdays and weekends (refer to Section 5.5.1 and Appendix B).

No parking removal is required to accommodate the proposed construction activities and vehicle movements at the Pyrmont East site, which is better than the proposed seven parking spaces removal indicated in the RTS. Furthermore, a redundant driveway on Union Street will be removed following the demolition stage (approximately 3-months into the project), which will result in creation of two new on-street parking spaces. Therefore, the Pyrmont East construction would result in a net increase of two

on-street parking space in the vicinity of Pyrmont East construction site and there would be a net increase of three on-street parking spaces in Pyrmont, when compared to the RTS.

4.1.2. Hunter Street Construction Sites

Figure 7 provides an overview of the proposed on-street parking removal and the surrounding kerbside uses at Hunter Street East and West construction sites.

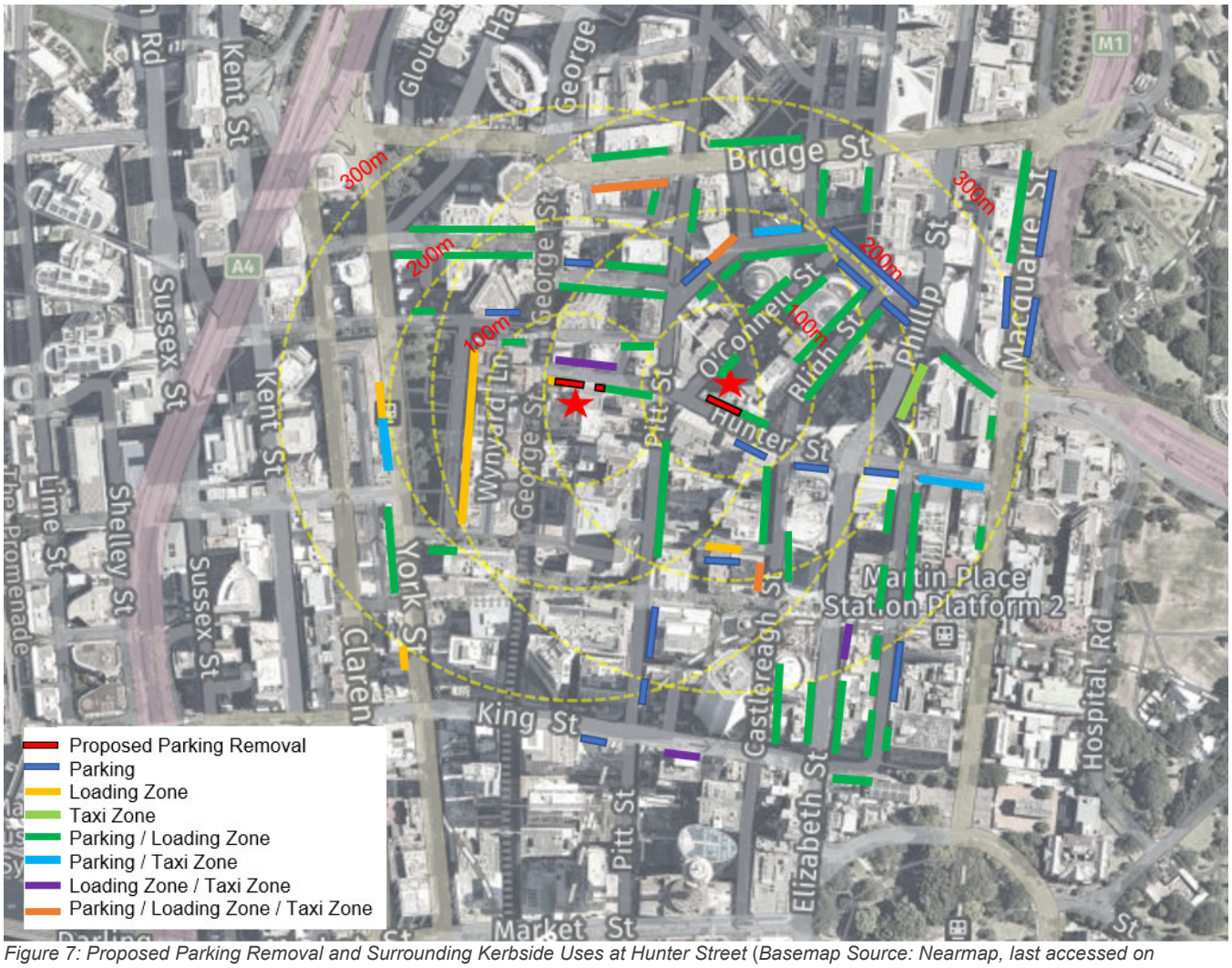


Figure 7: Proposed Parking Removal and Surrounding Kerbside Uses at Hunter Street (Basemap Source: Nearmap, last accessed on 08/02/2023)

Five parking spaces require removal from the north side of Hunter St between O'Connell St and Bligh St. The removal is necessary to accommodate the proposed construction egress from the southern portion of the site, which is required to service the demolition and shaft excavation phases of the works.

Hunter St East construction egress has been designed with consideration of the following constraints:

- Nominated haulage routes approved under the Infrastructure Approval
- Limited street frontage along O'Connell St, further restricted by the traffic signals at the corner of O'Connell Street and Hunter St, providing insufficient distance to establish both access and egress
- Location of existing utilities in the footpath, including major communications pits, limiting the positioning of driveways along O'Connell St

- Level constraints between O'Connell St and Hunter St; during the shaft excavation phase, levels must be consistent between the access and egress driveways to allow for installation of the access platform
- The structure of the existing high-rise buildings at Hunter St East allow for the establishment of a drive through access from O'Connell St, egressing on Hunter St. This arrangement limits the number of construction access points required to complete the demolition and reduces the associated parking removal as far as reasonably practical.

The existing kerbside uses of five spaces requiring removal, are on-street parking and loading zone. This demand can be accommodated at the surrounding parking and loading zone facilities, specifically on Hunter Street (just east and south of the removed spaces), O'Connell Street, Pitt Street and Bligh Street, which are within 200m walking distance from the impacted area. The parking survey shows that collectively, on-street car parking spaces in the vicinity of Hunter Street are underutilised with an average peak occupancy of 54% during weekdays and 71% during weekends, as discussed in detail in Section 5.5.2 and Appendix B.

Furthermore, the adjacent properties at 28-34 O'Connell St, 44-48 Hunter St and 50-58 Hunter Street will be demolished as part of the ETP Works, reducing the demand for street parking and loading zones in this area.

For the Hunter St West site, the taxi zone on the Hunter Street frontage must be reduced by four parking spaces to enable construction of two new site access driveways for the demolition stage. However, to reduce the parking impacts associated with the project, one of the two driveways will be reinstated on completion of demolition, which will allow one taxi space to be reinstated.

The number and location of the driveways required for the Hunter St West site have been designed with consideration of the following constraints:

- Nominated haulage routes approved under the Infrastructure Approval
- Recent pedestrianisation of George St, including the associated restricted use of De Mestre Place,
- The existing high rise structures (7-13 Hunter St and 5 Hunter St) do not permit the establishment of a drive through access between the two buildings
- Level constraints along Hunter St, limiting the excavation phase access/egress to a single driveway
- Location of existing utilities in the footpath, including major communications pits, limiting the positioning of driveways along Hunter St.

The existing demand for taxi services can be accommodated at the loading zone / taxi zone on the opposite side of Hunter Street, which contains three spaces to be used for loading or taxi, depending on the time of day. The demand can also be accommodated by the off-street parking facilities that are within a walkable distance. The next nearest taxi rank is located on eastern side of Pitt Street, directly north of Martin Place, which is approximately 350m walking distance (i.e. 4 minutes) from the Hunter Street West construction site. Furthermore, patrons can hail a taxi at other locations within the Sydney CBD (where permitted). It has been suggested that the existing No Stopping on Hunter St northern side between Hamilton St and Pitt St be converted to Taxi Zone. NSW Taxi Council and City of Sydney Council have been made aware of the proposed Taxi Zone deletion. Consultation and investigation is ongoing with Council, CJP and NDSW Taxi Council to create additional local taxi zones to offset the reduction.

4.1.3. Summary

In summary, the creation of new driveways and the facilitation of construction vehicles manoeuvring in and out of the construction sites will result in the temporary removal of three on-street parking spaces along Pyrmont Street, five on-street parking spaces and four taxi spaces on Hunter Street.

Given the existing parking demand in the affected road sections is partly generated by the existing commercial premises that will be demolished, no parking displacement is proposed as the parking demand associated with the existing use of the site will be reduced during the construction period.

Furthermore, as shown in Section 5.5 that there are vacant parking spaces in the parking survey areas around the Pyrmont and Hunter Street construction sites even during the peak parking demand.

JCG JV has completed an assessment of other major projects in the locality and special events that may result in a cumulative parking impact. Referencing the NSW government Major Projects planning portal, the City of Sydney Council DA tracker, and consultation with City of Sydney, no projects were identified that proposed parking removal.

Therefore, no major impacts are expected from the proposed removal of the on-street parking spaces as the surrounding spaces within the survey scope are underutilised and there are several parking facilities at the surrounding roads, which are within a walkable distance.

4.2. Special events

The majority of the events in the vicinity of Pyrmont and Hunter Street construction sites are held on weekends and public holidays, which fall outside of standard construction work hours. It is expected that event attendees would park at the surrounding commercial off-street parking facilities utilising the weekend and public holiday discounted flat rate.

Parking survey results show that the average peak on-street parking occupancy across weekdays and weekends are approximately 70% for Pyrmont and 71% Hunter Street, as discussed in Section 0. Therefore, there would be spare capacity to accommodate parking associated with event attendees.

Ongoing liaison with event organisers, TfNSW and Sydney Coordination office (SCO) would be undertaken to manage the potential impacts of the parking removal on the event attendees and general public. Appropriate communication and traffic management measures will be implemented if required to manage the impacts of JCG JV works on the events.

5. Parking demand and availability

5.1. Survey methodology

In response to Condition D18(c), parking surveys have been undertaken to establish the existing demand during the peak hour, off-peak, school drop-off and pick up, weekend periods and special events in the roads surrounding the Pyrmont and Hunter Street construction sites and associated geotechnical investigation locations.

The parking survey scope was developed in consultation with TfNSW, SM and CJP and included all parking spaces to be removed or occupied by the project workforce.

The nominated surveyed roads were initially inspected by survey staff to record the parking restrictions, such as unrestricted parking, restricted parking, disabled parking, loading zone, etc. The number of on-street parking spaces within a road section was also counted during this initial observation.

5.2. Survey scope

The parking survey scope adopted for the Project is as follows:

- Pyrmont – Includes roads to the west of Western Distributor, which are close to both Pyrmont East and Pyrmont West construction sites. Majority of the on-street parking within the identified survey scope is time restricted ticketed parking. The extent of the Pyrmont parking survey scope is illustrated in Figure 7.
- Hunter Street – Includes roads close to both Hunter Street East and Hunter Street West construction sites. All of the on-street parking within the parking survey scope is time restricted and mostly ticketed parking. The extent of the Hunter Street parking survey scope is illustrated in Figure 8.

The survey recorded the number of occupied parking spaces at an hourly interval from the start of the survey at 6:00am until the end of the survey at 8:00pm across seven consecutive days for weekdays and weekend. The parking survey was conducted between Wednesday 14 December 2022 to Tuesday 20 December 2022. The parking surveys captured special events such as the Christmas light display and Christmas retail in the vicinity of the Hunter Street sites.

Parking survey data is provided in Appendix A.

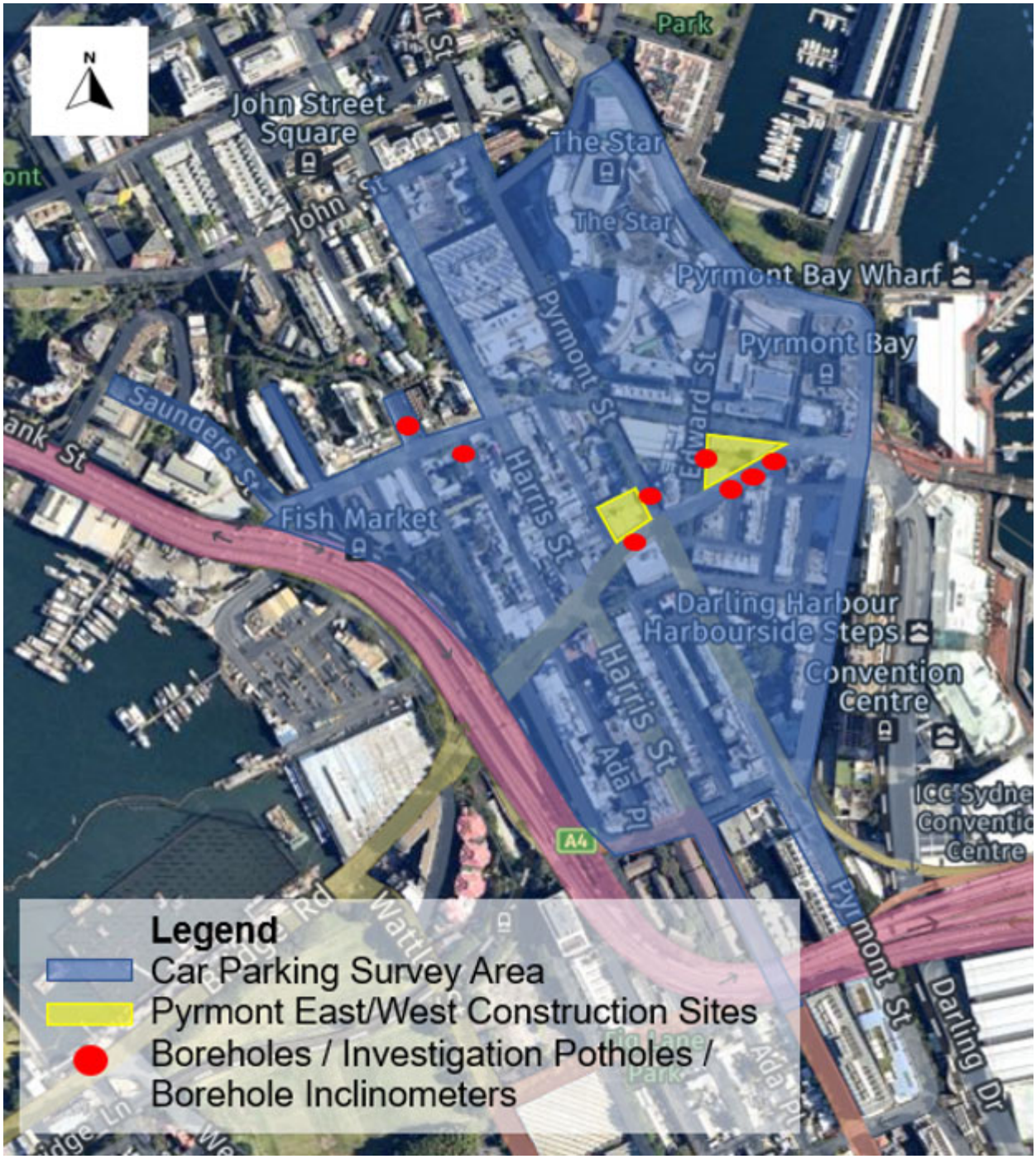


Figure 7: Parking Survey Scope in Pyrmont (Basemap Source: Nearmap, accessed on 13/12/2022)

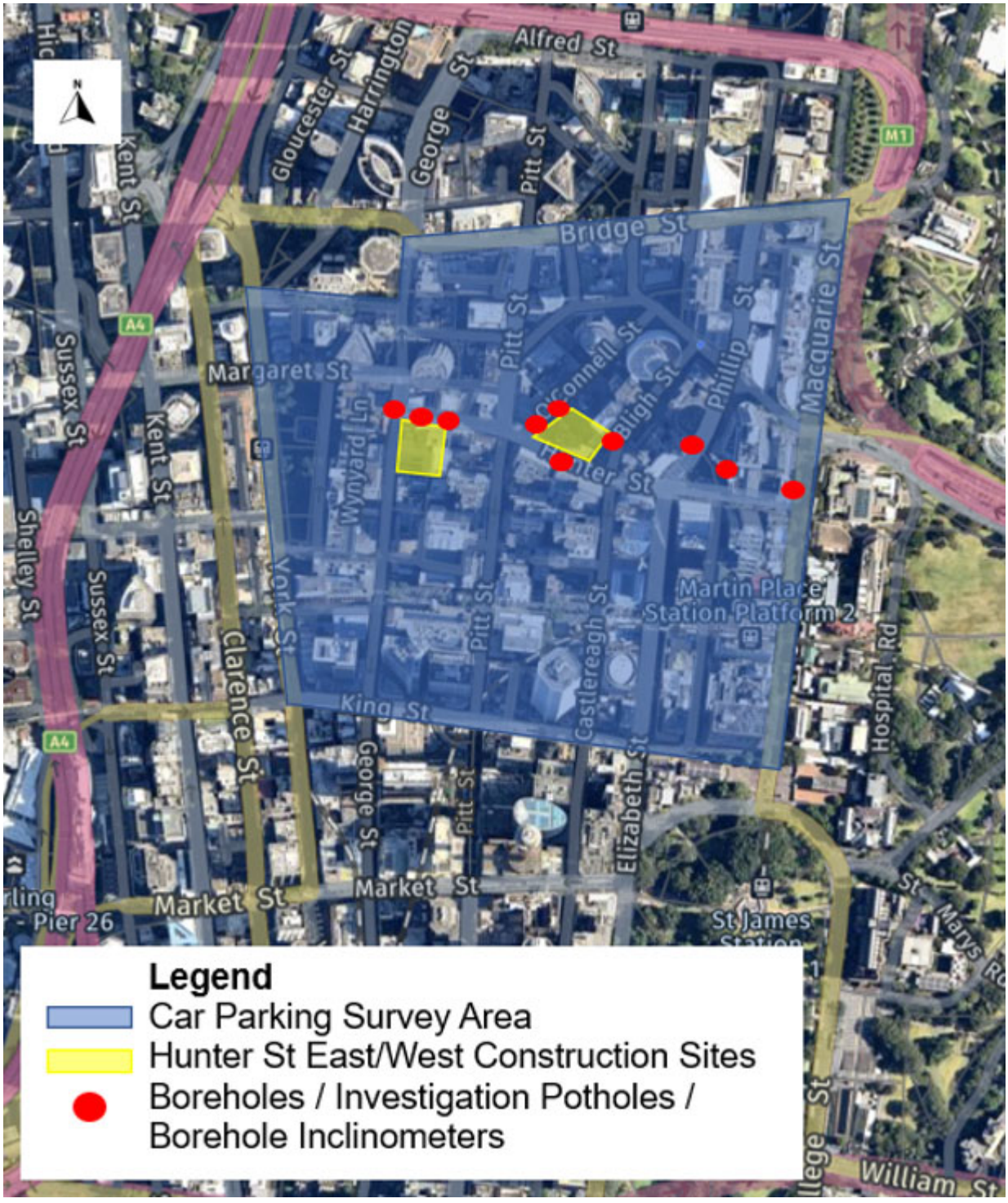


Figure 8: Parking Survey Scope around Hunter Street (Basemap Source: Nearmap, accessed on 13/12/2022)

5.3. Parking supply

Prior to the parking survey taking place, the number of parking spaces in the vicinity of the parking survey scope was counted and their respective restriction noted. Table B1 and Table B2 in Appendix B outline the number of possible on-street car parking spaces available and their restrictions around Pyrmont and Hunter Street construction sites respectively.

5.4. Existing parking demand

Condition D78(c) requires parking survey to be conducted to cover peak and off-peak periods, school pick-up and drop-off periods and weekend periods. The time periods informing the assessment have been adopted as outlined in Table 8.

There is no public school or high school within the vicinity of Pyrmont construction sites, and therefore no specific changes in parking demand are anticipated during the school pick-up and drop-off periods. Hence, the analysis excluded the school pick-up and drop-off periods for the Pyrmont construction sites.

The Conservatorium High School is located just east of Macquarie Street, in the vicinity of the Royal Botanic Garden (Sydney CBD). While pick up and drop off facilities are available within the school, it is expected that students and parents would also utilise Macquarie Street and the surrounding roads for school pick-up and drop-off, which are within the scope of the parking survey area. As such, the school pick-up and drop-off periods have been included in the analysis.

According to the Conservatorium High School's website, the school bell times are 8:20am in the morning and vary between 3pm and 4pm in the afternoon on different weekdays. Therefore, the drop off and pick up periods have been selected to be 8am-9am and 2:45pm-4:15pm, respectively for the parking survey analysis, as illustrated in Table 8.

It is noted the last day of school term was 16 December 2022 and as such, the survey included three days of school pick-up and drop-off periods (14 December to 16 December 2022).

It is noted that clearway restriction applies to some areas during the school periods and peak periods, hence these parking spaces are typically vacant during these time periods.

Table 8: Parking Survey Assessment Periods

Time Period	Time Period Extent	
Peak	Weekday 6am – 10am	Weekday 3pm – 8pm
Off-peak	Weekday 10am – 3pm	-
School pick-up	School days 2:45pm – 4:15pm (Hunter Street sites only)	-
School drop-off	School days 8:00am – 9:00am (Hunter Street sites only)	-
Weekend	Saturday 6am – 8pm	Sunday 6am – 8pm

The parking capacity and peak occupancy of the on-street parking spaces are summarised based on the above time periods in Appendix B (Table B3 and Table B4 for Pyrmont during the weekday and weekend respectively, and Table B5 and Table B6 summarise the peak occupancy of the on-street parking spaces around Hunter Street during the weekday and weekend respectively).

5.5. Parking survey summary

The parking survey results shown in Appendix B indicate that there is typically spare capacity of on-street parking spaces around both Pyrmont and Hunter Street. However, considering the parking restrictions and standard construction work hours, the surrounding on-street parking spaces are not suitable for construction workforce parking for the duration of the working hours between 7am and 6pm on weekdays and between 8am and 6pm on Saturdays.

5.5.1. Pyrmont

A total of 788 possible on-street parking spaces have been identified within the proposed parking survey area around Pyrmont. All on-street parking spaces around Pyrmont are time-restricted and some with other shared kerbside uses (e.g. No Stopping, Loading Zone etc.) during different time periods of the day. The result shows that there is an average peak occupancy of 70% on both weekdays and weekends. On both weekdays and weekends, the average peak parking occupancy is

during the evening between 8pm and 9pm. On weekends, there is higher parking demand observed on Saturdays than on Sundays while Fridays have the highest parking demand amongst weekdays.

5.5.2. Hunter Street

A total of 495 possible on-street parking spaces have been identified within the proposed parking survey area around Hunter Street. All on-street parking spaces around Hunter Street are time-restricted and most spaces have other shared kerbside uses (e.g. No Stopping, Loading Zone etc.) during different time periods of the day. The parking survey result shows that there is an average peak occupancy of 54% on weekdays and 71% on weekends. The peak parking occupancy on weekdays is observed between 11am and 12pm, with Thursday having the highest demand across weekdays. On weekends, there is higher parking demand observed on Saturdays than on Sundays with peak parking occupancy observed between 7pm and 8pm.

5.6. Commercial off-street parking facilities

Pyrmont and Hunter Street construction sites are surrounded by extensive commercial off-street parking facilities, which provide hourly parking, day-parking, night parking, and weekend parking. These car parking facilities can be utilised by construction workers who choose to drive to the construction sites.

While public transport would be the primary mode of transport encouraged amongst construction workers, it is understood that some workers would choose to drive to work. Carpooling will be highly encouraged amongst construction workers to minimise impacts on the surrounding car parking facilities.

Table 9 and Table 10 outline the commercial off-street car parking facilities, which are within 400m walking distance from the Pyrmont and Hunter Street construction sites, respectively. Construction workers who drive would be encouraged to use these parking facilities and avoid any on-street parking to minimise the parking impacts, noting that all on-street parking spaces have time limits in the vicinity of both the Pyrmont and Hunter Street sites.

Some of the parking facilities in Pyrmont provide early bird parking rate, which are discounted from $14 to $17 per day. Some commercial parking facilities around Hunter Street construction sites also provide early bird parking rates, which range from $35 - $45 per day. Given the standard construction hours between 7am and 6pm, construction workers should be eligible for the early bird discounted parking rate. In addition, a monthly rate is also provided at these car parking facilities with guaranteed parking spaces.

Most construction workers would arrive at the parking facilities before 7am, which is prior to the start of standard office hours between 8am and 9am. Therefore, it is expected that the car parking facilities would have spare capacity to accommodate the construction worker car parking demand.

Considering the availability of many commercial off-street parking around the construction sites, it is expected that these parking facilities would be able to accommodate the small percentage of construction workers who would choose to drive private vehicles. The majority of construction workers are expected to use public transport to access these construction sites.

Table 9: Commercial Off-Street Parking Facilities around Pyrmont construction sites

Parking Facility Name	Walking Distance to Pyrmont East	Walking Distance to Pyrmont West	Capacity
InterPark Australia Atrium Car Park	100m	230m	61
The Star Sydney	50m	180m	700
Secure Parking 320 Harris Street	350m	450m	295
Wilson Parking Harbourside 100 Murray Street	400m	400m	Not known

Table 10: Commercial Off-Street Parking Facilities around Hunter Street Construction Sites

Parking Facility Name	Walking Distance to Hunter Street East	Walking Distance to Hunter Street West	Capacity
Wilson Parking The Chiefly Tower 2 Chiefly Square	200m	400m	Not known
Secure Parking Aurora Place 88 Phillip Street	300m	500m	200
Wilson Parking 1 Farrer Place	300m	500m	654
Wilson Parking Sofitel Sydney Wentworth 61-101 Phillip Street	240m	400m	Not known
Wilson Parking 1 Bligh Street	200m	270m	91
Wilson Parking 6-10 O'Connell Street	200m	270m	108
Wilson Parking 1 O'Connell Street	190m	280m	95
Wilson Parking 20 Bond Street	200m	160m	150
Wilson Parking 31 Bond Street	180m	180m	385
Secure Parking Met Centre 60 Margaret Street	300m	140m	143
Care Park Amora Hotel 11 Jamison Street	450m	290m	93
Wilson Parking 259 George Street	400m	210m	201
Secure Parking 109 Pitt Street	130m	170m	143
Wilson Parking Angel Place 123 Pitt Street	180m	220m	260
Wilson Parking Parkhouse 187 Macquarie Street	350m	500m	Not known
Secure Parking 60 Elizabeth Street	350m	500m	250
Wilson Parking Gateway Car Park 37 Pitt Street	400m	400m	93
Secure Parking No 1 Martin Place, Pitt Street	350m	400m	374

6. Mitigation measures

6.1. Minimise parking on public roads

JCG JV will apply the following measures to incentivise and encourage the staff and workforce to minimise parking on public roads and mitigate impacts on neighbouring residents and businesses:

- Incentivising workers to use public transport through the establishment of sustainability targets for each worksite, including rewards such as vouchers or BBQ's, to the highest performing individuals and worksites
- Establish a communication strategy to encourage the use of public transport and minimise parking on public roads
- Provide workers with information related to the nearest bus stops, train stations and parking stations (Section 3.1.2, Section 3.2.2 and Section 5.6) to enable workers to make an informed decision about their transport options when working on the Project
- Encourage carpooling and use the surrounding off-street commercial parking facilities
- Educate workers (through inductions, toolbox talks and pre-start meetings) on haulage routes, parking and community issues
- Encourage the use of apps such as "Opal Travel" for transport services and timetables
- Provide a tool drop-off and storage facility on-site for construction workers to drop off and store their tools, allowing them to use public transport to travel to and from the site.

It is noted that on-street parking around Pyrmont and Hunter Street construction sites is unlikely to be utilised by construction workers, considering the short time-restriction of the spaces, which are generally two-hours or less.

6.2. Minimise idling and queuing

JCG JV will advise construction drivers during induction training (physical or virtual) that idling and queuing on state and regional roads must be minimised. Construction vehicles must not occupy the bus layover zones at any time.

Traffic controllers will be stationed at access and egress gates to ensure haulage trucks are managed efficiently on site. The traffic controllers will assist in managing the interface between the construction activities, pedestrians and other road users, minimising the risk of idling and queueing.

In addition, JCG JV will utilise Telematic real time monitoring which is a program designed to track and analyse construction vehicle movement in and around projects. During congestion at construction sites, it will be used to advise drivers of the delay, and to either wait at the spoil site or be redirected to other sites. This will reduce the likelihood of idling and queuing on state and regional roads.

6.3. Spoil disposal locations

Given the considerable quantity of spoil material that will be removed during the Project, it is necessary to identify a number of potential spoil reuse and disposal locations.

Due to the number of concurrent major infrastructure projects under construction at the present time, not all spoil disposal sites have been secured and locations will change over time. JCG JV is continually engaging with industry leaders to secure appropriate spoil disposal sites. Potential spoil disposal locations are summarised in Table 11.

Table 11: Potential Spoil Disposal Locations

Disposal Site Name	Address	Approximate Distance from the ETP Project
AWJ, Kemps Creek	Kemps Creek	50km
Cleanaway, Kemps Creek	Kemps Creek	50km
Aussie, Strathfield	Strathfield	15km
Cleanaway, Lucas Heights	Lucas Heights	45km

Hi Quality, Yatla	Yatla Qtd	900km
Cleanaway, St Marys	St Marys	45km
Nepean Business Park	Penrith	55km
Qube	Moorebank	40km

6.4. Real time monitoring

Real time monitoring will be undertaken using a Telematic system to track and analyse spoil haulage truck movements and ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP. Telematics are able to analyse real-time traffic data, allowing JCG JV to manage its construction vehicles fleet more efficiently by predicting arrival times and communicate directly with construction workers.

The GPS tracking feature allows JCG JV to determine the speed and location of the fleet to better manage the construction vehicle movements by determining pinch-points and adjust accordingly. If drivers are found to not comply with the posted speed limit or haulage route, the traffic manager will receive notifications, enabling immediate action to mitigate the unsafe driver behaviour.

Geofencing will be used to set a boundary from local roads to ensure vehicles only travel on the designated haulage routes. Alerts can be triggered when vehicles are entering / leaving the designated route, and data such as speed and location can be logged into the system.

Associated blind spot optimisation devices will be installed on construction heavy vehicles to eliminate blind spots and increase the safety of construction heavy vehicles drivers and other road users.

6.5. Marshalling of construction vehicles

JCG JV have an in principle agreement with the Port Authority to lease an area adjacent to The Bays construction site within Glebe Island. The area is located away from sensitive land and road users and will be used for The Bays staff and workforce car parking, and marshalling of up to eight heavy vehicles. The heavy vehicle marshalling area is expected to be utilised for construction deliveries to all sites, including Pyrmont, Hunter Street and The Bays.

Marshalling of trucks will also be performed at spoil dump sites to space out the returning trucks to the construction sites. This will minimise the impacts on sensitive land users and reduce the likelihood of construction trucks idling and queuing on state and regional roads.

6.6. Shuttle Bus Services

Shuttle bus services will operate between Glebe Island designated parking area and The Bays worksite. The services will extend to the Pyrmont & Hunter St sites as required during the later phases of the works, when the mainline tunnel reaches the respective sites.

6.7. Driver Training

All heavy vehicle drivers will undertake driver induction training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking. Where required, additional role-specific training will be delivered to heavy vehicle operators (in accordance with the training matrix detailed in Section 3.8 of the CEMP). The following will be addressed in training:

- Relevant licence and approval conditions
- Permissible hours of work and peak hour restrictions
- Project specific controls to manage the risk of spills during haulage
- Nominated heavy vehicle haulage routes (as per the CTMP) and truck marshalling areas
- Site access and egress points
- Communications protocols

- Noise management controls
- Parking restrictions and vehicle idling
- Dust suppression measures
- Safe driving practices
- Site layouts
- Stockpile management
- Sensitive receiver locations
- Roles and responsibilities.

7. Monitoring and reporting

7.1. Monitoring of mitigation measures

Monitoring to assess the effectiveness of this CPAS will be carried out by the Project team on local streets where parking has been impacted. Monitoring will involve 6 monthly inspections to confirm the following:

- Construction workers are not parking on surrounding local roads
- Construction workers comply with the parking restrictions
- Construction heavy vehicles avoid idling or parking on local roads, where practicable
- Utilisation of public transport by workforce
- Utilisation of off-street commercial parking facilities by workforce
- Compliance with nominated haulage routes.

7.2. Corrective measures

Where monitoring or community complaints identify non-conformances with this CPAS, the events will be managed in accordance with:

- JCG Incident and Event Management procedure (JCG-MPR-SQE-010)
- Sydney Metro Environmental Incident and Non-Compliance Reporting Procedure (SM-17-00000096).

Where practicable, non-conformances and corresponding corrective actions will be communicated to the workforce and reinforced through various communications, including but not limited to:

- Project toolbox talks 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, warning notices will be issued
- Reassessment and planning of works to further minimise the impacts of construction vehicles on surrounding streets
- Documentation of actions in weekly and monthly internal reports.

7.3. Reporting

A summary report for each six month period from the commencement of construction will be provided to Sydney Council, Inner West Council, TfNSW, Sydney Metro and CJP. The report will provide the details and outcomes of the monitoring undertaken for the preceding six months. This report will also provide details of non-conformances and corrective actions taken. The report will be submitted to all stakeholders within one month of the end of the reporting period.

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

8. Contingency measures

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

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

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

If workers are found to impact the surrounding residential amenities or not complying with Code of Conduct, or repeatedly behaving or parking inappropriately, they may be required to re-attend the Project induction training, which includes detail on the alternative travel arrangement options available. Stronger sanctions, including dismissals, may also be implemented for repeated offenders, which would be at the discretion of the Project Manager.

The Project management team would also organise worker shift times into teams, which would encourage carpooling activities across the workforce. Workers who reside close to one another may be grouped together, with similar shift patterns. This will minimise the number of construction vehicles on the roads, hence reducing the impacts on the surrounding road network and nearby commercial off-street parking facilities.

9. Access control and safety

9.1. Construction site access

JCG JV will undertake the following measures associated with construction site accesses to increase the safety of pedestrians, cyclists, motorists and construction workers around the construction sites:

- Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers
- Installation of truck signage to warn motorists of construction vehicles entering and exiting construction sites
- All construction vehicles will enter and exit construction sites in a forward direction, where feasible
- Access driveways will be designed to maximise visibility to approaching pedestrians and traffic and signposted accordingly
- Access points will be designed in accordance with Austroads Guide to Road Design Part 4A and if required, relevant standards, guides and manuals
- Traffic adjacent to access driveways will be managed with suitable measures
- Installation of security fences and gates at relevant locations while maintaining clear line of sight
- Where required, Traffic Guidance Scheme (TGS) will be prepared for temporary changes to traffic arrangement associated with the proposed works
- Where required, Pedestrian Management Plan (PMP) will be prepared for temporary changes to pedestrian access associated with the proposed works
- Construction vehicle routes will prioritise traveling on state roads and regional roads.

9.2. Managing pedestrians

The EIS determined that there is no major impact to pedestrians expected from the ETP Works. Irrespective, JCG JV will undertake the following measures to ensure that access across pedestrian or shared user paths will not be blocked or disrupted at any time unless alternative access is provided:

- Concertina gates will be deployed at each construction access driveway to temporarily hold pedestrian movements and manage construction vehicle movements in and out of sites
- Traffic controllers will be in place to manage the interface between pedestrians and construction vehicles, when necessary
- Where there are changes required for pedestrian footpaths and crossing facilities, JCG JV will discuss with the TCG and relevant road authorities, prior to undertaking any works or changes to the pedestrian facilities
- Pedestrian footpaths and connections will be maintained and where temporary / alternative pedestrian routes are required, they will be designed to minimise inconvenience to pedestrians with the primary goal of maintaining clear space between pedestrians and active work areas
- Provide community education and awareness about sharing the road safely with heavy vehicles.

In addition, potential impacts to pedestrians and associated management measures will be addressed in site-specific CTMPs. The CTMPs will identify the pedestrian activities adjacent to the construction sites and the proximity to pedestrian generation development, including schools, bus stops and train stations. The needs of vulnerable pedestrians, including young children, elderly, vision impaired and people with disabilities, and people with prams, will also be considered in CTMPs.

9.3. Managing cyclists

There are no major cyclist impacts expected from the ETP Works as all accesses for cyclists will be maintained. In the event of a potential impact to access, an alternative cycle route will be provided with directional and warning signage to be erected to inform cyclists of the changes on cycle routes.

Where the existing cyclist facilities, such as bicycle parking, are temporarily unavailable as a result of the ETP Works, suitable replacement facilities will be provided for the duration of the identified impacts.

Detailed assessments of cyclist access will be addressed in site-specific CTMPs, including the management measures to minimise impacts.

9.4. Access to residents and businesses

No impacts are expected to the access of adjacent properties and businesses as a result of the ETP Works. Access to residents and businesses will be maintained at all times and when unavoidable, an alternative access and mitigation measures will be provided in consultation with the residents and associated business owners prior to any impacts occurring. Directions for residents and businesses will be communicated prior to the impacts, with relevant signage to be installed.

9.5. Emergency access

Emergency access to adjacent properties and the construction sites will be maintained at all times. Emergency services will be informed of the defined routes and consulted and advised of any changes in the defined routes. Emergency vehicles will be given priority and provided with a safe environment to enable safe and efficient travel through the construction areas. Management measures to keep emergency services informed will be discussed in site-specific CTMPs.

10. Conclusion

The CPAS and associated parking survey results have determined that:

- No construction worker parking will be provided at both Hunter Street (east and west) and Pyrmont (east and west) construction sites.
  - All on-street parking spaces within close proximity of the construction sites are restricted, which are not suitable for construction worker parking.
- The peak construction workforce is expected to be 95 workers at Pyrmont construction sites and 120 workers at Hunter Street construction sites at any one time with the majority expected to use the public transport services to / from the sites.
- All construction workers will be strongly encouraged to use the extensive public transport to / from the construction sites through induction training, toolbox talks and pre-start meetings.
- Construction workers who choose to drive will be strongly encouraged to carpool and use the nearby commercial off-street parking facilities and avoid any on-street parking.
  - Numerous commercial off-street car parks in the vicinity of construction sites can accommodate the construction workforce car parking demand, which is expected to be low.
  - Early bird rate and monthly rate are available, with the construction workers expected to secure parking spaces at the parking facilities, considering the standard construction hours and workers arriving before 7am.
- No major impacts on pedestrians, cyclists, adjacent residents and businesses and emergency vehicles access are expected from the ETP Works. The detailed impact assessment and associated management measures would be discussed in site-specific CTMPs.
- There are 788 possible on-street parking spaces within the proposed parking survey scope in Pyrmont and 495 possible on-street parking spaces within the proposed parking survey scope around Hunter Street, all of which are restricted parking.
- The average peak on-street parking occupancy across the weekdays is approximately 70% for Pyrmont and 54% for Hunter Street.
- The average peak on-street parking occupancy across the weekends is approximately 70% for Pyrmont and 71% for Hunter Street.

Part C Appendices

Appendix A Parking Survey Data

Appendix B Parking Survey Results

Table B1: Parking Supply Adjacent to Pyrmont East and West Sites

Road Name / Location	Parking Restriction	Number of Parking Spaces
Saunders Street between Quarry Master Drive and Miller Street (eastern side)	1P(t) – 9am–9pm - Permit holder excepted	8
	2P(t) – 8am-7pm - Permit holder excepted	14
Saunders Street between Quarry Master Drive and Miller Street (western side)	1P(t) – 9am–9pm - Permit holder excepted	3
	Loading zone – 7am-6pm Mon-Fri, 7am-10am Sat 2P(t) – 10am-7pm Sat, 8am-7pm Sun & Public Holidays	2
	2P(t) – 8am-7pm - Permit holder excepted	6
Jones Street north of Miller Street (western side)	Disabled	1
	2P(t) – 8am-7pm - Permit holder excepted	17
Jones Street north of Miller Street (eastern side)	2P(t) – 8am-7pm - Permit holder excepted	15
Miller Street between Bank Street and Harris Street (southern side)	2P(t) - Permit holder excepted	6
	1P(t) - Permit holder excepted	8
	1/4P – 7am-7pm – Mon-Fri, 2P(t) at other times – Permit holder excepted	2
Mount Street north of Miller Street (western side)	2P(t) - Permit holder excepted	5
Harris Street north of Miller Street (western side)	Loading zone – 8am-6pm – Mon-Sat, 1P(t) at other times	2
	1P(t) - Permit holder excepted	17
	1/4P – 7am-6pm – Mon-Fri, 1P(t) at other times – Permit holder excepted	7
Harris Street north of Miller Street (eastern side)	Loading zone – 7am-6pm – Mon-Sat, 2P(t) at other times – permit holder excepted	3
	1/2P – 7am-6pm – Mon-Sat, 2P(t) at other times – Permit holder excepted	2
	1P(t) – 8am-6pm – Mon-Sat, 2P(t) at other times – Permit holder excepted	11
	Loading zone – 8am-6pm – Mon-Sat, 2P(t) at other times – permit holder excepted	3
John Street east of Harris Street (southern side)	2P(t) - Permit holder excepted	11

Pyrmont Street between Union Street and John Street (western side)	1P(t) - Permit holder excepted	17
	1/4P(t) - Permit holder excepted	9
	Loading zone – 7am-6pm – Mon-Sat, 1P(t) at other times – permit holder excepted	1
	Loading zone – 7am-6pm – Mon-Sat 2P(t) at other times – permit holder excepted	3
Pyrmont Street between Union Street and John Street (eastern side)	Loading zone – 7am-5pm – Mon-Sat 2P(t) at other times – permit holder excepted	9
	2P(t) - Permit holder excepted	9
	1P(t) - Permit holder excepted	2
Jones Bay Road between Pyrmont Street and Pirrama Road	1P(t) - Permit holder excepted	7
	1P(t) – 8am-6pm – Mon-Fri - Permit holder excepted Taxi zone at other times	7
	Loading zone – 7am-5pm – Mon-Sat Taxi zone at other times	3
Union Street between Paternoster Row and Pyrmont Bridge Road (southern side)	1P(t) - Permit holder excepted	4
	2P(t) - Permit holder excepted	12
	Loading zone – 7am-6pm – Mon-Sat 2P(t) at other times – Permit holder excepted	2
Union Street between Paternoster Row and Pyrmont Bridge Road (northern side)	2P(t) - Permit holder excepted	15
Edward Street north of Union Street (western side)	No parking – 6pm-10pm – Fri-Sat 2P(t) at other times – permit holder excepted	9
Edward Street north of Union Street (eastern side)	2P(t) - Permit holder excepted	5
Murray Street between Pirrama Road and Union Street (western side)	No stopping – 6pm-6am Loading zone(t) - 6am–6pm – Mon-Fri, 6am-10am Sat 2P(t) – 10am-6pm - Sat, 6am-6pm – Sun and Public Holidays	3
	No stopping – 6pm-6am 2P(t) – 6am-6pm	14
Pirrama Road east of Murray Street (southern side)	No stopping – 6pm-6am Loading zone(t) - 6am–6pm – Mon-Fri, 6am-10am Sat 2P(t) – 10am-6pm - Sat, 6am-6pm – Sun and Public Holidays	3
	No stopping – 6pm-6am 2P(t) – 6am-6pm	5

	Loading zone – 6am-6pm – Mon-Sat No stopping at other times	1
Murray Street between Union Street and Allen Street (eastern side)	2P(t) - Permit holder excepted	15
	P5min	2
Murray Street between Union Street and Allen Street (western side)	Loading zone(t) - 7am–6pm – Mon-Fri, 7am-10am Sat 1P(t) at other times – permit holder excepted	3
	1P(t) - Permit holder excepted	11
	2P(t) - Permit holder excepted	7
Bunn Street between Pyrmont Street and Murray Street (northern side)	2P(t) - Permit holder excepted	12
	Loading zone(t) - 7am–6pm No parking at other times	1
Bunn Street between Pyrmont Street and Murray Street (southern side)	2P(t) - Permit holder excepted	17
Hardwood Street between Pyrmont Bridge Road and Bunn Street (western side)	2P(t) - Permit holder excepted	10
Hardwood Street between Pyrmont Bridge Road and Bunn Street (eastern side)	1P(t) - Permit holder excepted	2
	2P(t) - Permit holder excepted	10
Union Lane between Murray Street and Hardwood Street (southern side)	1P(t) - Permit holder excepted	2
Little Edward Street between Pyrmont Bridge Road and Edward Lane (western side)	2P(t) - Permit holder excepted	4
Pyrmont Street between Pyrmont Bridge Road and Allen Street (eastern side)	Loading zone – 7am-6pm – Mon-Fri 2P(t) – 7am-10am – Sat 2P(t) at other times – Permit holder excepted	1
	2P(t) - Permit holder excepted	22
	2P(t) – 8am-7pm - Permit holder excepted	13
Pyrmont Street between Fig Street and Union Street (western side)	1P(t) – 10am-9pm - Permit holder excepted	7
	Loading zone – 7am-7pm – Mon-Fri 2P(t) – 8am-7pm – Sat – Sun & Public Holidays – Permit holder excepted	2
	2P(t) - Permit holder excepted	22
	Work zone - 7:30am-5:30pm – Mon-Fri, 7:30am – 3:30pm – Sat No stopping at other times	3

	Loading zone – 7am-6pm – Mon-Fri, 7am-10am - Sat 2P(t) at other times – Permit holder excepted 1P(t) - Permit holder excepted	5 15
Pyrmont Street between Pyrmont Bridge Road and Union Street (eastern side)	1P(t) - Permit holder excepted No stopping – 3pm-2am 1P(t) at other times – Permit holder excepted	5 6
Edward Street between Pyrmont Bridge Road and Union Street (western side)	Loading zone – 7am-7pm – Mon-Fri 2P(t) – 6pm-10pm – Mon-Fri, 8am-10pm Sat& Public Holidays – Permit holder excepted	3
Edward Street between Pyrmont Bridge Road and Union Street (eastern side)	2P(t) - Permit holder excepted	6
Paternoster Row between Pyrmont Bridge Road and Union Street (western side)	1/2P(t) – Permit holder excepted	10
Gipps Street (northern side)	2P(t) - Permit holder excepted	5
Gipps Street (southern side)	No parking – 6am-6pm – Authorised fire & rescue excepted 2P(t) at other times – Permit holder excepted	6
Experiment Street between Allen Street and Gipps Street (eastern side)	1P(t) - Permit holder excepted Loading zone – 7am-6pm – Mon-Sat, 1P(t) at other times – Permit holder excepted	22 1
Bunn Lane (southern side)	1P(t) - Permit holder excepted	6
Harris Street between Fig Street and Miller Street (eastern side)	Loading zone – 7am-6pm – Mon-Fri, 7am-12pm – Sat 1P(t) – 8am-6pm – Mon-Fri 2P(t) at other times – Permit holder excepted Loading zone – 7am-6pm – Mon-Sat, 1P(t) at other times – Permit holder excepted 2P(t) - Permit holder excepted	2 13 2 28
Harris Street between Fig Street and Miller Street (western side)	Clearway – 3pm-7pm 1/2P(t) – 8am-3pm - Mon-Fri, 8am-7pm – Sat-Sun & Public Holidays No stopping – 6am-10am, 3pm - 7pm Mon-Fri Loading zone - 10am-3pm - Mon-Fri, 7am-10am – Sat 2P(t) - 10am-7pm – Sat, 8am-7pm - Sun – Permit holder excepted No stopping – 6am-10am, 3pm - 7pm Mon-Fri 2P(t) - 10am-7pm – Mon-Fri, 8am-7pm – Sat-Sun & Public Holidays – Permit holder excepted 1/4P(t) – 7am-6pm – Mon-Fri 2P(t) at other times – Permit holder excepted	8 4 23 1

	1P(t) – 8am-6pm – Mon-Fri 2P(t) at other times – Permit holder excepted	15
Little Mount Street (eastern side)	2P(t) - Permit holder excepted	15
	Loading zone – 7am-6pm – Mon-Sat, 2P(t) at other times – Permit holder excepted	2
Little Mount Street (western side)	1P(t) - Permit holder excepted	30
Ada Place (eastern side)	2P(t) – 8am-7pm - Permit holder excepted	18
	Loading zone – 7am-6pm – Mon-Fri, 7am-10am - Sat, 8am-7pm – Sun & Public Holidays – Permit holder excepted	2
Bulwarra Road between Fig Street and Miller Street (eastern side)	1P(t) - Permit holder excepted	24
	2P(t) - Permit holder excepted	14
Bulwarra Road between Fig Street and Miller Street (western side)	1P(t) - Permit holder excepted	12
	2P(t) - Permit holder excepted	7
	3P(t) – 8am-7pm - Permit holder excepted	14
Bulwarra Road just north of Pyrmont Bridge Road (southern side)	2P(t) - Permit holder excepted	3
Allen Street between Pyrmont Street and Bulwarra Road (southern side)	1P(t) – 10am-9pm - Permit holder excepted	8
	Loading zone(t) – 7am-5pm – Mon-Fri	1
	Loading zone – 7am-10pm, 3pm-6pm – Mon-Fri 2P(t) at other times – Permit holder excepted	3

Table B2: Parking Supply Adjacent to Hunter Street East and West Sites

Road Name / Location	Parking Restriction	Number of Parking Spaces
Angel Place between Ash Street and Pitt Street (northern side)	Work zone – 7am-7pm – Mon-Fri, 7am-5pm – Sat No standing at other times	2
Bent Street between Gresham Street and Macquarie Street (northern side)	Taxi zone – 8am-10pm - Mon-Fri 4P(t) - 8am-10pm – Sat-Sun	7
	P5min	4
Bent Street between Gresham Street and Macquarie Street (southern side)	4P(t) – 6pm-10pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun Loading zone – 7am-3pm – Mon-Fri, 7am-10am – Sat No Stopping - 3pm-6pm, Mon-Fri	7
	4P(t) – 6pm-10pm – Mon-Fri, 8am-10pm – Sat-Sun No Parking – 6am-6pm, Mon-Fri	7
	4P(t) – 6pm-10pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun Loading zone (t) – 10am-3pm – Mon-Fri, 7am-10am – Sat Bus zone – 6am-10am – Mon-Fri No Parking - 3pm-6pm, Mon-Fri	3
Bligh Street between Bent Street and Hunter Street (eastern side)	4P(t) – 6pm-10pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone – 7am-6pm, Mon-Fri, 7am-10am – Sat	9
	No parking, coaches excepted (15min)	2
Bligh Street between Bent Street and Hunter Street (western side)	4P(t) – 6pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone – 6am-6pm, Mon-Fri, 6am-10am – Sat	11
Bond Street between George Street and Pitt Street (northern side)	P5min	2
	4P(t) – 6pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone – 6am-6pm, Mon-Fri, 6am-10am – Sat	6
Bond Street between George Street and Pitt Street (southern side)	4P(t) – 6pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone – 6am-6pm, Mon-Fri, 6am-10am – Sat	8
Bridge Street between George Street and Macquarie Street (northern side)	Loading zone(t) – 10am-3pm Mon-Fri 4P(t) – 8am-10pm – Sat-Sun No stopping – 6am-10am, 3pm-8pm – Mon-Fri Tazi zone at other times	5
	4P(t) – 8pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun Loading zone (t) –6am-10am – Sat No Parking – 10am-3pm, Mon-Fri No stopping – 6am-10am, 3pm-8pm – Mon-Fri	13

Bridge Street between George Street and Macquarie Street (southern side)	4P(t) – 8am-10pm – Sat-Sun Loading zone(t) – 10am-3pm Mon-Fri No stopping – 6am-10am, 3pm-8pm – Mon-Fri Taxi zone 8pm-6am	4
Carrington Street between Margaret Street and Wynyard Street (eastern side)	Loading zone – 6am-7pm	2
	Loading zone – 7am-3:30pm – Mon-Fri, 7am-5pm – Sat Taxi zone at other times	2
	Loading zone – 10am-3pm – Mon-Fri Bus zone at other times	3
Castlereagh Street between Hunter Street and King Street (eastern side)	Work zone – 5am-10pm – Mon-Sat, 7am-6pm – Sun	6
	4P(t) – 6pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone – 6am-6pm, Mon-Fri, 6am-10am – Sat	4
	4P(t) - 6pm-10pm – Sun and Public holidays Work zone – 6am-10pm – Mon-Sat, 7am-6pm – Sun No stopping at other times	5
	4P(t) - 8pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone – 6am-10am – Sat Bus zone – 6am-10pm – Mon-Fri	12
Castlereagh Street between Hunter Street and King Street (western side)	4P(t) – 10am-6pm – Sat, 8am-6pm – Sun Loading zone(t) – 6am-3pm Mon-Fri, 6am-10am - Sat Bus zone - 3pm-6am – Mon-Fri, 6pm-6am – Sat-Sun	6
	4P(t) – 10am-6pm – Sat, 8am-6pm – Sun Loading zone(t) – 6am-3pm – Mon-Fri, 6am-10am – Sat	4
	No Stopping (Taxis excepted)	1
	4P(t) – 10am-6pm – Sat, 8am-6pm – Sun Loading zone(t) – 6am-3pm – Mon-Fri, 6am-10am – Sat Bus zone - 6pm-6am – Mon-Sun	4
	Work zone 7am-7pm – Mon-Fri, 7am-5pm – Sat No stopping at other times	5
Curtin Place between George Street and Pitt Street (southern side)	4P(t) – 6pm-12am – Mon-Fri, 12pm-12am – Sat, 8am-12am - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-12pm – Sat	2
Elizabeth Street between Hunter Street and King Street (eastern side)	No stopping – Mon-Fri Loading zone(t) – 6am-10pm – Sat Taxi zone at other times	3

	No stopping – Mon-Fri 4P(t) – 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-10am – Sat	4
Elizabeth Street between Hunter Street and King Street (western side)	4P(t) – 8pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 10am-3pm Mon-Fri, 6am-10am - Sat No stopping – 6am-10am, 3pm-8pm – Mon-Fri	5
Gresham Street between Bridge Street and Bent Street (eastern side)	Work zone- 7am-7pm – Mon-Fri, 7am-5pm – Sat Bus zone at other times	4
Hosking Place between Pitt Street and Castlereagh Street (northern side)	Loading zone(t) – 6am-10pm – Mon-Fri, 8am-6pm – Sat No parking at other times	2
Hosking Place between Pitt Street and Castlereagh Street (southern side)	P5min	2
Hunter Street between George Street and Macquarie Street (northern side)	Loading Zone – 6am-6pm – Mon-Fri, 06am-10am - Sat Taxi zone at other times	6
	4P(t) - 8pm-12am - Mon-Fri, 8am-10pm - Sat-Sun Loading zone(t) – 6am-3pm – Mon-Fri No Parking – 3pm-8am – Mon-Fri	11
Hunter Street between George Street and Macquarie Street (southern side)	Loading zone	2
	4P(t) – 8am-12am – Mon-Fri, 10am – 10pm – Sat, 8am – 10pm - Sun Loading zone(t) – 6am-8pm – Mon-Fri, 6am-10am - Sat	5
	4P(t) – 6pm-12am – Mon-Fri, 8am – 10pm – Sat - Sun No parking – 6am-8pm – Mon-Fri	10
	4P(t) – 8am-10pm – Sat-Sun Taxi zone – 8pm-6am – Mon-Fri No stopping – 6am-8pm - Mon-Fri	10
Jamison Street between York Street and George Street (northern side)	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-10am – Sat	11
Jamison Street between York Street and George Street (southern side)	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-10am – Sat	10
King Street between York Street and Phillip Street (southern side)	4P(t) - 7pm-12am - Mon-Fri, 5pm-10pm – Sat, 8am-10pm - Sun Work zone(t) – 7am-7pm – Mon-Fri, 7am-5am – Sat	3
	Loading zone – 12am-6am – Mon-Fri Taxi zone – 8pm-12am No parking 12am-6am – Sat-Sun No stopping at all other times	2

	Work zone – 8pm-6am – Sun-Thu, 4am-11am – Sat No stopping at other times	4
	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-10am – Sat	5
Loftus street between Bridge Street and Bent Street (eastern side)	4P(t) - 6pm-12am - Mon-Fri, 1pm-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 10am-6pm – Mon-Fri, 6am-1pm – Sat	7
Macquarie Street between Bridge Street and Bent Street (eastern side)	1P(t) – CBD Permit holder excepted	18
Macquarie Street between Bridge Street and Bent Street (western side)	4P(t) - 6pm-12am - Mon-Fri, 1pm-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 10am-6pm – Mon-Fri, 6am-1pm – Sat	9
	4P(t) – 6pm-12am -Mon-Fri, 1pm-10pm – Sat, 8am-10pm – Sun No parking – 10am-6pm – Mon-Fri, 6am-1pm - Sat	2
	1P(t) – 8am-6pm – Mon-Fri 4P(t) – 6pm-10pm – Mon-Fri – 8am-10pm – Sat-Sun	9
	4P(t) – 7pm-10pm -Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun No parking – 7am-7pm – Consular vehicles excepted	2
	Disability Parking	4
	4P(t) - 6pm-10pm - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 7am-6pm – Mon-Fri, 7am-10am – Sat	9
	No Parking – 7am-6pm – Mon-Fri, 7am-2:30pm – Sat	2
	P5min 8am-6pm – Mon-Fri 4P(t) – 6pm-10pm – Mon-Fri, 8am-10pm – Sat-Sun	3
Margaret Street between York Street and George Street (northern side)	4P(t) - 6pm-10pm - Mon-Fri, 10am-6:30am – Sat, 5pm-10pm - Sun Loading zone(t) – 7am-9:30am & 3:30pm-6pm – Mon-Fri, 7am-10am - Sat No Parking – 9:30am-3:30pm – Mon-Fri, 6:30pm–7pm – Sat, 12pm-5pm – Sun Wedding or Funeral vehicles excepted	2
	1/4P – 7am-6pm – Mon-Fri, 7am-10am – Sat-Sun 4P(t) - 6pm-10pm - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun	4

Margaret Street between York Street and George Street (southern side)	4P(t) - 6pm-10pm - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 7am-6pm – Mon-Fri, 7am-10am – Sat	2
O'Connell Street between Bent Street and Hunter Street (eastern side)	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-10am – Sat	9
O'Connell Street between Bent Street and Hunter Street (western side)	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-10am – Sat	5
	No parking - 7am-7pm – Mon-Fri P5min at other times	3
Phillip Street between Bridge Street and King Street (eastern side)	No parking - 8am-6pm – Mon-Sat Taxi zone at other times	6
	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-10am – Sat	17
	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun 1/4P – 6am-6pm – Mon-Fri	2
	Work zone – 8pm-6am – Sun-Thu, 4am-11am – Sat No stopping at other times	7
	P30min(t)	6
	4P(t) - 6pm-12am - Mon-Fri, 6am-10pm – Sat-Sun Disability parking – 6am-6pm – Mon-Fri	2
Phillip Street between Bridge Street and King Street (western side)	4P(t) - 8pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-3pm – Mon-Fri, 6am-10am – Sat No stopping – 3pm-8pm – Mon-Fri	4
	4P(t) – 10am-10pm – Sat-Sun & Public holidays Loading zone – 6am-10am – Sat No parking – 6am-12am – Mon-Fri, Government vehicles excepted	9
	Unrestricted (motorbikes only)	10
	4P(t) - 8pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-3pm – Mon-Fri, 6am-10am – Sat	2

	4P(t) - 8pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-10am – Sat	2
Pitt Street between Bridge Street and King Street (eastern side)	4P(t) - 6pm-12am - Mon-Fri, 12pm-12am – Sat, 8am-12am - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-12pm – Sat	3
	2P Disability parking	4
	4P(t) - 6pm-12am - Mon-Fri, 12pm-12am – Sat, 8am-12am - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-12pm – Sat Taxi zone at other times	15
	4P(t) – 7pm-12am P5min – 7am-7pm	3
	4P(t) - 7pm-12am - Mon-Fri, 5pm-12am – Sat, 8am-12am - Sun Work zone(t) – 7am-7pm – Mon-Fri, 7am-5am – Sat	2
	4P(t) – 7pm-12am – Mon-Fri, 5pm-10am – Sat, 8am-10pm – Sun	2
	Work zone(t) – 7am-7pm – Mon-Fri, 7am-5pm – Sat No parking at other times, bus excepted	4
Spring Street between Pitt Street and Bent Street (northern side)	4P(t) - 6pm-12am - Mon-Fri, 12pm-12am – Sat, 8am-12am - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-12pm – Sat	5
	4P(t) – 6:30pm-10:30pm - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 7am-3:30pm – Mon-Fri, 7am-10am – Sat Taxi zone – 3:30pm-6:30pm – Mon-Fri	5
Spring Street between Pitt Street and Bent Street (southern side)	4P(t) - 6pm-12am - Mon-Fri, 12pm-12am – Sat, 8am-12am - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-12pm – Sat	5
Tankstream Way between Bridge Street and Abercrombie Lane	4P(t) – 6pm-10pm - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 7am-6pm – Mon-Fri, 7am-10am – Sat	3
Wynyard Street between York Street and Wynyard Lane (southern side)	4P(t) – 6pm-10pm - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 7am-6pm – Mon-Fri, 7am-10am – Sat	2
York Street between Jamison Street and King Street (eastern side)	Work zone(t) – 10am-3pm – Mon-Fri No stopping at other times	2

	Loading zone – 1am-5am Bus zone at other times	6
	4P(t) – 8am-10pm - Sat-Sun Bus zone – 6am-10pm – Mon-Fri Taxi zone at other times	9
	4P(t) – 8pm-12am – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun Loading zone(t) – 10am-3pm – Mon-Fri, 6am-10am – Sat Bus zone – 6am-10am & 3pm-8pm – Mon-Fri	4
York Street between Jamison Street and King Street (western side)	4P(t) – 8pm-12am – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun Loading zone(t) – 6am-3pm – Mon-Fri, 6am-10am – Sat Bus zone – 3pm-8pm – Mon-Fri	7
	4P(t) – 8pm-12am – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun Loading zone(t) – 10am-3pm – Mon-Fri, 6am-10am – Sat Bus zone – 3pm-8pm – Mon-Fri No stopping – 6am-10am – Mon-Fri	4
	Loading zone – 9pm-6am No stopping at other times	3
Young Street between Bridge Street and Bent Street (western side)	4P(t) – 6pm-10pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun Loading zone(t) – 7am-6pm – Mon-Fri, 7am-10am – Sat	5

The peak parking occupancy within each time period is selected for each weekday, which is then used to calculate the average peak parking occupancy across the weekdays. Therefore, the average peak parking occupancy is not concurrent during the same hour, but rather represents the worst-case scenarios of the peak parking demand within each time period.

Table B3: Weekday Parking Demand at Pyrmont

Road Name/Location	Total Spaces Available	Average Peak Parking Demand (During Permitted Parking Time)								
		Weekday (6am-10am)			Off Peak (10am-3pm)			Weekday (3pm-8pm)		
		Parking Occupancy	Occupancy Rate	Excess Capacity	Parking Occupancy	Occupancy Rate	Excess Capacity	Parking Occupancy	Occupancy Rate	Excess Capacity
Saunders Street between Quarry Master Drive and Miller Street (eastern side)	22	13	59%	9	14	64%	8	15	68%	7
Saunders Street between Quarry Master Drive and Miller Street (western side)	11	8	73%	3	8	73%	3	8	73%	3
Jones Street north of Miller Street (western side)	18	14	78%	4	16	89%	2	16	89%	2
Jones Street north of Miller Street (eastern side)	15	13	87%	2	13	87%	2	14	93%	1
Miller Street between Bank Street and Harris Street (southern side)	16	15	94%	1	15	94%	1	15	94%	1
Mount Street north of Miller Street (western side)	5	4	80%	1	5	100%	0	5	100%	0
Harris Street north of Miller Street (western side)	26	16	62%	10	20	77%	6	21	81%	5
Harris Street north of Miller Street (eastern side)	19	11	58%	8	15	79%	4	14	74%	5
John Street east of Harris Street (southern side)	11	8	73%	3	9	82%	2	11	100%	0
Pyrmont Street between Union Street and John Street (western side)	30	17	57%	13	23	77%	7	26	87%	4

Pyrmont Street between Union Street and John Street (eastern side)	20	12	60%	8	12	60%	8	19	95%	1
Jones Bay Road between Pyrmont Street and Pirrama Road	17	5	29%	12	9	53%	8	8	47%	9
Union Street between Paternoster Row and Pyrmont Bridge Road (southern side)	18	11	61%	7	16	89%	2	16	89%	2
Union Street between Paternoster Row and Pyrmont Bridge Road (northern side)	15	9	60%	6	14	93%	1	15	100%	0
Edward Street north of Union Street (western side)	9	6	67%	3	9	100%	0	8	89%	1
Edward Street north of Union Street (eastern side)	5	4	80%	1	5	100%	0	5	100%	0
Murray Street between Pirrama Road and Union Street (western side)	17	8	47%	9	12	71%	5	8	47%	9
Pirrama Road east of Murray Street (southern side)	9	5	56%	4	6	67%	3	4	44%	5
Murray Street between Union Street and Allen Street (eastern side)	17	12	71%	5	14	82%	3	14	82%	3
Murray Street between Union Street and Allen Street (western side)	21	16	76%	5	17	81%	4	18	86%	3
Bunn Street between Pyrmont Street and Murray Street (northern side)	13	11	85%	2	11	85%	2	11	85%	2

Bunn Street between Pyrmont Street and Murray Street (southern side)	17	12	71%	5	15	88%	2	14	82%	3
Hardwood Street between Pyrmont Bridge Road and Bunn Street (western side)	10	6	60%	4	9	90%	1	9	90%	1
Hardwood Street between Pyrmont Bridge Road and Bunn Street (eastern side)	12	9	75%	3	11	92%	1	10	83%	2
Union Lane between Murray Street and Hardwood Street (southern side)	2	1	50%	1	2	100%	0	2	100%	0
Little Edward Street between Pyrmont Bridge Road and Edward Lane (western side)	4	4	100%	0	4	100%	0	4	100%	0
Pyrmont Street between Pyrmont Bridge Road and Allen Street (eastern side)	36	26	72%	10	26	72%	10	24	67%	12
Pyrmont Street between Fig Street and Union Street (western side)	54	34	63%	20	33	61%	21	34	63%	20
Pyrmont Street between Pyrmont Bridge Road and Union Street (eastern side)	11	5	45%	6	8	73%	3	6	55%	5
Edward Street between Pyrmont Bridge Road and Union Street (western side)	3	2	67%	1	3	100%	0	3	100%	0
Edward Street between Pyrmont Bridge Road and Union Street (eastern side)	6	4	67%	2	6	100%	0	6	100%	0

Paternoster Row between Pyrmont Bridge Road and Union Street (western side)	10	9	90%	1	9	90%	1	9	90%	1
Gipps Street (northern side)	5	3	60%	2	4	80%	1	4	80%	1
Gipps Street (southern side)	6	1	17%	5	2	33%	4	1	17%	5
Experiment Street between Allen Street and Gipps Street (eastern side)	23	19	83%	4	16	70%	7	19	83%	4
Bunn Lane (southern side)	6	5	83%	1	4	67%	2	5	83%	1
Harris Street between Fig Street and Miller Street (eastern side)	45	32	71%	13	33	73%	12	36	80%	9
Harris Street between Fig Street and Miller Street (western side)	51	17	33%	34	30	59%	21	26	51%	25
Little Mount Street (eastern side)	17	8	47%	9	11	65%	6	11	65%	6
Little Mount Street (western side)	30	20	67%	10	22	73%	8	22	73%	8
Ada Place (eastern side)	20	16	80%	4	14	70%	6	16	80%	4
Bulwarra Road between Fig Street and Miller Street (eastern side)	38	27	71%	11	28	74%	10	27	71%	11
Bulwarra Road between Fig Street and Miller Street (western side)	33	24	73%	9	24	73%	9	26	79%	7
Bulwarra Road just north of Pyrmont Bridge Road (southern side)	3	1	33%	2	2	67%	1	3	100%	0
Allen Street between Pyrmont Street and Bulwarra Road (southern side)	12	7	58%	5	9	75%	3	9	75%	3

Table B4: Weekend Parking Demand at Pyrmont

Road Name/Location	Total Spaces Available	Average Peak Parking Demand (During Permitted Parking Time)					
		Saturday (6am – 8pm)*			Sunday (6am – 8pm)		
		Parking Occupancy	Occupancy Rate	Excess Capacity	Parking Occupancy	Occupancy Rate	Excess Capacity
Saunders Street between Quarry Master Drive and Miller Street (eastern side)	22	22	100%	0	16	73%	6
Saunders Street between Quarry Master Drive and Miller Street (western side)	11	9	82%	2	8	73%	3
Jones Street north of Miller Street (western side)	18	16	89%	2	15	83%	3
Jones Street north of Miller Street (eastern side)	15	14	93%	1	13	87%	2
Miller Street between Bank Street and Harris Street (southern side)	16	15	94%	1	15	94%	1
Mount Street north of Miller Street (western side)	5	5	100%	0	4	80%	1
Harris Street north of Miller Street (western side)	26	15	58%	11	15	58%	11
Harris Street north of Miller Street (eastern side)	19	10	53%	9	9	47%	10
John Street east of Harris Street (southern side)	11	9	82%	2	9	82%	2
Pyrmont Street between Union Street and John Street (western side)	30	27	90%	3	28	93%	2
Pyrmont Street between Union Street and John Street (eastern side)	20	19	95%	1	18	90%	2
Jones Bay Road between Pyrmont Street and Pirrama Road	17	6	35%	11	5	29%	12

Union Street between Paternoster Row and Pyrmont Bridge Road (southern side)	18	17	94%	1	16	89%	2
Union Street between Paternoster Row and Pyrmont Bridge Road (northern side)	15	15	100%	0	13	87%	2
Edward Street north of Union Street (western side)	9	9	100%	0	8	89%	1
Edward Street north of Union Street (eastern side)	5	6	120%	-1	5	100%	0
Murray Street between Pirrama Road and Union Street (western side)	17	14	82%	3	13	76%	4
Pirrama Road east of Murray Street (southern side)	9	8	89%	1	9	100%	0
Murray Street between Union Street and Allen Street (eastern side)	17	16	94%	1	16	94%	1
Murray Street between Union Street and Allen Street (western side)	21	20	95%	1	20	95%	1
Bunn Street between Pyrmont Street and Murray Street (northern side)	13	12	92%	1	12	92%	1
Bunn Street between Pyrmont Street and Murray Street (southern side)	17	16	94%	1	16	94%	1
Hardwood Street between Pyrmont Bridge Road and Bunn Street (western side)	10	10	100%	0	10	100%	0
Hardwood Street between Pyrmont Bridge Road and Bunn Street (eastern side)	12	12	100%	0	12	100%	0
Union Lane between Murray Street and Hardwood Street (southern side)	2	2	100%	0	2	100%	0

Little Edward Street between Pyrmont Bridge Road and Edward Lane (western side)	4	4	100%	0	4	100%	0
Pyrmont Street between Pyrmont Bridge Road and Allen Street (eastern side)	36	31	86%	5	31	86%	5
Pyrmont Street between Fig Street and Union Street (western side)	54	38	70%	16	36	67%	18
Pyrmont Street between Pyrmont Bridge Road and Union Street (eastern side)	11	6	55%	5	7	64%	4
Edward Street between Pyrmont Bridge Road and Union Street (western side)	3	3	100%	0	3	100%	0
Edward Street between Pyrmont Bridge Road and Union Street (eastern side)	6	7	117%	-1	6	100%	0
Paternoster Row between Pyrmont Bridge Road and Union Street (western side)	10	9	90%	1	9	90%	1
Gipps Street (northern side)	5	4	80%	1	4	80%	1
Gipps Street (southern side)	6	2	33%	4	1	17%	5
Experiment Street between Allen Street and Gipps Street (eastern side)	23	22	96%	1	21	91%	2
Bunn Lane (southern side)	6	6	100%	0	6	100%	0
Harris Street between Fig Street and Miller Street (eastern side)	45	33	73%	12	32	71%	13
Harris Street between Fig Street and Miller Street (western side)	51	36	71%	15	29	57%	22
Little Mount Street (eastern side)	17	10	59%	7	7	41%	10

Little Mount Street (western side)	30	26	87%	4	23	77%	7
Ada Place (eastern side)	20	16	80%	4	17	85%	3
Bulwarra Road between Fig Street and Miller Street (eastern side)	38	27	71%	11	25	66%	13
Bulwarra Road between Fig Street and Miller Street (western side)	33	21	64%	12	24	73%	9
Bulwarra Road just north of Pyrmont Bridge Road (southern side)	3	1	33%	2	2	67%	1
Allen Street between Pyrmont Street and Bulwarra Road (southern side)	12	4	33%	8	9	75%	3

*The above table shows an occupancy rate exceeding 100% and a negative excess capacity because the parking survey captured vehicles parked along the kerbsides but outside the designated parking areas (or permitted time period). There was one excessive vehicle beyond the parking capacity in the road section resulting in an occupancy rate of 120% in Edward Street.

The peak parking occupancy within each time period is selected for each weekday, which is then used to calculate the average peak parking occupancy across the weekdays. Therefore, the average peak parking occupancy is not concurrent during the same hour, but rather represents the worst-case scenarios of the peak parking demand within each time period.

Table B5: Weekday Parking Demand at Hunter Street

Road Name/Location	Total Spaces Available	Average Peak Parking Demand (During Permitted Parking Time)														
		Weekday (6am-10am)			School Drop-off (8am-9am)			School Pick-up (2:45pm-4:15pm)			Off Peak (10am-3pm)*			Weekday (3pm-8pm)*		
		Parking Occupancy	Occupancy Rate	Excess Capacity	Parking Occupancy	Occupancy Rate	Excess Capacity	Parking Occupancy	Occupancy Rate	Excess Capacity	Parking Occupancy	Occupancy Rate	Excess Capacity	Parking Occupancy	Occupancy Rate	Excess Capacity
Angel Place between Ash Street and Pitt Street (northern side)	2	1	50%	1	0	0%	2	1	50 %	1	2	10 0%	0	0	0%	2
Bent Street between Gresham Street and Macquarie Street (northern side)	11	5	45%	6	2	18 %	9	7	55 %	5	6	55 %	5	11	100 %	0
Bent Street between Gresham Street and Macquarie Street (southern side)	17	8	47%	9	7	41 %	10	9	47 %	9	10	59 %	7	16	94 %	1
Bligh Street between Bent Street and Hunter Street (eastern side)	11	8	73%	3	8	73 %	3	6	55 %	5	9	82 %	2	9	82 %	2
Bligh Street between Bent Street and Hunter Street (western side)	11	9	82%	2	9	82 %	2	5	45 %	6	9	82 %	2	9	82 %	2
Bond Street between George Street and Pitt Street (northern side)	8	6	75%	2	4	50 %	4	6	63 %	3	7	88 %	1	6	75 %	2
Bond Street between George Street and Pitt Street (southern side)	8	7	88%	1	5	63 %	3	6	63 %	3	7	88 %	1	7	88 %	1

Bridge Street between George Street and Macquarie Street (northern side)	18	0	0%	18	0	0%	18	2	11 %	16	4	28 %	13	4	22 %	14
Bridge Street between George Street and Macquarie Street (southern side)	4	3	75%	1	3	75 %	1	2	50 %	2	3	75 %	1	1	25 %	3
Carrington Street between Margaret Street and Wynyard Street (eastern side)	7	5	71%	2	4	57 %	3	4	57 %	3	6	86 %	1	3	43 %	4
Castlereagh Street between Hunter Street and King Street (eastern side)	27	11	41%	16	10	37 %	17	10	37 %	17	11	44 %	15	14	52 %	13
Castlereagh Street between Hunter Street and King Street (western side)	20	15	75%	5	12	60 %	8	12	55 %	9	15	80 %	4	9	45 %	11
Curtin Place between George Street and Pitt Street (southern side)	2	2	100 %	0	1	50 %	1	2	100 %	0	2	10 0%	0	2	100 %	0
Elizabeth Street between Hunter Street and King Street (eastern side)	7	1	14%	6	0	0%	7	2	29 %	5	2	29 %	5	2	29 %	5
Elizabeth Street between Hunter Street and King Street (western side)	5	1	20%	4	0	0%	5	4	80 %	1	5	10 0%	0	0	0%	5
Gresham Street between Bridge Street and Bent Street (eastern side)	4	3	75%	1	3	75 %	1	4	100 %	0	4	10 0%	0	4	100 %	0
Hosking Place between Pitt Street and Castlereagh Street (northern side)	2	2	100 %	0	2	100 %	0	2	100 %	0	2	10 0%	0	1	50 %	1

Hosking Place between Pitt Street and Castlereagh Street (southern side)	2	2	100 %	0	1	50 %	1	2	100 %	0	2	10 0%	0	2	100 %	0
Hunter Street between George Street and Macquarie Street (northern side)	17	15	88%	2	15	88 %	2	11	65 %	6	17	10 0%	0	4	24 %	13
Hunter Street between George Street and Macquarie Street (southern side)	27	7	26%	20	7	26 %	20	5	19 %	22	6	22 %	21	5	19 %	22
Jamison Street between York Street and George Street (northern side)	11	8	73%	3	6	55 %	5	7	55 %	5	8	73 %	3	11	100 %	0
Jamison Street between York Street and George Street (southern side)	10	8	80%	2	7	70 %	3	9	80 %	2	9	90 %	1	10	100 %	0
King Street between York Street and Phillip Street (southern side)	14	7	50%	7	6	43 %	8	8	43 %	8	9	64 %	5	8	57 %	6
Loftus street between Bridge Street and Bent Street (eastern side)	7	5	71%	2	5	71 %	2	3	43 %	4	6	86 %	1	7	100 %	0
Macquarie Street between Bridge Street and Bent Street (eastern side)	18	18	100 %	0	17	94 %	1	18	100 %	0	18	10 0%	0	18	100 %	0
Macquarie Street between Bridge Street and Bent Street (western side)	40	26	65%	14	24	60 %	16	25	60 %	16	30	78 %	9	34	85 %	6
Margaret Street between York Street and George Street (northern side)	6	5	83%	1	5	83 %	1	5	83 %	1	5	83 %	1	5	83 %	1

Margaret Street between York Street and George Street (southern side)	2	1	50%	1	1	50 %	1	0	0%	2	1	50 %	1	1	50 %	1
O'Connell Street between Bent Street and Hunter Street (eastern side)	9	6	67%	3	6	67 %	3	5	56 %	4	7	78 %	2	7	78 %	2
O'Connell Street between Bent Street and Hunter Street (western side)	8	7	88%	1	3	38 %	5	4	50 %	4	6	75 %	2	4	50 %	4
Phillip Street between Bridge Street and King Street (eastern side)	40	24	60%	16	24	60 %	16	25	63 %	15	29	73 %	11	35	88 %	5
Phillip Street between Bridge Street and King Street (western side)	27	21	78%	6	17	63 %	10	18	59 %	11	20	78 %	6	17	63 %	10
Pitt Street between Bridge Street and King Street (eastern side)	33	24	73%	9	23	70 %	10	24	73 %	9	26	79 %	7	25	76 %	8
Spring Street between Pitt Street and Bent Street (northern side)	10	8	80%	2	7	70 %	3	7	60 %	4	8	80 %	2	8	80 %	2
Spring Street between Pitt Street and Bent Street (southern side)	5	1	20%	4	0	0%	5	1	20 %	4	4	80 %	1	6	120 %	-1
Tankstream Way between Bridge Street and Abercrombie Lane	3	2	67%	1	1	33 %	2	2	67 %	1	2	67 %	1	2	67 %	1
Wynyard Street between York Street and Wynyard Lane (southern side)	2	2	100 %	0	2	100 %	0	2	100 %	0	2	10 0%	0	3	150 %	-1

York Street between Jamison Street and King Street (eastern side)	2	0	0%	2	0	0%	2	2	100 %	0	2	10 0%	0	0	0%	2
York Street between Jamison Street and King Street (western side)	33	1 0	30%	23	8	24 %	25	15	36 %	21	12	45 %	18	6	18 %	27
Young Street between Bridge Street and Bent Street (western side)	5	3	60%	2	3	60 %	2	4	80 %	1	6	12 0%	-1	5	100 %	0

*The above table shows an occupancy rate exceeding 100% and a negative excess capacity because the parking survey captured vehicles parked along the kerbsides but outside the designated parking areas (or permitted time period). There was one excessive vehicle beyond the parking capacity in the road section resulting in an occupancy rate of 150% in Wynyard Street, 120% in Spring Street and Young Street.

The peak parking occupancy within each time period is selected for each weekday, which is then used to calculate the average peak parking occupancy across the weekdays. Therefore, the average peak parking occupancy is not concurrent during the same hour, but rather represents the worst-case scenarios of the peak parking demand within each time period.

Table B6: Weekend Parking Demand at Hunter Street

Road Name/Location	Total Spaces Available	Average Peak Parking Demand (During Permitted Parking Time)					
		Saturday (6am – 8pm)			Sunday (6am – 8pm)*		
		Parking Occupancy	Occupancy Rate	Excess Capacity	Parking Occupancy	Occupancy Rate	Excess Capacity
Angel Place between Ash Street and Pitt Street (northern side)	2	1	50%	1	0	0%	2
Bent Street between Gresham Street and Macquarie Street (northern side)	11	5	45%	6	4	36%	7
Bent Street between Gresham Street and Macquarie Street (southern side)	17	16	94%	1	15	88%	2
Bligh Street between Bent Street and Hunter Street (eastern side)	11	9	82%	2	8	73%	3
Bligh Street between Bent Street and Hunter Street (western side)	11	11	100%	0	10	91%	1
Bond Street between George Street and Pitt Street (northern side)	8	7	88%	1	7	88%	1
Bond Street between George Street and Pitt Street (southern side)	8	8	100%	0	8	100%	0
Bridge Street between George Street and Macquarie Street (northern side)	18	16	89%	2	16	89%	2
Bridge Street between George Street and Macquarie Street (southern side)	4	3	75%	1	4	100%	0

Carrington Street between Margaret Street and Wynyard Street (eastern side)	7	2	29%	5	3	43%	4
Castlereagh Street between Hunter Street and King Street (eastern side)	27	24	89%	3	20	74%	7
Castlereagh Street between Hunter Street and King Street (western side)	20	17	85%	3	18	90%	2
Curtin Place between George Street and Pitt Street (southern side)	2	2	100%	0	2	100%	0
Elizabeth Street between Hunter Street and King Street (eastern side)	7	6	86%	1	2	29%	5
Elizabeth Street between Hunter Street and King Street (western side)	5	5	100%	0	5	100%	0
Gresham Street between Bridge Street and Bent Street (eastern side)	4	1	25%	3	1	25%	3
Hosking Place between Pitt Street and Castlereagh Street (northern side)	2	1	50%	1	0	0%	2
Hosking Place between Pitt Street and Castlereagh Street (southern side)	2	2	100%	0	2	100%	0
Hunter Street between George Street and Macquarie Street (northern side)	17	11	65%	6	11	65%	6
Hunter Street between George Street and Macquarie Street (southern side)	27	25	93%	2	24	89%	3
Jamison Street between York Street and George Street (northern side)	11	11	100%	0	5	45%	6

Jamison Street between York Street and George Street (southern side)	10	10	100%	0	7	70%	3
King Street between York Street and Phillip Street (southern side)	14	10	71%	4	8	57%	6
Loftus street between Bridge Street and Bent Street (eastern side)	7	4	57%	3	7	100%	0
Macquarie Street between Bridge Street and Bent Street (eastern side)	18	16	89%	2	16	89%	2
Macquarie Street between Bridge Street and Bent Street (western side)	40	33	83%	7	35	88%	5
Margaret Street between York Street and George Street (northern side)	6	3	50%	3	3	50%	3
Margaret Street between York Street and George Street (southern side)	2	1	50%	1	1	50%	1
O'Connell Street between Bent Street and Hunter Street (eastern side)	9	7	78%	2	7	78%	2
O'Connell Street between Bent Street and Hunter Street (western side)	8	6	75%	2	4	50%	4
Phillip Street between Bridge Street and King Street (eastern side)	40	29	73%	11	28	70%	12
Phillip Street between Bridge Street and King Street (western side)	27	24	89%	3	24	89%	3
Pitt Street between Bridge Street and King Street (eastern side)	33	30	91%	3	29	88%	4
Spring Street between Pitt Street and Bent Street (northern side)	10	8	80%	2	8	80%	2

Spring Street between Pitt Street and Bent Street (southern side)	5	5	100%	0	6	120%	-1
Tankstream Way between Bridge Street and Abercrombie Lane	3	3	100%	0	3	100%	0
Wynyard Street between York Street and Wynyard Lane (southern side)	2	0	0%	2	0	0%	2
York Street between Jamison Street and King Street (eastern side)	2	0	0%	2	0	0%	2
York Street between Jamison Street and King Street (western side)	33	23	70%	10	21	64%	12
Young Street between Bridge Street and Bent Street (western side)	5	4	80%	1	4	80%	1

*The above table shows an occupancy rate exceeding 100% and a negative excess capacity because the parking survey captured vehicles parked along the kerbsides but outside the designated parking areas (or permitted time period). There was one excessive vehicle beyond the parking capacity in the road section resulting in an occupancy rate of 120% in Spring Street.

Appendix C Comments Registers

REVIEW COMMENTS SHEET

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	**Sydney Metro West - ETP - Construction Parking and Access Strategy – Stage 1 – Pyrmont and Hunter St**	01.01	S3	01	18/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Definitions	tba	Delete SCO and replace with CJP. Include CTMF.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Definitions	tba		Observation	Y
				01.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Definitions	tba	The definitions table has been updated with the above noted changes	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Definitions	tba		Observation	Y
				02	18/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.2	tba	Section 5.2 - perhaps we should state that the scope for the surveys was agreed with CJP.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.2	tba		Observation	Y
				02.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.2	tba	Section 5.1 updated to state that the survey scope was agreed with CJP.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.2	tba		Observation	Y
				03	18/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 5	tba	Table 5 - Would this table be better located in an Appendix ?	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 5	tba		Observation	Y
				03.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 5	tba	This table has been relocated to Appendix B.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 5	tba		Observation	Y
				04	18/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 7	tba	Table 7 - Think about placing this table in an appendix and also adding another column titled "Excess Capacity", that is, the difference between the average peak and the total supply.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 7	tba		Observation	Y
				04.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 7	tba	This table has been relocated to Appendix B with the additional columns.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 7	tba		Observation	Y
				05	18/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 7	tba	Section 7 - Do you want to commit to 3 monthly reporting when Condition D78 requires only 6 monthly reporting ?	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 7	tba		Observation	Y
				05.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 7	tba	This has been amended in Section 7.3.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 7	tba		Observation	Y
				06	19/01/2023	SCO	PKEYES	.	General	.	The CPAS does not indicate where the alternate parking, loading or taxi areas are, their distance from the existing parking to be removed, or whether the alternate locations will be adequate to serve the residents/businesses/areas they do now.	Potential Non-Compliance	N
								.	General	.		Potential Non-Compliance	N

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				06.01	21/02/2023	JCG	NBRYANT	.	General	.	Figure 5 shows a map for where the parking removal would occur, in conjunction with the loading and taxi areas within 300m of each construction site.	Potential Non-Compliance	N
								.	General	.	Figure 6 & 7 provide detail of where the alternate parking, loading or taxi areas are, and their distance from the existing parking to be removed. Section 4.1.2 has been updated to detail the adequacy of the remaining parking to service the residents/businesses/areas they do now.	Potential Non-Compliance	N
				07	19/01/2023	SCO	PKEYES	.	Clause 4.1	.	Please indicate the duration of the "temporary" removal of parking. Noting that the duration of the construction phase will be several years, and therefore not temporary.	Potential Non-Compliance	N
								.	Clause 4.1	.		Potential Non-Compliance	N
				07.01	21/02/2023	JCG	NBRYANT	.	Clause 4.1	.	Section 4.1 has been udpated, parking removal associed with construction access is no longer referred to as "temporary"	Potential Non-Compliance	N
								.	Clause 4.1	.	Response provided in previous submision	Potential Non-Compliance	N
				08	19/01/2023	SCO	PKEYES	.	Table 4	.	Provide a map showing exactly where each parking space is to be removed from.	Potential Non-Compliance	N
								.	Table 4	.		Potential Non-Compliance	N
				08.01	21/02/2023	JCG	NBRYANT	.	Table 4	.	Figure 5 shows a map for where the parking removal would occur.	Potential Non-Compliance	N
								.	Table 4	.	Figure 6 & 7 detail the locations parking removal would occur	Potential Non-Compliance	N
				09	19/01/2023	SCO	PKEYES	.	Table 4	.	The kerbside parking in Hunter St is critical to the servicing of the local area due to removal of parking from George St (SLR) and Pitt St (cycleway). A detailed justification is required for the removal of these spaces to be considered. As well as a detailed investigation into the alternate spaces and the distance from the areas they need to service.	Potential Non-Compliance	N
								.	Table 4	.		Potential Non-Compliance	N
				09.01	21/02/2023	JCG	NBRYANT	.	Table 4	.	Section 4.1 has been updated to provide detailed justification for the proposed construction driveways and alternatives to the parking area requiring removal for the project	Potential Non-Compliance	N
								.	Table 4	.	Response provided in previous submision	Potential Non-Compliance	N
				11	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	1.1	NA	To avoid confusion and minimse comments from DPE it recommended that the project description provided in section 1,1 be consistent with the other management plans, such as the Flora and Fauna MP. Also, section 1.1 has two Project definitions: Sydney Metro West is a new 24-kilometre metro line between Westmead and the Sydney CBD (the Project). The Eastern Tunnelling Package (ETP) (the Project)	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	1.1	NA		Observation	Y
				11.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	1.1	NA	Section 1.1 has been updated in line with other management plansDefinitions table has been updated	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	1.1	NA		Observation	Y

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				12	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.2	NA	To give the CPAS context and allow it to be a standalone document please provide a Project Scope in a separate section. Section 2.2 of the FFMP is a good place to copy. for Project Scope. It is important to provide construction activities to determine aspects and impacts. The ETP Works include design and construction of: ? Demolition of existing buildings at Pyrmont East and West shaft sites and at Hunter Street East and West shaft sites ? Tunnel Boring Machine (TBM) assembly, launch, tunnelling support from an existing shaft at The Bays ? Approximately 2.5 km twin underground eastbound and westbound bored railway tunnels between The Bays and Hunter Street and six cross passages spaced up to 500 metres apart ? Pyrmont Station excavation, including two shaft excavations, associated access adits and nozzle enlargements, including temporary ground support and cast in situ cavern linings ? Excavation and lining of a mined crossover cavern to allow trains to cross from one track to the other ? Hunter Street statio□□	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.2	NA		Observation	Y
				12.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.2	NA	Project scope has been detailed in section 2.1.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.2	NA		Observation	Y
				13	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2	NA	It is not clear in section 2 what the purpose of the CPAS is. Please add additional detail. The purpose of the CPAS is to identify and mitigate impacts resulting from on- and off-street parking changes during construction and address the relevant CoA and REMMs.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2	NA		Observation	Y
				13.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2	NA	Section 2.2 has been updated to include the purpose of the CPAS	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2	NA		Observation	Y
				14	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.1	NA	With regard to D77(a)please ensure the mitigation measures in the CTMP and CPAs are consistent. for example: A tool drop-off and storage facility will be provided on-site. This will allow construction workers to drop off and store their tools, allowing them to use public transport to travel to and from the site. Do you know the nearest bus stops, train stations and parking stations? Providing the locations of these facilities would help address D77.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.1	NA		Observation	Y
				14.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.1	NA	Section 6.1 has been updated with consistent mittigation measures and reference to to other sections of the document that detail public transport options and associated distances	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.1	NA		Observation	Y

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				15	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.3	NA	With regard to D77(b) please ensure the mitigation measures in the CTMP and CPAs are consistent. for example: All truck marshalling is to be contained at The Bays site, with the site capable of holding eight trucks. Therefore, no on-street parking is required for truck marshalling in the vicinity of the site. Please clarify where the Spoil site is located. Will you have traffic control at the gates? If yes, this would help address D77(b)	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.3	NA		Observation	Y
				15.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.3	NA	Section 6.6 has been added in Table 2, to address Condition D77(b).Section 6.3 has been updated to include details of the traffic control arrangements Section 6.4 has been added to include potential spoil disposal locations.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.3	NA		Observation	Y
				16	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	4.1	NA	To fully address D78(b) the timing of Table 4: Proposed Temporary On-street Parking Removal needs to be provided.	Minor Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	4.1	NA		Minor Non-Compliance	Y
				16.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	4.1	NA	Section 4.1 has been updated to include timing of proposed parking removal	Minor Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	4.1	NA		Minor Non-Compliance	Y
				17	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1.3	NA	To address D78(d) consultation with affected stakeholders utilising existing on- and off-street parking actually needs to be completed and records provided in this CPAS prior to submission to DPE.	Actual Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1.3	NA		Actual Non-Compliance	Y
				17.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1.3	NA	Section 2.3 has been updatedConsultation scheuled with all stakeholders within 50m of the proposed parking removal	Actual Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1.3	NA		Actual Non-Compliance	Y
				18	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1 and 4.3	NA	To address D78(e) the impacts from the consultation with affected stakeholders utilising existing on- and off-street parking needs to be provided and mitigated. Please undertake an assessment of other major projects in the locality and of list any potential impacts. JCG maybe taking two spots but another project maybe taking 10.	Actual Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1 and 4.3	NA		Actual Non-Compliance	Y
				18.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1 and 4.3	NA	Report to be updated taking into consideration outcomes of consultation.Section 4.1 has been updated to include outcomes of research completed on other major projects in the locality	Actual Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1 and 4.3	NA		Actual Non-Compliance	Y
				19	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA	D789(G) requires monitoring to be undertaken over an interval not less than six months. In section 7.1 please clarify Monitoring intervals and timing. Also, other mitigation measures to be monitored could include:Utilisation of public transportUtilisation of off-street commercial parking facilities. Number of times spoil haulage vehicles deviate from the nominated haulage routes	Potential Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA		Potential Non-Compliance	Y
				19.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA	The interval of monitoring has been revised to 6 monthly throughout the CPAS. Other monitoring measures have been added to Section 7.1.	Potential Non-Compliance	Y

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								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA		Potential Non-Compliance	Y
				20	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA	The contents of the report required by D77(j) is not clear in section 7.1. Please provide additional detail. As a minimum the motoring results need to be included as well as the non-conformances and corrective actions. The report is required at six (6) monthly intervals not quarterly. Please consider the words below for 7.1. A summary report for each six month period from the commencement of construction will be provided to Sydney Council, Inner West Council, TfNSW, Sydney Metro and CJP. The report will provide the details and outcomes of the monitoring undertaken for the preceding six months. This report will also provide details of non-conformances and corrective actions taken. The report will be submitted to all stakeholders within one month of the end of the reporting period.	Potential Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA		Potential Non-Compliance	Y
				20.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA	This has been added in Section 7.3.	Potential Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA		Potential Non-Compliance	Y
				21	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	All	NA	There is some repetition and contradiction in the Overarching CTMP, the site specific CTMP and the CPAS. Please clarify the purpose of each and in the compliance matrix reference where each requirement is addressed to avoid confusion, contradiction and repetition.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	All	NA		Observation	Y
				21.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	All	NA	While there is some repetition between the documents, there should not be any contractictions. Requirements detailed in the compliance matrix (Table 2 and Table 3) are addressed within the CPAS	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	All	NA		Observation	Y
				22	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.4	NA	It is not clear in section 6.4 how TT11(d) is addressed. I could not find any detail on driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking.	Minor Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.4	NA		Minor Non-Compliance	Y
				22.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.4	NA	Section 6.7 added to address TT11(d)	Minor Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.4	NA		Minor Non-Compliance	Y
				24	1/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 3, TT10	NA	Councils would need to be communicated with for all parking losses and response to be captured within this document. Is there a specific limit defining between high or low parking loss?	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 3, TT10	NA		Observation	Y
				24.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 3, TT10	NA	This requirement has been addressed in Section 2.3.4	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 3, TT10	NA		Observation	Y
				25	1/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 1 and 2	NA	Explain the scope of this CPAS. The title mentions Stage-1, does this CPAS only cover a specific stage of all four sites? Or is it valid for all constructions stages for all 4 sites?	Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 1 and 2	NA		Observation	Y
				25.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 1 and 2	NA	The title page and Section 2.2 have been reworded to clarify that the Stage 1 CPAS pertains to the 4 Pyrmont and Hunter Street construction sites, while the Stage 2 CPAS will be prepared as a separate document for The Bays construction site.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 1 and 2	NA		Observation	Y
				26	1/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 3.1.3 and 3.2.3	NA	Double check the construction workforce numbers. It does not match up with the "EIS3 chapter 6, Proposal description – construction"	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 3.1.3 and 3.2.3	NA		Observation	Y
				26.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 3.1.3 and 3.2.3	NA	Construction workforce numbers provided in the CPAS are in line with current detailed planning forecasts	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 3.1.3 and 3.2.3	NA		Observation	Y
				27	1/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 4.1	NA	For all parking changes(loss/modification), please show them as a figure/map as well in addition to table-4 to add clarity about number and exact location of those spaces. Show any relevant features like site driveways etc.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 4.1	NA		Observation	Y
				27.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 4.1	NA	Figure 5 shows a map for where the parking removal would occur.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 4.1	NA		Observation	Y
				28	1/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.4	NA	Can we add columns in tables within this section to show the parking occupancy in percentages to add clarity.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.4	NA		Observation	Y
				28.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.4	NA	The table has been moved to Appendix B with additional column to show parking occupancy percentage.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.4	NA		Observation	Y
				29	3/02/2023	SMD	MTYNAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	NA	The proposed removal of parking spaces for the Pyrmont West Stage 1 is not supported. Please refer to comments raised in the Pyrmont West CTMP Stage 1. The proposed driveways are not supported, given that this was not approved in the EIS. All movements in/out of the Pyrmont West site must be from Pyrmont Bridge Road only as approved in the EIS. Driveways on Pasternoster Row and Pyrmont Street is not supported. Haulage routes on Pyrmont Street is also not supported. COMMENT FROM CITY OF SYDNEY	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	NA		Observation	Y
				29.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	NA	Comment noted, this will be addressed in the site specific CTMP's for Pyrmont West	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	NA		Observation	Y
				30	24/02/2023	SMD	PBROGAN				No Comments		Y
													Y
				31	28/02/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Clause 4?.1	.	Areas where parking is impacted the existing parking restrictions are to be noted exactly, including day of week and time of day. Each section is to be include a longitudinal dimension.	Observation	N

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								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Clause 4?.1	.	Table 7 has been updated to include parking restriction for day of week and time of day, as well as the length of parking loss based on the swept path assessment.	Observation	N
				32	28/02/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Clause 4?.1	.	The complete removal of daytime taxi zone from Hunter St between George St and Pitt St is not accepted. Suggest a portion of the existing loading zone on the southern side may need to be changed to taxi zone.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Clause 4?.1	.	This recommendation has been raised with Council, they do not support converting any existing loading zones to Taxi Zone. Council have proposed an alternate location subject to CJP agreement.	Observation	N
				33	28/02/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Clause 4?.1	.	Any impacts to taxi zones will require consultation with the NSW Taxi Council.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Clause 4?.1	.	Section 4.1.2 has been updated to detail the ongoing consultation with NSW Taxi Council.	Observation	N

Sydney Metro West (SSI-19238057) Eastern Tunnelling Package - Comparison Table

PA	**16**
Report	**Construction Parking and Access Strategy (Stage 1), Pyrmont & Hunter Street Worksites, version 1**

Date	Contributor	Description
1/3/2023	Leanne Mariani (DPE)	Assessment by DPE
15/03/23	Nathan Bryant (JCG)	Response by JCG JV

Part A – Conditions of Approval

Comment No.	Condition	Requirement	DPIE Comment	Proponent Response	Amendment made	DPIE comment	Status
1	D77	**Construction Parking and Access Management** All vehicles associated with the CSSI (including light vehicles and heavy vehicles) must be managed to:	See below:				
2		(a) minimise parking on public roads	Mitigation measures to minimise parking on public roads are provided in section 6.1. Section 6.1 does not reference the proposed marshalling and parking area near The Bays development site (discussed in section 6.5), which has been identified as providing worker parking. The CPAS indicates that requirements for a shuttle bus service will be addressed in the Stage 2 CPAS which is expected for The Bays worksite. Section 3.2.3 covers construction workforce parking and states that the workforce will be encouraged to utilise public transport. The CPAS focuses on mitigation measures that encourage workers to make use of public transport to access the work sites. **DPE Comment 2.1** – Provide information regarding a shuttle bus service (as required) to and from the marshalling/ worker parking area and between the work sites. **DPE Comment 2.2 –** Provide further information and examples of how workers will be incentivised to utilise public transport.	A shuttle bus service will be provided between Glebe Island parking area and The Bays worksite. The service will extend to the Pyrmont and Hunter St sites as required during the later phases of the works, when the mainline tunnel reaches the respective sites. Section 3.2.3 has been updated to include examples of how JCG JV will encourage the use of Public Transport. Section 6.1 also details mitigation measures that include incentivising and encouraging the use of public transport, including; • Incentivising workers to use public transport through the establishment of	Section 6.6 has been amended accordingly.		

Comment No.	Condition	Requirement	DPIE Comment	Proponent Response	Amendment made	DPIE comment	Status
				sustainability targets for each worksite, including rewards to the highest performing worksite • Establishment of a communication strategy to encourage the use of public transport and minimise parking on public roads • Providing workers with information related to the nearest bus stops, train stations and parking stations to enable workers to make an informed decision about their transport options when working on the Project • Encourage the use of apps such as "Opal Travel" for transport services and timetables			
3		(b) minimise idling and queueing on state and regional roads	Section 6.2 addresses measures to minimise idling and queuing. SATISFIED.				**CLOSED**
4		(c) not carry out marshalling of construction vehicles near sensitive land user(s)	Section 6.5 details of proposed use of an offsite marshalling area and also parking for worker vehicles and heavy vehicles. SATISFIED.				**CLOSED**
5		(d) not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided;	Sections 9.2 and 9.3 address access control and safety for pedestrians and cyclists. SATISFIED.				**CLOSED**
6		(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	**DPE Comment 6.1 -** Please provide copy of the most recent CTMP.	Approved CTMPs will be forwarded to DPE following approval by CJP. Current version of the Overarching CTMP submitted to CJP for approval has been provided.			
7	D78	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 Construction Parking and Access Strategy must include, but not necessarily be limited to:	See below:				
8		(a) achieving the requirements of Condition D77 above	Refer to DPE Comments above.	Refer to responses above			
9		(b) confirmation and timing of the removal of on and off-street parking associated with construction of the CSSI;	Section 4 covers the proposed removal of on-street parking for both Pyrmont and Hunter Street. The CPAS outlines the long-term removal of 11 on-street parking spaces (4 of those taxi spaces) for the duration of the project and additional temporary removal of on-street parking for 2 to 4 weeks at each work site. **DPE Comment 9.1 -** Correct the reference error in the first paragraph of Section 4.1 (page 22). **DPE Comment 9.2** – Section 4.1.2 (page 24) is missing a refence to Figure 7.	Reference error corrected Section 4.1.2 now states *"Figure 7 provides an overview of the proposed on-street parking spaces removal and the surrounding kerbside uses at Hunter Street East and West construction sites."*	Section 4.1 – Reference error corrected Section 4.1.2 amended		

Comment No.	Condition	Requirement	DPIE Comment	Proponent Response	Amendment made	DPIE comment	Status
10		(c) parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events;	Section 5 details the parking surveys undertaken. SATISFIED.				**CLOSED**
11		(d) consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction;	Section 1.3 addresses consultation with stakeholders. SATISFIED.				**CLOSED**
12		(e) assessment of the impacts to on and off-street parking stock taking into consideration, outcomes of consultation with affected stakeholders and considering the impacts of other major projects in the locality and special events;	Section 4 outlines assessment of parking impacts and section 4.2 covers special events in the vicinity of the Pyrmont and Hunter Street locations. SATISFIED				**CLOSED**
13		(f) identification of practicable 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;	**DPE Comment 13.1** – Please provide justification for those mitigation measures identified in this condition have not been implemented.	The following additional mitigation measures have been considered by JCG but were assessed as not feasible or reasonable for the reasons detailed below ; **Staged removal and replacement of parking** – Removal of parking is associated with construction access, required for the commencement of all sites and therefor can't be staged. Staged replacement is only possible at Hunter St West as identified in Section 4.1.2 **Provision of alternative parking arrangements** – Details of a proposed alternative taxi stand has been added to section 4.1. The alternative arrangement is currently being discussed with City of Sydney and CJ, however, the proposal has not been confirmed and will be subject to approval. **Managed Staff Parking Arrangements** – Due to the lack of available real estate in the Hunter St and Pyrmont areas, it is not feasible to provide managed staff parking arrangements for the staff and workforce. JCG's experience on the Sydney Metro City & Southwest project suggests that the proposed use of Public transport will be utilised in preference over personal vehicles requiring parking in local streets, due to the costs and time constraints associated with local parking. **Working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes** – Parking restrictions and residential parking schemes are already implemented adjacent the work sites	Section 4.1.2 and 4.1 has been amended to address the conditions		
14		(g) mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures;	Section 7 addresses monitoring and reporting. SATISFIED.				**CLOSED**
15		(h) details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and	Refer to DPE comments above.	A shuttle bus service will be provided between Glebe Island parking area and	Section 6.6 has been amended accordingly.		

Comment No.	Condition	Requirement	DPIE Comment	Proponent Response	Amendment made	DPIE comment	Status
		off-site car parking facilities (where these are provided) and between construction sites;		The Bays worksite. The service will extend to the Pyrmont and Hunter St sites as required during the late phases of the works, when the mainline tunnel reaches the respective sites.			
16		(i) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	Section 8. covers contingency measures and Section 7.2 deals with corrective measures. SATISFIED.				**CLOSED**
17		(j) provision of reporting of monitoring results to the Planning Secretary and relevant Councils at six (6) monthly intervals.	Section 7 addresses monitoring and reporting. SATISFIED.				**CLOSED**
18		The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month prior to the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before and during construction that impact parking and incorporated into the CTMPs.	SATISFIED				**CLOSED**