



WESTERN HARBOUR TUNNEL

Package 2: WHT Driven Tunnels,
Mechanical and Electrical Fitout

Construction Parking and Access Strategy (South)

WHTP2-ACOC-WHT-EV-PLN-000026

Client: Transport for NSW | Project No: WHTP2

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Document control

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

Project revision history

Rev	Date	Description of changes
A	20/12/2023	Draft for TfNSW
B	19/01/2024	Updated following TfNSW comments
C	16/02/2024	To include additional detail on MOC2 & Inner West utility works
D	13/03/2024	To address TfNSW comments
00	14/03/2024	Issue to DPHI
01	09/04/2024	To address DPHI comments
02	22/05/2024	Updated following DPHI comments
03	14/06/2024	Updated following DPHI comments
3.1	11/09/2024	Update for 33kv Phase 2 works
3.2	26/09/2024	Updated following TfNSW and IWC comments
3.3	02/10/2024	Updated following IWC comments
3.4	06/12/2024	Updated following DPHI review
04	07/01/2025	Update to include shuttle bus detail for City West Link (WHT12)
4.1	05/02/2025	Updated following TfNSW review
05	05/03/2025	Updated following DPHI review
06	04/06/2025	Updated for work on Lilyfield Road
6.1	13/06/2025	Updated following TfNSW review
07	30/06/2025	Update following DPHI review
08	03/07/2025	Update following DPHI review

Control and records

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

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Abbreviations and definitions

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

1. Introduction

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

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

Given the nature and scope of the project, the CPAS has been prepared as three distinct documents, namely CPAS North, CPAS West, and CPAS South (this document).

1.1. Background

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

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

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

1.2. Purpose and scope of this CPAS

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

This CPAS (CPAS South) have been prepared for the following sites:

- Motorway Operations complex (MOC) part of Rozelle Rail Yards (WHT1) construction support site,
- Glebe Island (WHT3) construction support site (formerly White Bay (WHT3)),
- City-West Link (WHT12) construction support site; and
- Utility works in the Inner West area, including Rozelle and Lilyfield (Inner West utility works). Utility works will be delivered in three phases. Phase 1 includes trenching, joint bay construction and investigatory works, while Phase 2 includes mandrel (ensuring conduits installed have not become accidentally damaged or blocked), Ausgrid inspection mandrel, cable pulling, jointing and backfilling. Phase 3 includes permanent road reinstatement and restoration.

Separate CPAS documents (CPAS North) and (CPAS West) have been prepared for construction support sites located north of the Sydney Harbour and at Emu Plains. This includes the Berry

Street north (WHT8), Ridge Street (WHT9), Cammeray (WHT10) and Emu Plains (WHT13) construction support sites.

1.3. Summary of parking impacts

Parking removal detailed within this CPAS is limited to utility works in the Inner West area (Inner West utility works), there is no proposed parking removal associated with the three construction supports sites detailed in this CPAS.

An overview of the proposed parking removal for the Inner West utility works is provided below within Table 1 with further detail also provided within Section 4.2. The Inner West utility works will be delivered in a three phases approach. Phase 1 includes trenching, joint bay construction and investigatory works, which have been completed (*these works have been completed – as of 2 December 2024, the related parking impacts are no longer necessary and are not part of this document*). Phase 2 includes mandrel (ensuring conduits installed have not become accidentally damaged or blocked), Ausgrid inspection mandrel, cable pulling, jointing and backfilling. Phase 3 includes permanent road reinstatement and restoration.

Table 1 Overview of parking removal

Overview of parking removal – Inner West Utility Installation Works Phase 2 and 3 (Mandrel, Ausgrid inspection mandrel, Cable pulling, Jointing and Backfilling, pavement rectification and resurfacing) ¹				
Location	Spaces to be removed under Phase 2 & 3 works	Timeframe for impact*		Where addressed within CPAS
		Indicative duration (business days)	Indicative work period **	
Belmore Street	10	25 Days	December 2024 to September 2025	Removal detailed in 4.2.4.1, Table 14 Mitigations detailed in 5.1.4.1
Brockley Street	2	25 Days	December 2024 to September 2025	Removal detailed in 4.2.4.1, Table 14 Mitigations detailed in 5.1.4.1
Catherine Street	2	25 Days	December 2024 to September 2025	Removal detailed in 4.2.4.1, Table 14 Mitigations detailed in 5.1.4.1
Charlotte Street	4	25 Days	December 2024 to September 2025	Removal detailed in 4.2.4.1, Table 14 Mitigations detailed in 5.1.4.1
Evans Street	28	25 Days	December 2024 to September 2025	Removal detailed in 4.2.4.1, Table 14 Mitigations detailed in 5.1.4.1
Foucart Street	16	25 Days	December 2024 to September 2025	Removal detailed in 4.2.4.1, Table 14 Mitigations detailed in 5.1.4.1
Kenniff Street	2	25 Days	December 2024 to September 2025	Removal detailed in 4.2.4.1, Table 14 Mitigations detailed in 5.1.4.1
Lamb Street	26	25 Days	December 2024 to September 2025	Removal detailed in 4.2.4.1, Table 14 Mitigations detailed in 5.1.4.1
Moodie Street	15	25 Days	December 2024 to September 2025	Removal detailed in 4.2.4.1, Table 14 Mitigations detailed in 5.1.4.1
Waterloo Street	21	25 Days	December 2024 to September 2025	Removal detailed in 4.2.4.1, Table 14 Mitigations detailed in 5.1.4.1
Location	Spaces to be removed	Indicative duration (business days)	Indicative work period *	Where addressed within CPAS

Lilyfield Road	4	30 Days	July 2025 to October 2025	Removal detailed in 4.2.4.1, Table 15 Mitigations detailed in 5.1.4.1
<u>Note</u> * Due to the nature of works, there may at times be small variances to the listed durations. This may occur as a result of; weather, ground conditions or other unforeseen circumstances. These variances may mean a small increase of duration, it may also mean a decrease of duration if works are completed ahead of program. ** The program of works is expected to take approximately 3 months, 10 months has been listed above to account for any potential delays that may result from; obtaining approvals, weather, ground conditions or other unforeseen circumstances. ¹ Additional parking removal – It's noted that Mandrel works involves ensuring conduits installed have not become accidentally damaged or blocked, this will occur prior to pulling of the 33kv cable, aka 'cable pull'. If the Mandrel works identify any conduits or works identify any other unforeseeable items that requires repair, temporary work-zones may need to be installed along the 33kv alignment to rectify the issue in line with Section 4.2.5. While it's not possible to foresee these issues in advance, parking removal associated with conduit repairs would be limited to far as practical and conformance with the mitigation measures outlined within Section 5.1.4 will be maintained.				

It is noted that the parking surveys completed as detailed within Section 3, indicate that sufficient available parking exists to absorb any parking loss during the 'worst-case scenario'.

1.4. Compliance Matrix

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

Table 2 CoA compliance matrix

Reference	Requirement	Section
E135	The locations of all heavy vehicles used for spoil haulage must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one year following the completion of construction.	Section 5.7
E136	Before any local road is used by a heavy vehicle for the purposes of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the relevant council within three weeks of completion of the survey and no later than one month prior to the road being used by heavy vehicles associated with the CSSI.	Section 5.6
E139	Vehicles (including light and heavy vehicles) associated with the CSSI must be managed to:	-
	(a) Minimise parking on public roads;	Section 5.1
	(b) Minimise idling and queuing on state and regional roads;	Section 5.8
	(c) Not carry out marshalling of construction vehicles near sensitive land user(s);	Section 5.8
	(d) Not block or disrupt access across pedestrian or shared user paths at any time; and	Section 5.4
	(e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the Traffic, Transport and Access Management CEMP Sub-plan.	Section 5.5 & Section 5.7
E140	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on- and off-street parking changes during construction of the CSSI. The Strategy must include, but not necessarily be limited to:	-
	(a) achieving the requirements of Condition E139;	See above
	(b) confirmation and timing of the removal of on- and off-street parking associated with construction of the CSSI;	Section 4.2

Reference	Requirement	Section
	(c) parking surveys of all parking spaces to be removed or occupied by the CSSI workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events;	Section 3
	(d) consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction;	Section 2
	(e) assessment of the impacts to on- and off-street parking stock taking into consideration, occupation by the CSSI workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events;	Section 3
	(f) identification of mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes;	Section 5
	(g) where residential parking schemes already exist, off-road parking facilities must be provided for the CSSI workforce;	Section 5.1
	(h) mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures;	Section 6
	(i) details of shuttle bus service(s) to transport the CSSI workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites;	Section 5.3
	(j) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	Section 5.10
	(k) provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three monthly intervals.	Section 6.2
	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one month before the commencement of any construction that reduces the availability of existing parking. The approved Strategy must be implemented before impacting on on-street parking and incorporated into the Traffic, Transport and Access Management CEMP Sub-plan.	Section 2.3
E141	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented prior to the disruption. Adequate signage and directions to businesses must be provided prior to, and for the duration of, any disruption.	Section 5.4

Table 3 REMM compliance matrix

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

REMM Reference	Requirement	Section
CTT11	Truck marshalling areas will be identified and used where feasible and reasonable, to minimise potential queueing and traffic and access disruptions in the vicinity of construction support sites	Section 5.8

2. Consultation & Approval

2.1 Council consultation

Consultation with Inner West Council has been undertaken as part of the preparation of this document, and prior to parking impacts in the Rozelle Precinct (including MOC (WHT1), Glebe Island (WHT3), City-West Link (WHT12), and the Inner West utility works. In addition to processes described in the Community Consultation Strategy (CCS), opportunity for this, and ongoing consultation with Council will be available through the Traffic Control Group (TCG), established as a technical forum to discuss road safety and traffic management measures, potential impacts on the road, pedestrian and cycle network and program. The TCG will include representatives from TfNSW and relevant Councils and on occasion representatives from other construction projects.

Further to the above, additional consultation with Inner West Council has taken place. This consultation covers additional impacts to parking as part of the Inner West utility works Phase 2 - Mandrel, Ausgrid inspection mandrel, Cable pulling, Jointing and Backfilling works.

Evidence of consultation with Inner West Council is documented in a consultation report which is prepared separately to this CPAS. The consultation report will be prepared in accordance with MCoA A5 and submitted to the Department along with this CPAS.

2.2 Community consultation

A Community Action Plan has been developed to provide a strategy on local community engagement and consultation techniques for the Inner West utility works. Due to the nature of this work, the Project have been conscious about the frequency and timeframe of undertaking community engagement. The Project proposes to engage with the local community in a phased approach and consultation with the residents and local community in the affected areas will occur as the proposed works approaches. Refer to Table 4 below.

Table 4: Proposed local engagement strategy

Phases	Purpose	Timing	Tools
Pre-work commencement	- Provide general update on work commencing - Answer Frequently Asked Questions - Identify any issues or concerns that the stakeholder may have - Offer an opportunity to set a meeting to talk through construction staging - Encourage residents to sign up to mailing list	A minimum of four weeks before work commences	- Community Update / Fact Sheet - Email - Doorknock
Two weeks prior to work starting	- Provide maximum amount of notice allowable under the EPL - Email to residents to provide update of work starting in two week - Provide an overview of the different locations of static work areas - Provide an overview of the detours and any road closures for that week	10 business days (two weeks) before work starts	- Notification - Email - Website Update

Phases	Purpose	Timing	Tools
One week prior to work starting	- To notify specific residents and businesses that are directly impacted by the work areas - Traffic alerts will be issued by the Transport for NSW Media Unit to key media outlets within the project area - To supplement the work slip distribution• Allow opportunity to discuss any remaining concerns with residents and stakeholders	5 business days before work	- Work Slip - Traffic Alert - Doorknock - Social Media
Conclusion of first week (and ongoing until work completion)	- Provide an email update on status of work to residents - Provide update on status of road closures and detours	At the end of each week	Email

2.3 Document approval

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

Additional parking removal required by the Project, excluding changes due to Road Occupancy Licenses (ROL) or Council Permits as described in Section 4.2, will be addressed in an updated CPAS and provided to the Planning Secretary for review and approval. Notification and consultation of the additional parking removal would be undertaken in accordance with the Project CCS.

3. Existing Conditions

With exception to utility works, The Project does not propose to implement any extended removal of on-street parking spaces associated with the Rozelle Precinct sites outside of temporary localised occupancy in accordance with ROLs or council permits. Should this change, this plan will be updated and resubmitted to the relevant stakeholders and the Planning Secretary for re-approval.

In accordance with CoA E140(c), parking surveys were completed. Refer to Appendix B. These surveys have been completed in two stages:

1. Inner West Utility Installation Phase 1 Works - 7th and 17th of February 2024, as outlined in Figure 1, and detailed within Table 5 below. Parking surveys were undertaken to determine existing parking demand during peak, off-peak, school drop-off and pick up, weekend periods and during special events. This survey captured areas associated with the initial trenching, Joint Bay construction and investigations works.
2. Inner West Utility Installation Phase 2 Works - 27th August and 7th September 2024, as outlined in Figure 2, and detailed within Table 6 below. Parking surveys were undertaken to determine existing parking demand during peak, off-peak, school drop-off and pick up, weekend periods and during special events. This survey captured areas associated with the planned; Mandrel, Ausgrid inspection mandrel, Cable pulling, Jointing and Backfilling works.

While it's noted that the areas subject to the parking surveys is mostly residential and would not directly be host to many special events, the surveys were completed on days where various special events were taking place within the surrounding Inner West Council area. These events include:

- Survey conducted on 7th and 17th of February 2024 for Inner West Utility Installation Phase 1 Works
 - Newtown ArtSeat
 - Callan Park Bushcare
 - Zumba Gold – Ashfield
 - Zentangle - creative program for older adults
 - Eastern Mah-jong
 - The Footpath Library FREE Service Hub Hannaford Community Centre
 - Mums Get Active Postnatal Pilates – Lilyfield
 - Play Canasta Stanmore Library
 - After School: Gamify with Coding: Snakes and Ladders
 - Parenting Talk: Help your child navigate 'Back to School' anxiety
 - Inspiring A Revolution in Your Heart and Mind Rigpa
 - MSK&BC: Alister Spence trio
- Survey conducted on 27th August and 7th September 2024 for Inner West Utility Installation Phase 2 Works
 - Creative Women of OWN Virtual Gallery
 - Upgrading Illoura Reserve Playground Mort Bay Park Playground
 - Ashfield Run Club Ashfield Park
 - Customer Service Stall – Annandale Lambert Park
 - Inner West Writers Group at Marrickville Library Marrickville Library and Pavilion
 - Creative drop-in sessions at Studio Bloop Studio Bloop
 - The Everyday Epic: A Poetry Workshop Writing NSW
 - Bike Tune Ups – September Inner West Sustainability Hub
 - Healthy Edible Garden Series – Propagating Inner West Sustainability Hub
 - Family Tales at Balmain Library Balmain Library
 - Family Tales at Emanuel Tsardoulis Community Library Dulwich Hill
 - Family Tales at Haberfield Library Haberfield Library

- Family Tales at St Peters Library St Peters Library
- Family Tales at Stanmore Library
- The Re Place Sustainable Markets Inner West Sustainability Hub
- HSC Workshops: HSC English Advanced and Standard - Text and Human Experiences Marrickville Library and Pavilion
- Inner West Play Reading Club: Furious Leichhardt Library
- West Memphis Band Alex Trevallion Plaza
- Perfect Match Street Art Celebration Studio ARTES
- Re Place Preloved Clothing Shop - Inner West Sustainability Hub
- Film Club: The Survival of Kindness Balmain Library
- SUMMONING: a communal deep listening ritual Annandale Creative Arts Centre

Further detail on these events can be found at the Inner West Council events calendar:

<https://www.innerwest.nsw.gov.au/calendar.aspx?view=general>

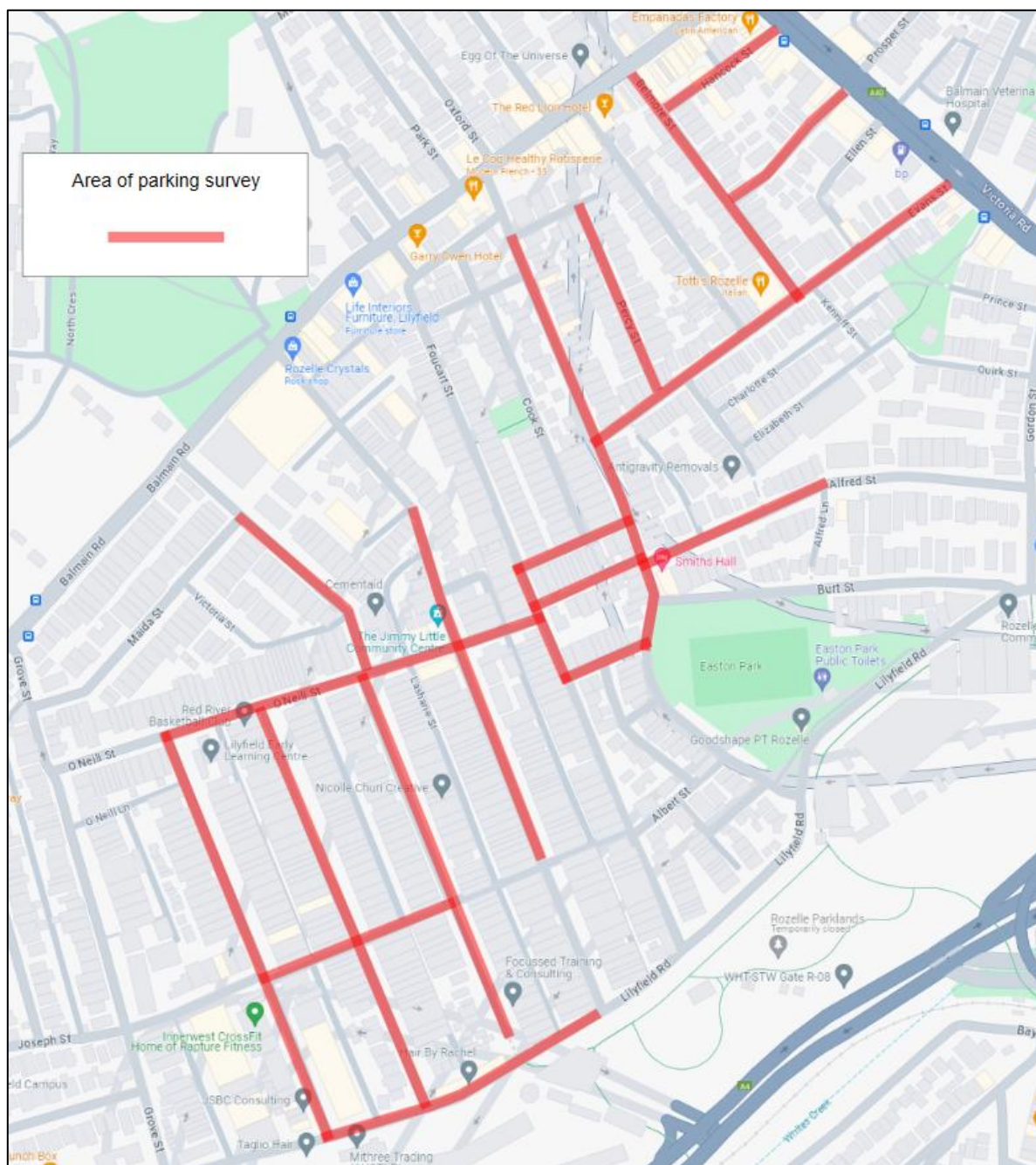


Figure 1 Parking survey areas conducted on 7th and 17th of February 2024

Table 5 Parking survey results for 7th and 17th of February 2024

Total combined parking survey results				
Time of survey	Occupied spaces	Unoccupied spaces	Total available spaces	Parking occupancy
AM PEAK	650	349	999	65%
SCHOOL DROP OFF	618	381	999	62%
PM PEAK / SCHOOL PICK UP	687	312	999	69%
OFF PEAK (SATURDAY)	617	382	999	62%

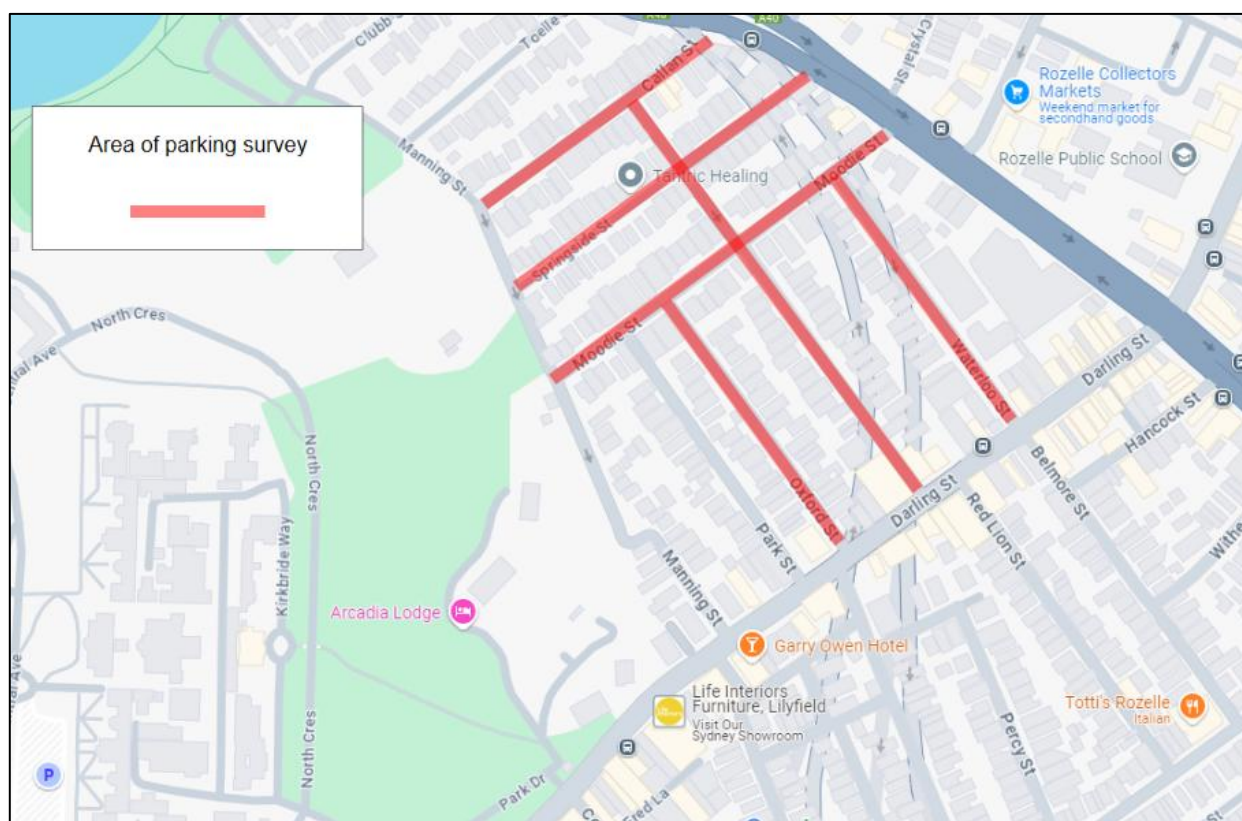


Figure 2 Parking survey areas conducted on 27th August and 7th September 2024

Table 6 Parking survey results for 27th August and 7th September 2024

Total combined parking survey results				
Time of survey	Occupied spaces	Unoccupied spaces	Total available spaces	Parking occupancy
AM PEAK	256	67	323	79%
SCHOOL PICK UP	219	104	323	68%
PM PEAK / SCHOOL DROP OFF	235	88	323	73%
OFF PEAK (SATURDAY)	238	85	323	74%

Parking survey results detailed above within Table 6 are the combined survey results. Refer to Appendix B for further detail on the parking surveys for each individual street.

4. Parking and access impacts

4.1 Access impacts

Impacts associated with the access of construction sites detailed within this CPAS will be minimised so far as reasonably practical.

Construction heavy vehicles will be restricted to approved haul routes only.

Access to and from all residential and commercial properties will be maintained at all times unless agreed otherwise with the relevant property landowner/occupier.

Site specific information is further detail below within Sections 4.1.1 to Section 4.1.4

4.1.1 MOC2

Access to and from the Rozelle MOC2 site will be facilitated by Lilyfield Road, Balmain Road and Catherine Street to allow access to and from City West Link. Refer to Figure 3 below.

Typically, the largest vehicles that will access the MOC2 site will a 10m rigid vehicle. It is however noted that at times larger vehicles may be required for deliveries or to facilitate other construction activities. These larger vehicles would be assessed on a case by case and would only occur in accordance with the relevant approvals and traffic control in place where required.

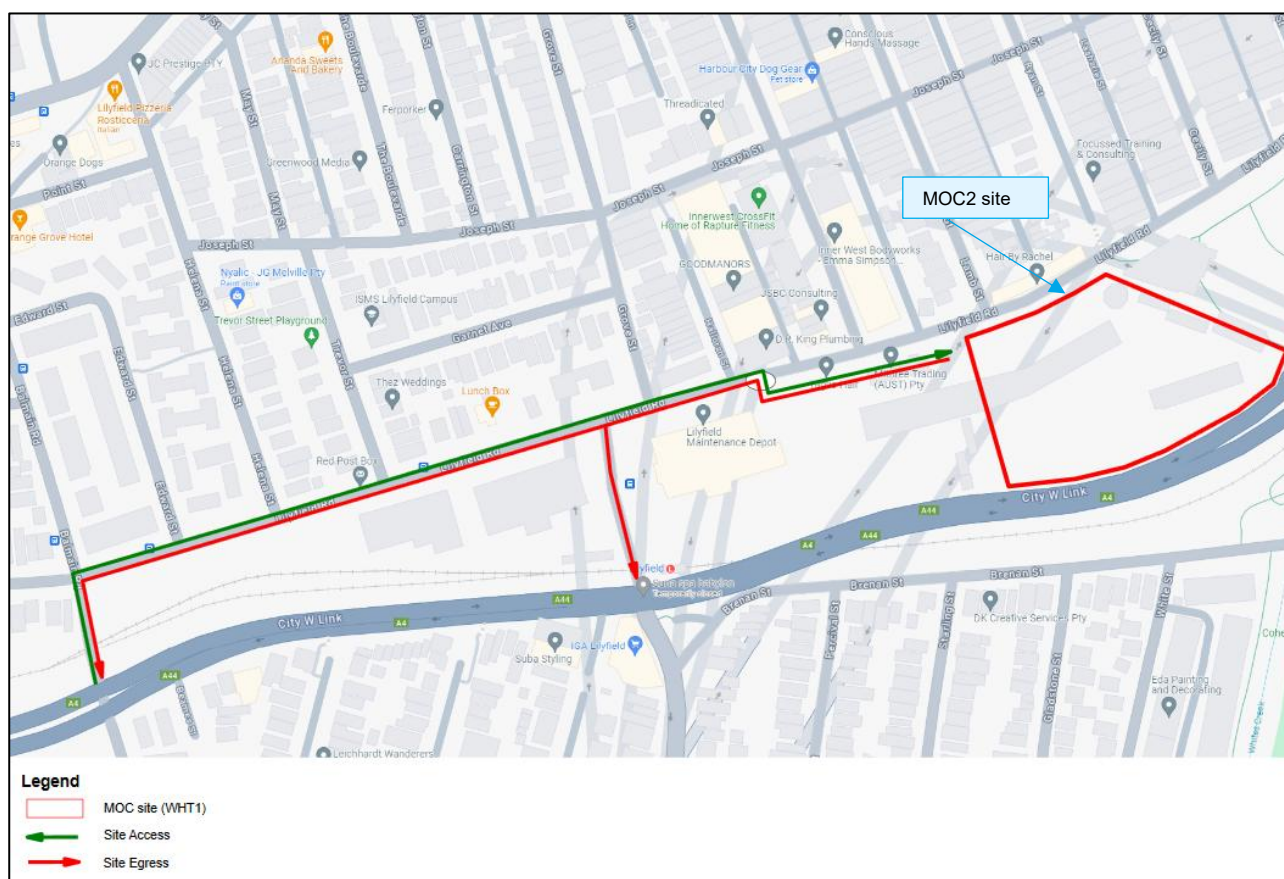


Figure 3 Access arrangements for MOC2

4.1.2 Glebe Island (WHT3)

Vehicular access to and from the WHT3 construction support site will be facilitated by two routes:

1. City West Link Road and James Craig Road.

2. City West Link Road, James Craig Road, Solomons Way, Port Access Road and Sommerville Road.

Route 1 would be primarily used for heavy vehicles while Route 2 would primarily be used for light vehicles. Refer to Figure 4 below.

The largest vehicle expected to attend site on a regular occurrence would be approximately 26m long vehicle (B-double). At other times floats and over size over mass (OSOM) vehicles may need to attend site for deliveries or to facilitate construction activities. These OSOM vehicles would be assessed on a case by case and would only occur in accordance with the relevant approvals and traffic control in place where required.

Construction pedestrian access will be available between WHT3 and public transport options in the area (including Light Rail and bus stops on Victoria Road). Access would be via use of the existing footpaths and a scaffold staircase adjacent to Sommerville Road.

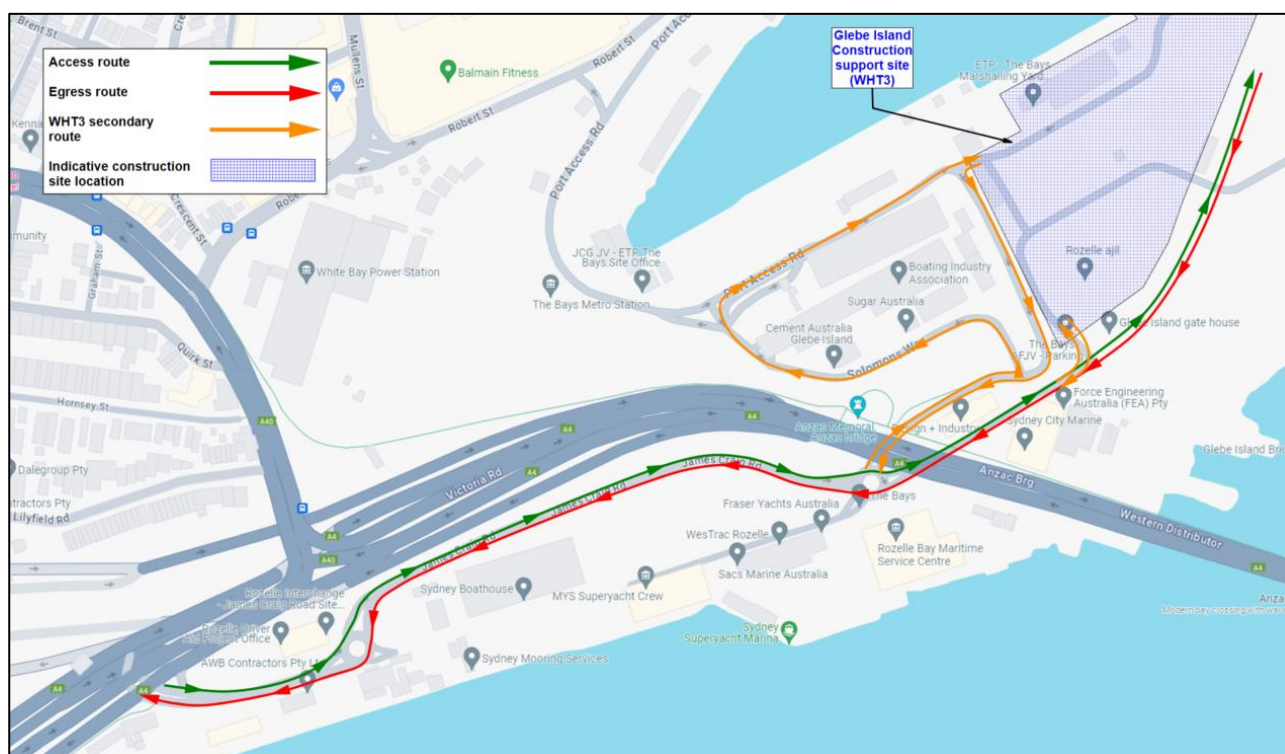


Figure 4 Access arrangements for WHT3 construction support site.

4.1.3 City West Link (WHT12)

Vehicular access to and from the Rozelle WHT12 site will be facilitated by City West Link, Refer to Figure 5 below.

Typically, the largest vehicles that will access the WHT12 site will a 19m semi-trailer. It is however noted that at other times larger vehicles may be required for deliveries or to facilitate construction activities. These larger vehicles would be assessed on a case by case and would only occur in accordance with the relevant approvals and traffic control in place where required.

Construction pedestrian access to WHT12 will be available for construction personnel using public transport options in the area (including Light Rail and bus stops on Victoria Road). Access would be via use of the existing footpaths, shared paths, and a scaffold staircase adjacent to Rozelle Park installed by the construction contractor for WHT package 1. If during construction this scaffold staircase needs to be removed or changed, an equivalent alternative will be installed to maintain worker pedestrian access.



Figure 5 Access arrangements for WHT12 construction support site

4.1.4 Inner West utility works

Access arrangements for the Inner West utility works will vary as works progress, an overview of the routes is shown below within Figure 6.

Typically, the largest vehicles that will access the MOC2 site will a 10m rigid vehicle. It is however noted that at times larger vehicles will be required for deliveries or to facilitate other construction activities. These larger vehicles would be assessed on a case by case and would only occur in accordance with the relevant approvals and traffic control in place where required. Temporary parking removal is required to facilitate access, refer to Section 4.2 for details on parking impacts.

Some vehicular access to commercial and residential properties will be restricted during works, Pedestrian access will be maintained at all times. Any restriction to these properties will only occur within consultation with the relevant property owner or occupier.

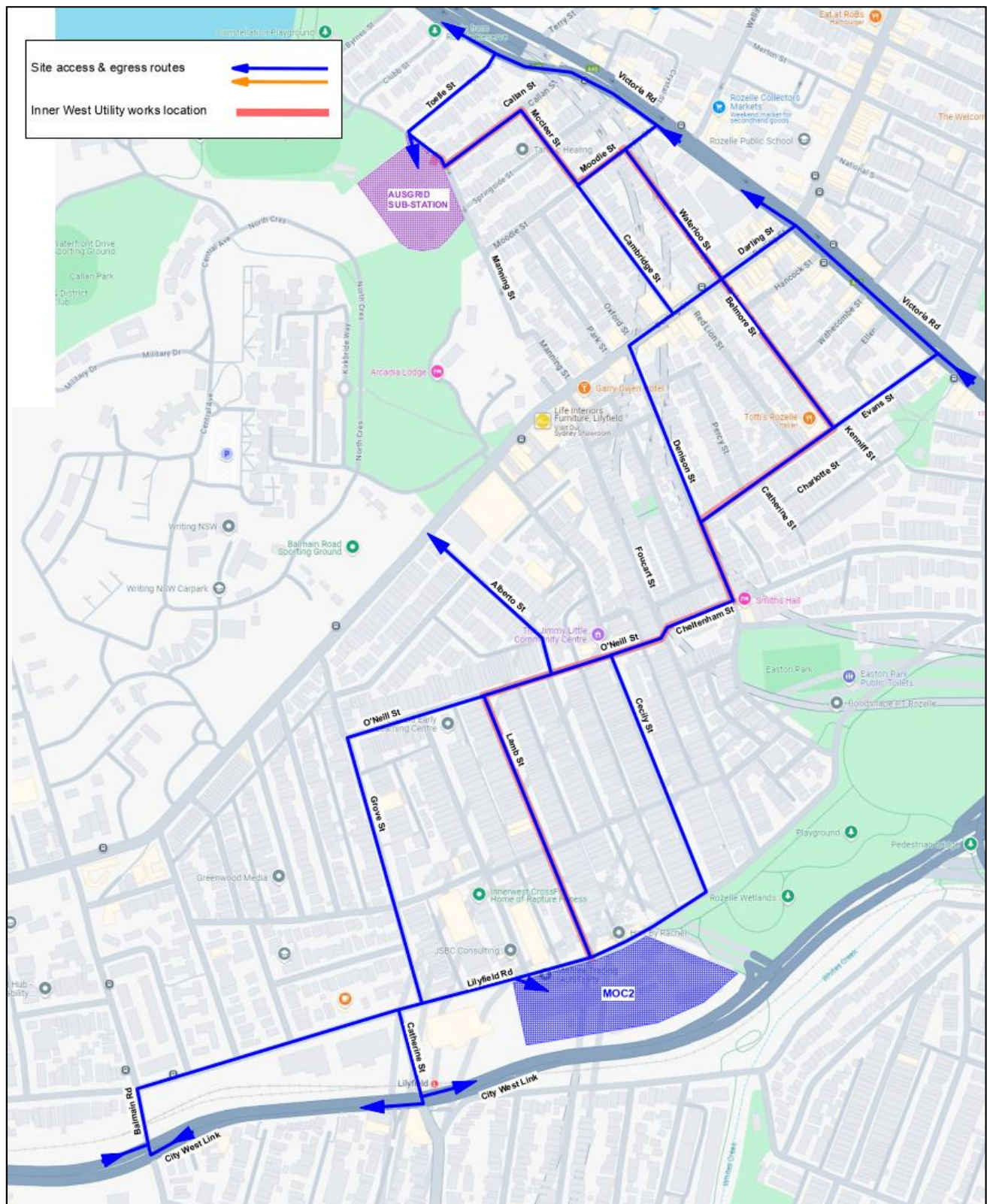


Figure 6 Access arrangements for Inner West utility works

4.2 Parking impacts

Throughout the project works some parking impacts will be unavoidable. Despite this, Acciona will implement a variety of mitigation measures to minimise and where practical eliminate such impacts from occurring.

The project will provide off-road parking facilities at all sites where there are existing residential parking schemes.

4.2.1 MOC2

4.2.1.1 Impacts to exiting public parking

There is no intention for the long-term removal of any on street public parking spaces to facilitate operations at MOC2.

4.2.1.2 Impacts of worker parking

Up to 30 workers are expected to attend the MOC2 site at any one time, however, the workforce numbers are expected to vary at any one time depending on the activities being undertaken in the MOC2 area. To accommodate the workforce, up to 28 off-street parking spaces will be made available for worker parking within the site area.

It's noted that a minor deficit in off-street worker parking may at times exist. See section 5 for further detail on mitigation measures for minimising impacts and worker parking on public roads.

4.2.2 Glebe Island (WHT3)

4.2.2.1 Impacts to exiting public parking

There is no intention for the long-term removal of any on street public parking spaces to facilitate operations at WHT3.

4.2.2.2 Impacts of worker parking

Up to 320 workers are expected to attend the WHT3 site at any one time, the majority of these workers will only attend Glebe Island for prestart before being transported to the WHT12 site via shuttle bus as further detailed below within Section 5.3.3. To accommodate this workforce up to 350 off-street parking spaces will be made available for worker parking within the site area.

It's noted that there will be spare off-street worker parking spaces available at the site. Despite this, workers will still be encouraged to use public transport options and for this reason, the project does not anticipate any significant impact to availability of on-street public parking.

See Section 5 for further detail on mitigation measures for minimising impacts and worker parking on public roads.

4.2.3 City West Link (WHT12)

4.2.3.1 Impacts to exiting public parking

There is no intention for long-term removal of any on street public parking spaces to facilitate operations at WHT12.

4.2.3.2 Impacts of worker parking

During peak construction activities up to 300 workers are expected to attend the WHT12 site at any one time. There will be no off-street worker parking spaces provided at WHT12 due to the location and nature of the site (a tunnel site). To manage the workforce, a range of measures will be implemented, including:

- 350 off-street parking spaces will be provided on Glebe Island as mentioned in Section 4.2.2
- Mitigation measures will be installed as further detailed within Section 5
- A shuttle bus service will be implemented as further detailed within Section 5.3

4.2.4 Inner West utility works

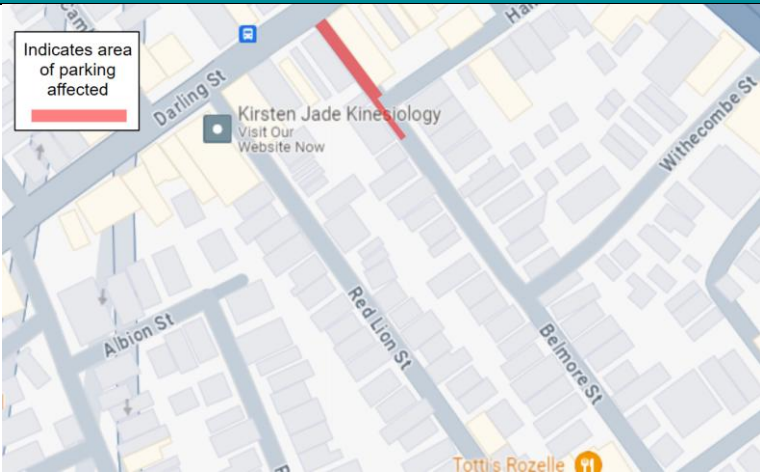
4.2.4.1 Impacts to existing public parking

To facilitate the Inner West 33kV utility works it is anticipated there will be up to three work crews working within three separate sites at any one time, to complete the works. Each of these sites require various impacts to the existing on-street public parking. The expected parking impacts associated with typical works arrangement on each street is further detailed below within Table 7 to Table 12. Typical arrangements may change due to ongoing construction planning, construction progress, unforeseen damages or blockage with existing conduits, or assets that requires additional unforeseen repair.

The nature of the Phase 2 Inner West utility works will require engagement with multiple stakeholders including sub-contractor, utility asset owners and council. Each aspect of the work would require a temporary impact (approximately 2-4 days). Construction planning will organise these parking impacts to occur subsequentially, where possible, otherwise impacts may occur in intervals. To show worse-case scenario, the duration shown in the table below are the indicative total cumulative duration for the Phase 2 Inner West utility works.

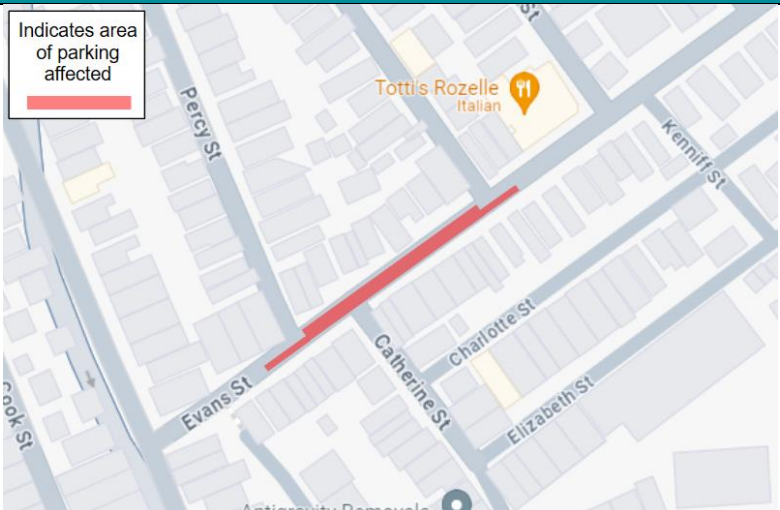
Phase 1 works have been completed (*these works have been completed – as of 2 December 2024, the related parking impacts are no longer necessary and are not part of this document*). Phase 2 works would occur between December 2024 to June 2025. Phase 3 works is planned to occur in June 2025 to September 2025, subjected to further discussion and commercial arrangement with Inner West Council.

Table 7 Parking impacts - Belmore Street

Parking impacts - Belmore Street			
Location	Indicative Duration	Estimated total parking loss	Map
Belmore Street	25 Days	10 Spaces*	

*Only one parking section will be impacted at a time, to minimise the impact of parking loss that would otherwise occur. With the exception to a short-term duration (circa one-day) when moving the work area from one section to the next, in this instance a maximum impact of two sections will exist for the duration of the movement.

Table 8 Parking impacts – Evans Street

Parking impacts - Evans Street			
Location	Indicative Duration	Estimated total parking loss	Map
Evans Street	25 Days	28 Spaces*	

*Only one parking section will be impacted at a time, to minimise the impact of parking loss that would otherwise occur. With the exception to a short- term duration (circa one-day) when moving the work area from one section to the next, in this instance a maximum impact of two sections will exist for the duration of the movement.

Table 9 Parking impacts – Foucart Street intersection

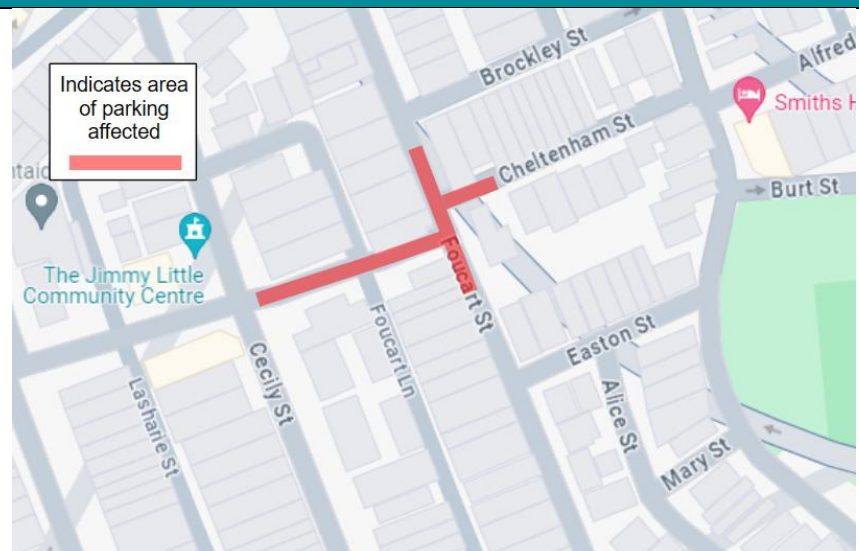
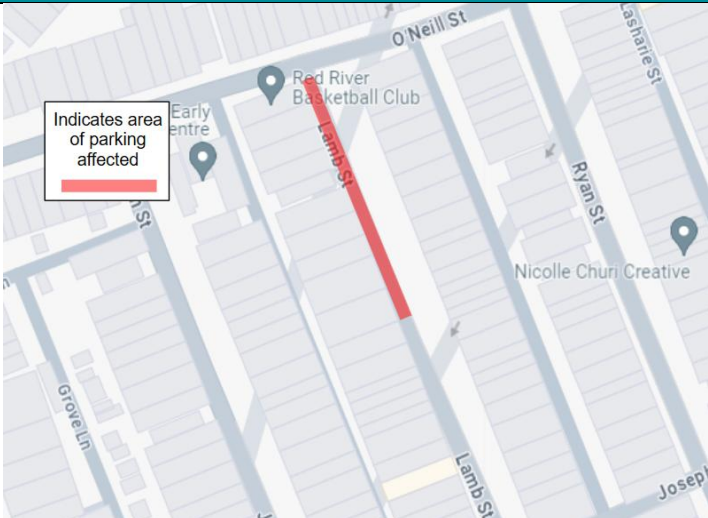
Parking impacts – Foucart Street INTERSECTION			
Location	Indicative Duration	Estimated total parking loss	Map
Foucart Street intersection	25 Days	14 Spaces	

Table 10 Parking impacts – Lamb Street

Parking impacts – Lamb Street			
Location	Indicative Duration	Estimated total parking loss	Map
Lamb Street	25 Days	26 Spaces	

*Only one parking section will be impacted at a time, to minimise the impact of parking loss that would otherwise occur. With the exception to a short-term duration (circa one-day) when moving the work area from one section to the next, in this instance a maximum impact of two sections will exist for the duration of the movement.

Table 11 Parking impacts – Moodie Street

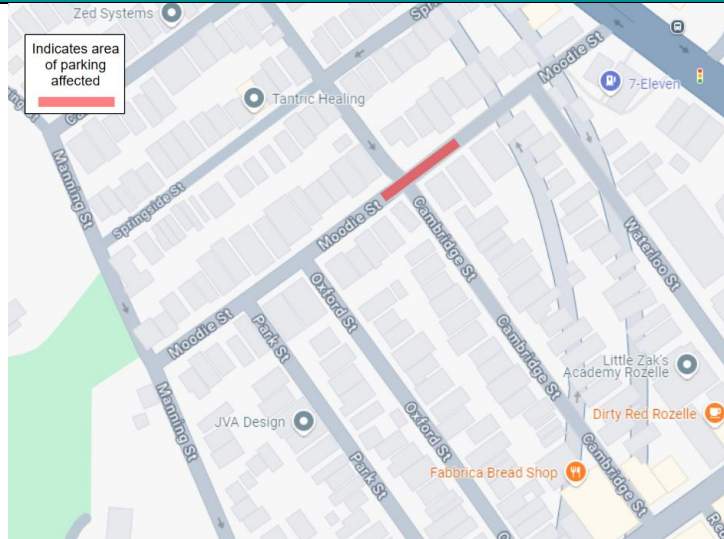
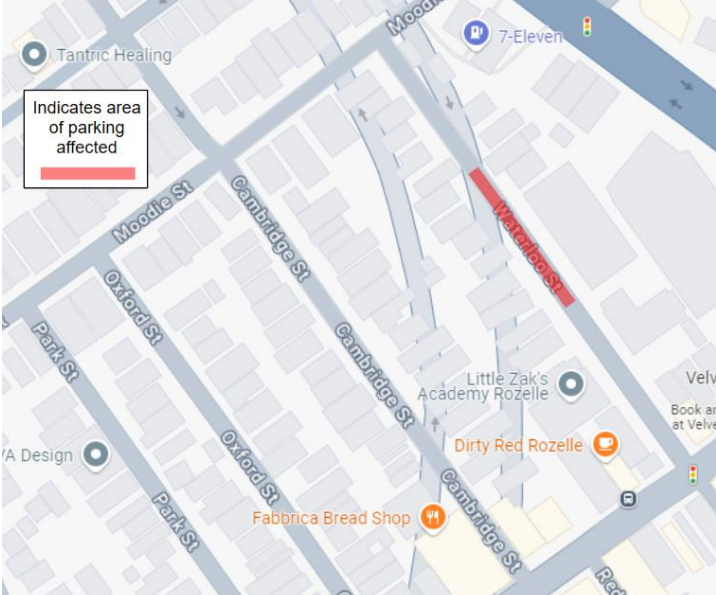
Parking impacts – Moodie Street			
Location	Indicative Duration	Estimated total parking loss	Map
Moodie Street	25 Days	15 spaces	

Table 12 Parking impacts – Waterloo Street

Parking impacts – Waterloo Street			
Location	Indicative Duration	Estimated total parking loss	Map
Waterloo Street	25 Days	21 spaces	

Further to the parking impacts detailed above, within Table 7 to Table 12, some additional parking loss will be required to facilitate sufficient turn paths on detour routes. These attached parking impacts are as detailed below within Table 13 to Table 14.

It's noted that parking impacts as a result of the nominated detour routes have been reduced where practical. Despite this, some detour routes could not be changed to eliminate the associated parking loss, due to a variety of reasons such as:

- Detour lengths
- Equivalent level of safety along detour routes
- Target destinations of detoured traffic

Detour routes are approved as part of the Traffic Management Plan (TMP), outside of this CPAS.

Table 13 Parking impacts – Charlotte Street & Kenniff Street detour route

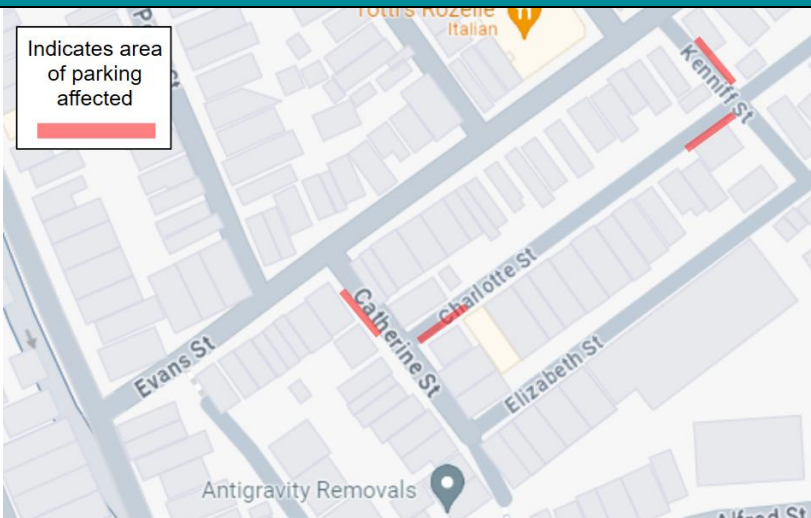
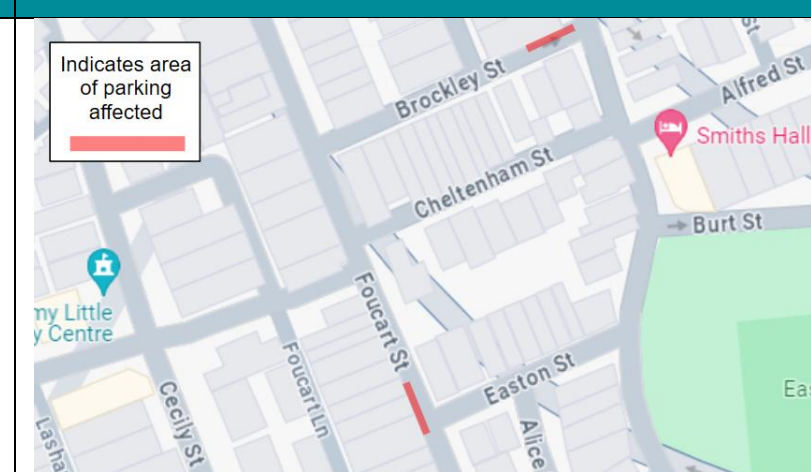
Parking impacts – Charlotte Street & Kenniff Street detour route			
Location	Indicative Duration	Estimated total parking loss	Map
Charlotte Street, Catherine Street and Kenniff Street	25 Days	8 Spaces	 Indicates area of parking affected

Table 14 Parking impacts – Brockley Street and Foucart Street detour

Parking impacts – Brockley Street and Foucart Street detour route			
Location	Indicative Duration	Estimated total parking loss	Map
Brockley Street and Foucart Street	25 Days	4 Spaces	 Indicates area of parking affected

Parking loss detailed in the tables above shows a worst-case scenario only. A variety of measures will be employed to minimise parking loss wherever practical. This may include exploring options to limit the length of work areas and the possibility of installing alternative parking arrangements to maximise existing space. Further detail on these mitigation measures can be found within section 5.

It is however noted that dates and durations of Inner West work may change to accommodate unforeseen circumstances such as weather or construction program changes. Due to the variable nature of these works, regular updates will be provided to the community, along with updates presented at TTLG meetings.

Separate to the 33kV utility installation works detailed above, the project will require temporary parking removal along Lilyfield Road to facilitate utility installation (water main connection required for Tunnel Boring Machine (TBM) portal water supply) as detailed in Table 15. This temporary impact to on-street parking is required to provide temporary alternative pedestrian access around the adjacent work areas as required for safety outcomes.

Table 15 Parking Impacts - Lilyfield Road

Parking impacts – Lilyfield Road			
Location	Indicative Duration	Estimated total parking loss	Map
Lilyfield Road	30 Days	4 Spaces	

4.2.4.2 Impacts of worker parking

The expected workforce onsite at any one time would be 35 across the three work fronts. It is however noted that workforce numbers do fluctuate and will often be much lower. To accommodate the workforce:

- Up to 15 off-street parking spaces will be made available within the MOC2 site for workers,
- Up to 6 onsite (off-street) parking will be available within the worksites for workers specifically required to have their vehicles on site and for pool cars or similar.

Workers near Moodie St, Waterloo Street, Belmore Street and Evans Street will prioritise use of the 15 off-street worker parking spaces at the MOC2 site, due to the existing residential parking schemes on:

- Moodie Street between Victoria Road and Park Street
- Waterloo Street between Darling Street and Moodie Street
- Belmore Street between Darling Street and Evans Street
- Evans Street between Victoria Road and Denison Street

See section 5 for further detail on mitigation measures for minimising impacts and workers parking on public roads.

4.2.5 Temporary works

As part of the delivery of the Project, there will be times where localised, temporary occupation of parking will be required under a ROL. Occupation of parking would include works which are for a single, or a series of shifts but would be reinstated at the completion of the activity. This temporary

occupation of parking may be necessary where utilities or footpath works are required. Where this occurs, any temporary on-street parking that has been occupied will be reinstated at the end of each shift or following the expiration of the ROL.

Temporary occupation of parking will be obtained under a ROL for the Phase 3 Inner West Utility Installation works, which primarily comprises of road pavement resurfacing works. The works will progress sequentially with each section of the road likely closed for one to two days for pavement activities.

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

4.2.6 Cumulative impacts

4.2.6.1 Cumulative impacts with adjacent projects

The M4-M5 Link Project – Rozelle Parklands project have been identified as having potential to create cumulative construction impacts. Potential cumulative traffic impacts include the removal of on-street parking. The Construction Parking and Access Strategy (Rev 06 Dated May 2025) developed for M4-M5 Link Project – Rozelle Parklands Stage 4 indicated temporary construction impacts for two work sections along Lilyfield Road.

- Site access from Lilyfield Road (opposite Hutcheson Street) for construction of the permanent toilet block within the Parklands, shown in Figure 6. This will temporarily remove 4 car parking spots on parkland side (westbound lane) of Lilyfield Road for up to five months during January to May 2025. This parking has been reinstated in late May 2025 and therefore not have any cumulative impacts on Lilyfield Road.
- Site compound and access in Rozelle Parklands adjacent to Lilyfield Road (opposite Foucart Lane) for connection into sewer for permanent toilet. This will temporarily remove an additional 4 car parking spaces for up to 2 weeks during April/May 2025. Three of the four car parking spaces are required for an additional 2 weeks to 13 June 2025. This parking should be reinstated in mid-June 2025 and therefore not have any cumulative impacts on Lilyfield Road.

Parking survey results from the M4-M5 Link Project – Rozelle Parklands CPAS demonstrate that the removal of the parking spaces for a short period of time as stated above will not impact the availability of on street parking in the area, nor will it directly impact the same local roads or the same section of Lilyfield Road. Given the temporary removal of the parking spots, and a small workforce, the impacts to on street parking associated with the M4-M5 Link – Rozelle Parklands project – Stage 4 will be minimal and manageable for the short duration of the works.

This CPAS does not propose removal of on-street parking along local streets. As depicted in Figure 7, the Western Harbour Tunnel and Rozelle Parklands proposed works areas are separated from one another. In addition, the parking survey undertaken for each CPAS does not overlap. The parking survey results detailed within each respective CPAS indicated there are sufficient parking in nearby streets to accommodate the temporary parking removal for the respective projects.

Therefore, due to the relatively small-scale impacts from the M4-M5 Link – Rozelle Parklands project, cumulative impacts have been assessed as minimal and manageable for the duration of the works.

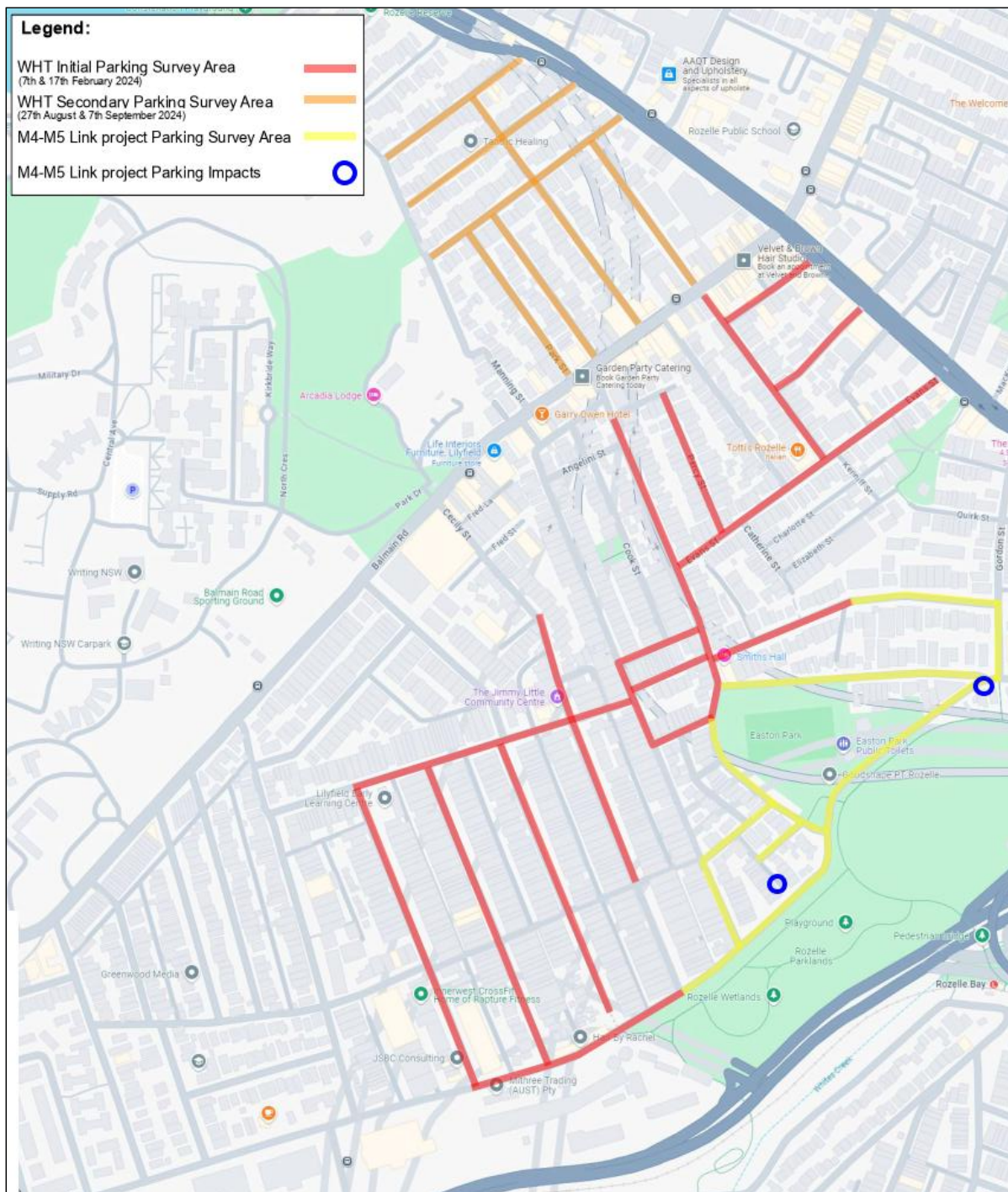


Figure 7 Comparison of WHT and Rozelle Impacts

4.2.6.2 Cumulative impacts of Inner West utility works

As described within this CPAS, the inner west utility works requires temporary removal of parking spaces across various streets within the Lilyfield and Rozelle areas. The cumulative effect of simultaneously removing all parking spaces to facilitate these works, would result in significant parking loss where the surrounding network would have difficulties absorbing. This would also result in increased difficulties for residents attempting to find a parking spaces and potentially longer walking distances.

The mitigation measures described within 5.1.5 aim to reduce overlapping works to ensure this does not result in an unacceptable cumulative impact.

5. Mitigation Measures

5.1 Parking impacts

5.1.1 MOC2

No existing public parking spaces will be removed as part of the site works to be carried out at MOC2.

Off-street parking for the majority of the workforce exists with only minor risk of a defect in available parking occurring. Despite this, the following additional controls will be implemented:

- Workers will be encouraged to use public transport
- Regular monitoring of parking availability will be carried out
- Workers will be briefed on the parking requirements using a combination of; inductions, prestart meetings and toolbox talks.
- Workers will be directed to not park on local roads at anytime.
- Managing the change over between dayshift and nightshift, by implementing a buffer between shifts, if required

5.1.2 Glebe Island (WHT3)

No existing public parking spaces will be removed as part of the site works to be carried out at WHT3.

Off-street parking for the entire workforce exists with no risk of exceedance. Despite this, the following additional controls will be implemented:

- Workers will be encouraged to use public transport
- Regular monitoring of parking availability will be carried out
- Workers will be briefed on the parking requirements using a combination of; inductions, prestart meetings and toolbox talks.
- Managing the change over between dayshift and nightshift, by implementing a buffer between shifts, if required

5.1.3 City West Link (WHT12)

No existing public parking spaces will be removed as part of the site works to be carried out at WHT12.

A variety of mitigation measures to reduce workers parking on public roads will be implemented, these measures include:

- Providing 350 off-street worker parking spaces at Glebe Island (WHT3)
- Workers will be encouraged to use public transport
- Regular monitoring of parking availability will be carried out at Glebe Island (WHT3)
- Workers will be briefed on the parking requirements using a combination of; inductions, prestart meetings and toolbox talks.
- Managing the changeover between dayshift and nightshift, by implementing a buffer between shifts, if required

5.1.4 Inner West utility works

5.1.4.1 Impacts to exiting public parking

As detailed within Section 4.2.4.1 some unavoidable parking loss is required so that the Inner West utility works can be completed.

To understand impacts of this parking removal, parking surveys have been completed as detailed within Section 3. Parking surveys have identified more available parking typically exists than what is proposed to be removed. For this reason, parking displacement could be absorbed within the surrounding streets. Despite this and to further mitigate the impact of parking loss, the following additional mitigation measures will be implemented:

- Restricting the length of worksites to 100 meters for Lamb Street and O'Neil Street (generally consisting of 50 meters of active worksite and 50 meters for preparation to move the active site to the next section),
- Reducing the length of sites where possible and as works progress.
- Ongoing community consultation including regular community updates.
- Where parking impacts on residents who are disabled, this will be identified through community consultation. Through this consultation appropriate arrangements will be made to accommodate these residents.
- Ongoing consultation with Council to consider issuing temporary parking permits to residents or to temporary removal several timed parking in the adjacent streets throughout construction periods
- No disabled parking spaces are anticipated to be impacted, in the unlikely event where a disabled parking space needs to be removed, an alternative parking space as close to the original space as practical, will be converted into a disabled parking space.
- Parking impacts on residents who are disabled, have upcoming construction work schedule or requires community services has been identified. Consultation on a case-by-case basis will be undertaken to understand the appropriate arrangements that need to be made to accommodate these residents.
- For residents who have reported they would like their bins taken out, workers will take bins to an appropriate nominated location and back for residents when proposed work affect their property. This will be consulted with Council as program of works are confirmed. (Noting that majority of residents pointed out their bins are collected in the laneways at the back of the property and therefore assistance is not required).
- For residents who have expressed interest in the offer of assistance to carry heavy items to their property, further consultation will be undertaken on a case-by-case basis to understand the appropriate arrangements that need to be made to accommodate these residents.
- Where possible (primarily Lamb Street) and as detailed within Figure 8 below, implement options to increase capacity of exiting parking areas adjacent to the active work areas. This would consist of converting exiting kerb-side parking; into, rear to kerb angle parking. The additional parking spaces created by this opportunity would offset the parking impacts, in order to achieve as close to net zero parking loss as practical.



Figure 8 Generic example - Increase public parking availability with rear to kerb parking.

5.1.4.2 Impacts of worker parking

To mitigate the impact by minimising workers parking on surrounding local roads, a variety of measures will be put in place, including:

- Providing up to 15 off street worker parking spaces at MOC2, as detailed within 4.2.4.2
- Provide up to an additional 6 off street worker parking spaces on sites, as detailed within 4.2.4.2
- Construction personnel will be directed to not park on the surrounding local roads and encouraged to minimise parking on State and Regional Roads.
- Construction personnel will be strongly encouraged to use public transport
- Where possible construction personnel who live close together, will be rostered together to strongly encourage car-pooling
- Daily pre-start meeting will occur at the Rozelle MOC2 compound to strongly encourage workers to utilise the off-street parking spaces at MOC2. This will require workers who drive to work to start their day at the MOC2 to enable car pooling to the individual work areas.
- Regular monitoring of parking availability will be carried out and where issues are identified, contingency measures installed as detailed within 5.10.
- Construction personnel will be briefed on the parking requirements using a combination of, inductions, prestart meetings and toolbox talks.
- A standing item on the daily prestart will include words to the effect “No one is to park on local roads with the exception of pool vehicles transferring the team to and from site”.
- Relevant sub-contracts for 33kV power supply works will include a requirement making clear that worker parking on local roads is not permitted.
- Identified parking breaches of sub-contracts will be dealt with formally with the Subcontractors Representative by the Contract Administrator or Commercial Manager in accordance with the Western Harbour Tunnel Fair and Just Culture HSEQ Model to determine the appropriate action.

The listed mitigation measures are intended to reduce the quantity of workers driving their vehicles to work, by instead using public transport and car-pooling. Understanding that some workers will still drive their private or work vehicles to site, up to 21 off street worker parking spaces will be provided. With consideration to this, workers parking on public roads is not expected to become an issue. Regular monitoring will be conducted, if this monitoring identifies issues with workers parking on public roads contingency measures as listed within Section 5.10 will be reviewed and where relevant will be installed.

5.1.5 Cumulative affect

5.1.5.1 Cumulative affect of worker parking at MOC2 and Inner West utility works

It is noted that some cumulative worker parking impacts exist with the use of the off-street worker parking area at MOC2. This off-street worker parking area is expected to support both the workforce of MOC2 and the Inner West utility works.

To mitigate the risk of this cumulative effect:

- The peak use of the MOC2 area by the MOC2 workforce is anticipated to not occur any earlier than September 2024.
- At the commencement of MOC2 works, worker numbers will be minimal.
- While there is a slight overlap between the MOC2 and Inner West utility works, the Project will look at opportunities to improve efficiency and productivity of the Inner West utility works during the peak use of the MOC2 area by the MOC2 workforce.

5.1.5.2 Cumulative impacts of Inner West utility works

As described within 4.2.6.2 if all parking was simultaneously removed to facilitate the Inner West utility works, this would have an unacceptable impact to the community. Therefore, the following measures to reduce impact will be implemented:

- A maximum of only three locations will be installed at any one time
- Where possible the three sites will be separated to spread out the impacts over a wider area. While this will not always be possible, particularly near Lamb Street and O'Neill Street, available parking in this area is generally much higher.
- When moving a worksite from one location to the next, the required parking removal is much higher (approximately double). While this only occurs for a short time (about a day), the intent will be to only move one site at any one time. If issues with weather or other unforeseen circumstances arise and more than one worksite needs to be moved at the same time, this will only occur strategically and under the following conditions;
 - Delaying the relocation would cause significant delays and cost impacts
 - The sites are separated as to spread out the impacts
- It is unlikely that parking removal along Lilyfield Road for the TBM water would occur at the same time as Phase 3 of the 33kv installation works. In the unlikely event that TBM water works occurs at the same time as Phase 3 installation works, construction sequencing for Phase 3 installation works will avoid or minimise impacts where feasible to southern end of Lamb St while TBM water works is occurring.
- Implementing the other contingency measures as detailed within 5.1.4

5.2 Visitors

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

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

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

5.3 Shuttle services and worker transport

5.3.1 MOC2

A shuttle service is not anticipated to be installed to shuttle workers to and from this site for the following primary reasons:

- The quantity of workers on site during these works will generally be low
- Sufficient off-street worker parking exists for almost all workers that will attend this site

It's noted that if issues are identified and the mitigation measures detailed within Section 5 are proving insufficient, a shuttle service will be provide as need basis. In this instance further consultation will take place with stakeholders and this CPAS will be updated accordingly, however this is not expected to be required.

5.3.2 Glebe Island (WHT3)

A shuttle service will not be required for workers stationed at the WHT3 site due to there being sufficient off-street parking to accommodate the full workforce. However, a shuttle service will operate at this site to support workers stationed at WHT12. Workers stationed at WHT12 will park at Glebe Island (WHT3) before being transported to site.

5.3.3 City West Link (WHT12)

A shuttle service will be established for the City West Link (WHT12) construction support site to facilitate the mobilisation of construction staff mobilise to WHT12. The shuttle service will transport workers between Glebe Island (WHT3) parking lot and the WHT12 site. Shuttle service may be used to pick up and drop off workers at nearby public transport stops or other project sites.

The service will primarily operate during the shift start and finish times and to support service outside of these times depending on workforce needs. The anticipated routes between WHT12 and Glebe Island (WHT3) site for this shuttle service is provided in Figure 9.

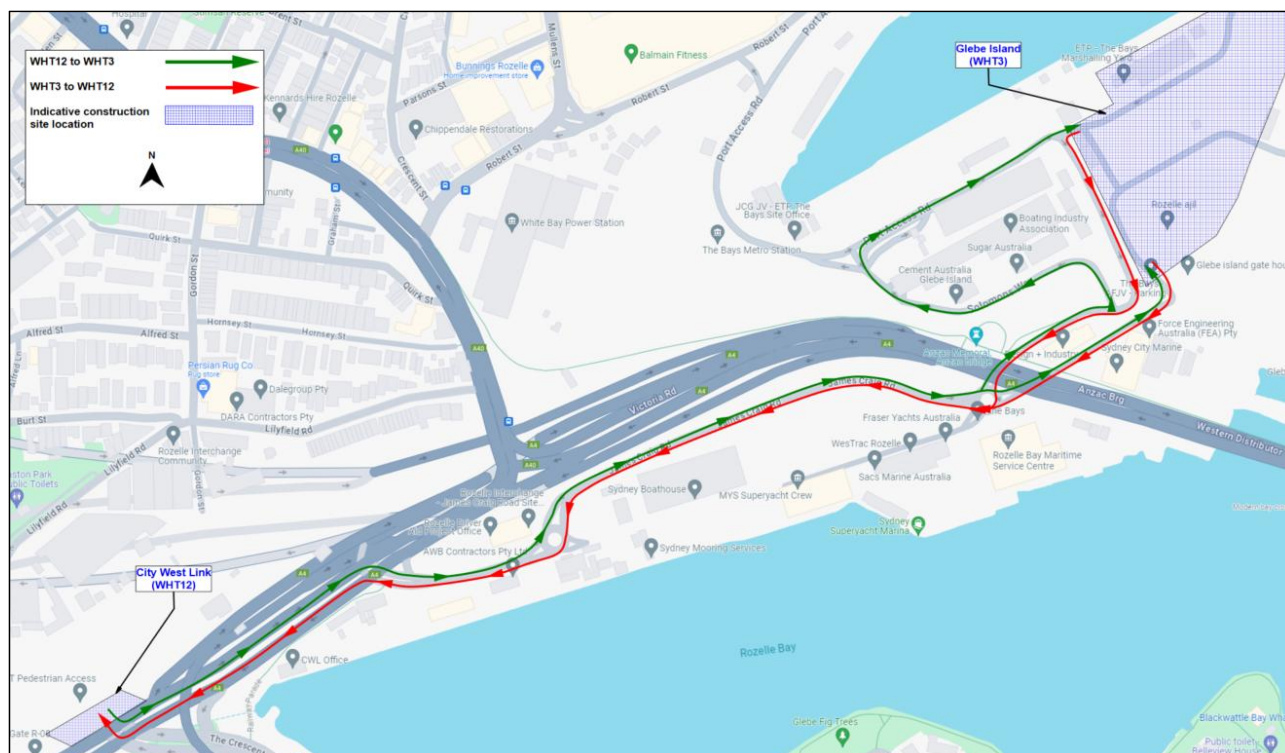


Figure 9 – Indicative WHT12 shuttle service route.

5.3.4 Inner West utility works

A shuttle service is not anticipated to be installed to shuttle workers to and from site for the following primary reasons:

- The quantity of workers on site during these works will generally be low and spread across up to three separate sites at any one time.
- Some off-street parking will be provided at the MOC2 site.
- Some off-street parking will be provided on each site.
- Acciona will aim to reduce the quantity of workers driving to work and instead use public transport or car-pool.

Workers who park at the MOC2 will attend prestart before walking from the MOC2 to their respective sites along the 33kv alignment or to the TBM water connection location. The walk is only short (approximately max 14min) as further demonstrated within Figure 10 showing the worst-case scenario. Work vehicles will also be able to transfer workers from the MOC2 to their respective work sites.

It's noted that if issues are identified and the mitigation measures detailed within Section 5 are proving insufficient, a shuttle service may be implemented. In this instance further consultation will take place with stakeholders and this CPAS will be updated accordingly, however this is not expected to be required.

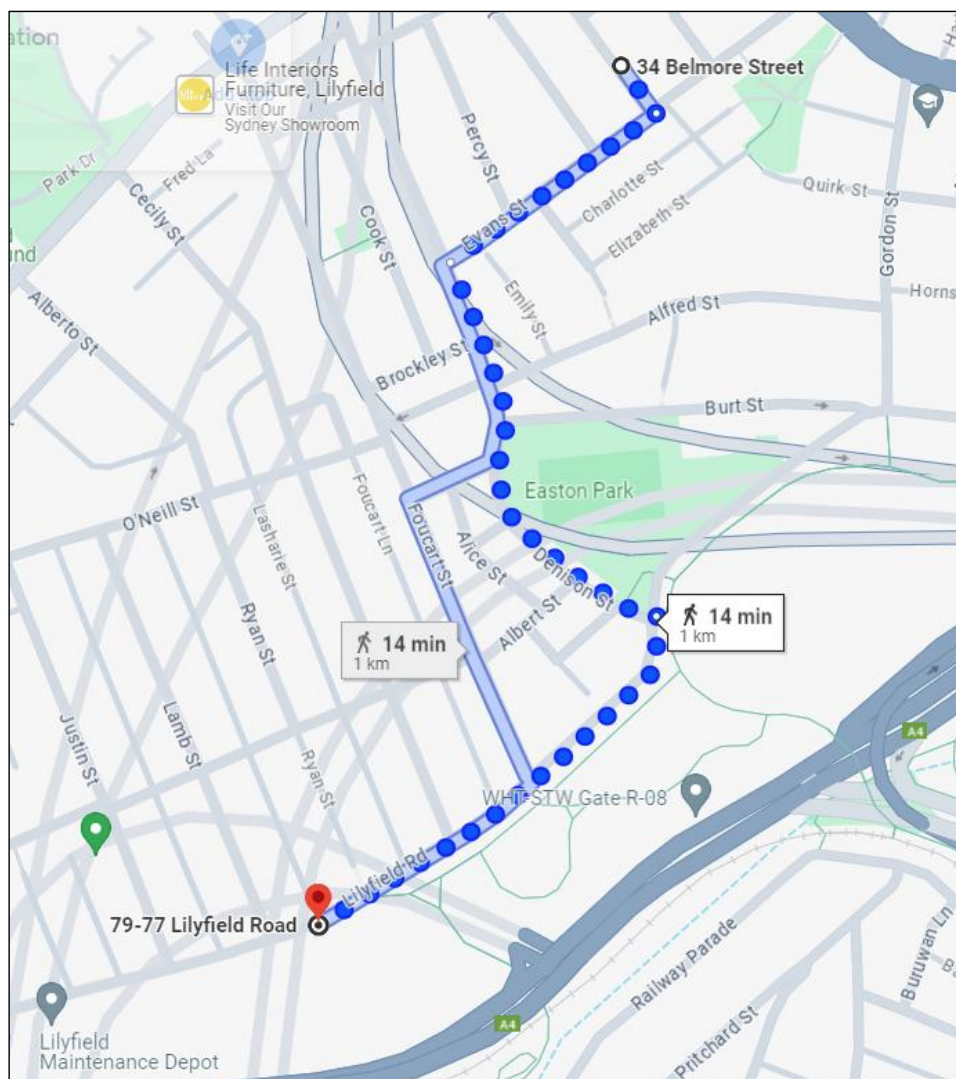


Figure 10 Worker pedestrian route – MOC2 to 33kv alignment

5.4 Pedestrian interface at site accesses

Vehicle access and egress at each site will be managed to minimise disruption and maintain safety of the public at all times. At no time is any work vehicle permitted to queue across, park on or block pedestrian facilities, including shared paths or pedestrian footpaths.

5.4.1 MOC2

Entry into MOC2 is via the exiting driveway established as part of earlier project's (not Western Harbor Tunnel Stage 2) works.

Vehicle movements into and out of this driveway will be limited, consideration will be given for additional controls if the driveway needs to be accessed by larger than normal vehicles where sightlines maybe further restricted.

Well established footpaths on both sides of the roadway generally exist along the remainder of the heavy vehicle route for this site. with various signalised pedestrian crossing points and a raised pedestrian crossing on Lilyfield Road.

For this reason, pedestrian interface at this site is expected to be minimal.

Despite this, toolbox-talks and various prestart meetings will highlight any areas of concern to make drivers aware of conditions. Site conditions will be monitored regularly, and additional controls introduced if deemed necessary.

5.4.2 Glebe Island (WHT3)

Access to WHT3 will be via James Craig road. Newly constructed shared paths exist for pedestrians and cyclists along James Craig Road, for this reason pedestrian activity on the roadway is expected to be limited. To further increase safety, toolbox-talks and prestart meetings will be held to highlight any areas of concern to make drivers aware of conditions.

Site conditions will be monitored regularly, and additional controls introduced if deemed necessary.

5.4.3 City West Link (WHT12)

The City West Link (WHT12) construction support site (shown in Figure 2) has no direct impact or interface with pedestrians or cyclists at the site access and egress location.

5.4.4 Inner West utility works

The works are not anticipated to have any long-term impact on existing pedestrian facilities. Pedestrian access will be maintained on footpaths adjacent to the work areas. The footpaths for several streets are narrow and often have cars parked or bins placed. At times works need to take place on a footpath this would only occur with sufficient traffic control in place and with alternative pedestrian access routes made available.

It is noted that due to work locations being on local roads and near residential and commercial areas, it is highly likely that pedestrians would cross the road in locations where pedestrian crossing facilities do not exist. To mitigate any risk of pedestrians entering the work area by attempting to cross the road, appropriate fencing will be installed adjacent to the footpaths. This fencing will span the entire length of the work area and prevent unauthorised access.

One of the primary reasons for the proposed removal of parking for the TBM water installation is so that pedestrian access along the southern side of Lilyfield Road is maintained for safety reasons. Impacts are expected to be negligible. During works, the interface between plant, machinery and workers would be managed by pedestrian controllers to minimise any potential impacts during work hours.

Traffic control/gate keepers will be employed at all site entry and exit locations when works are occurring.

To further increase safety, toolbox-talks and prestart meetings will be held to highlight any areas of concern to make drivers aware of conditions.

Site conditions will be monitored regularly, and additional controls introduced if deemed necessary.

5.5 Haulage routes

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

5.6 Road dilapidation

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

5.7 Vehicle tracking

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

5.8 Marshalling idling and queueing

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

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

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

During the development of site specific TMPs, the risks of queueing and idling are further considered and minimised so far as reasonably practical.

5.9 Training

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

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

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

5.10 Contingency

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

5.10.1 Modification to shuttle service

Wherever services are identified to be inadequate:

- Additional services will be added to try to improve travel times between parking and construction sites.

- Where travel between sites and any satellite parking facilities is causing significant delay to workers, alternate routes will be investigated.
- Additional stops may be pursued along routes to maximise availability of public transport options.

5.10.2 Additional overflow parking

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

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

5.10.3 Public transport encouragement

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

5.10.4 Active transport encouragement

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

5.10.5 Additional consultation

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

6. Monitoring and reporting

6.1 Monitoring

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

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

Parking surveys will be conducted approximately fortnightly on the parking utilisation within the site. Should the parking utilisation regularly be at or near capacity, parking surveys will be undertaken for the areas immediately adjacent to the sites. On site parking utilisation will be included in the quarterly reports outlined in MCoA E140.

6.1.1 MOC2

Where surveys are undertaken near the MOC2 area, the occupancy rates by project related vehicles (for what can be identified by branding) will also be included in the quarterly reports. The survey area proposed for MOC2 is shown below, in Figure 11. It should be noted that there are a number of major projects already operating within the area, and the ability to identify specific vehicles related to the WHT Package 2 contractor works may be difficult.

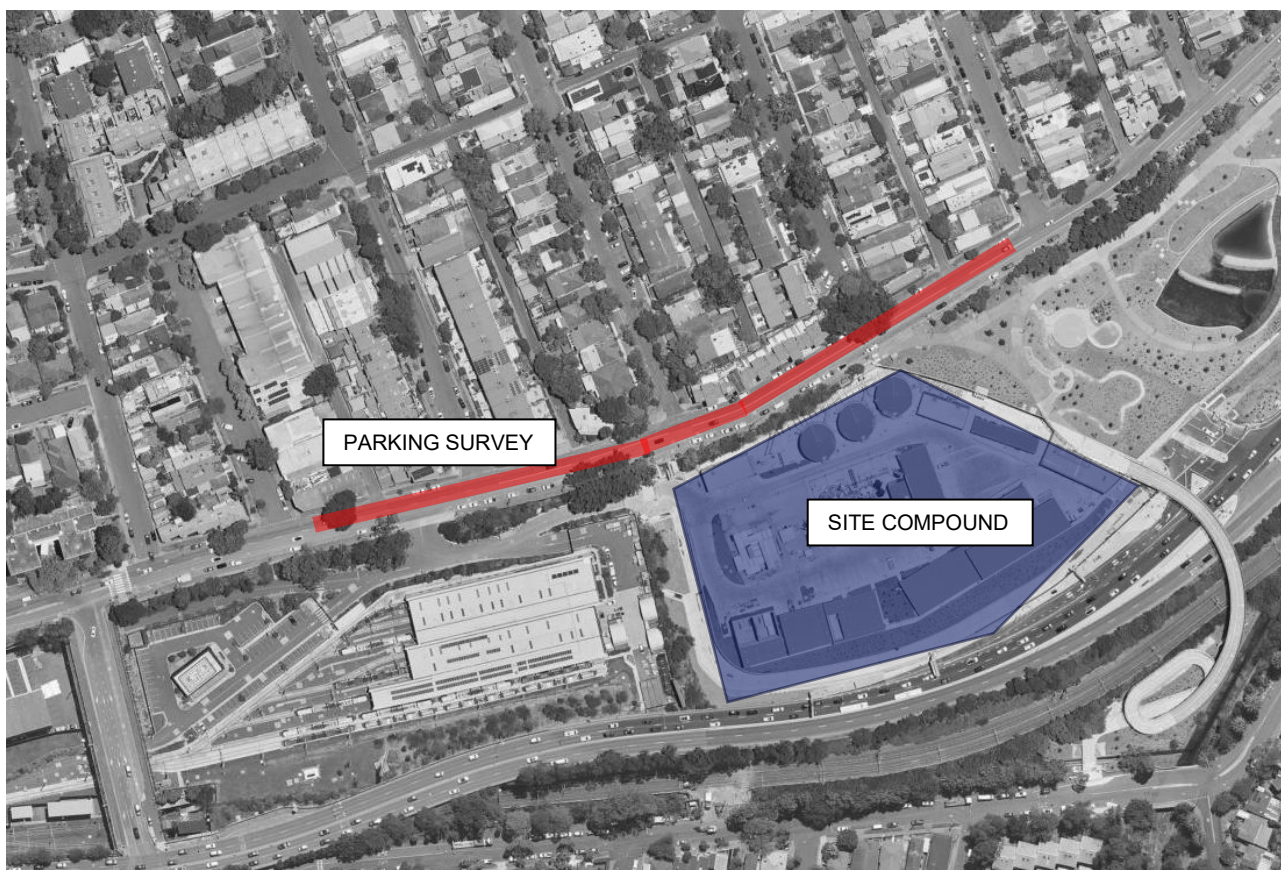


Figure 11 MOC2 Parking survey area

6.1.2 Glebe Island (WHT3)

Where surveys are undertaken on Robert Street, the occupancy rates by project related vehicles (for what can be identified by branding) will also be included in the quarterly reports. The survey area proposed for Robert Street is shown below, in Figure 12. It should be noted that there are a number of major projects already operating within the area, and the ability to identify specific vehicles related to the WHT Package 2 contractor works may be difficult.

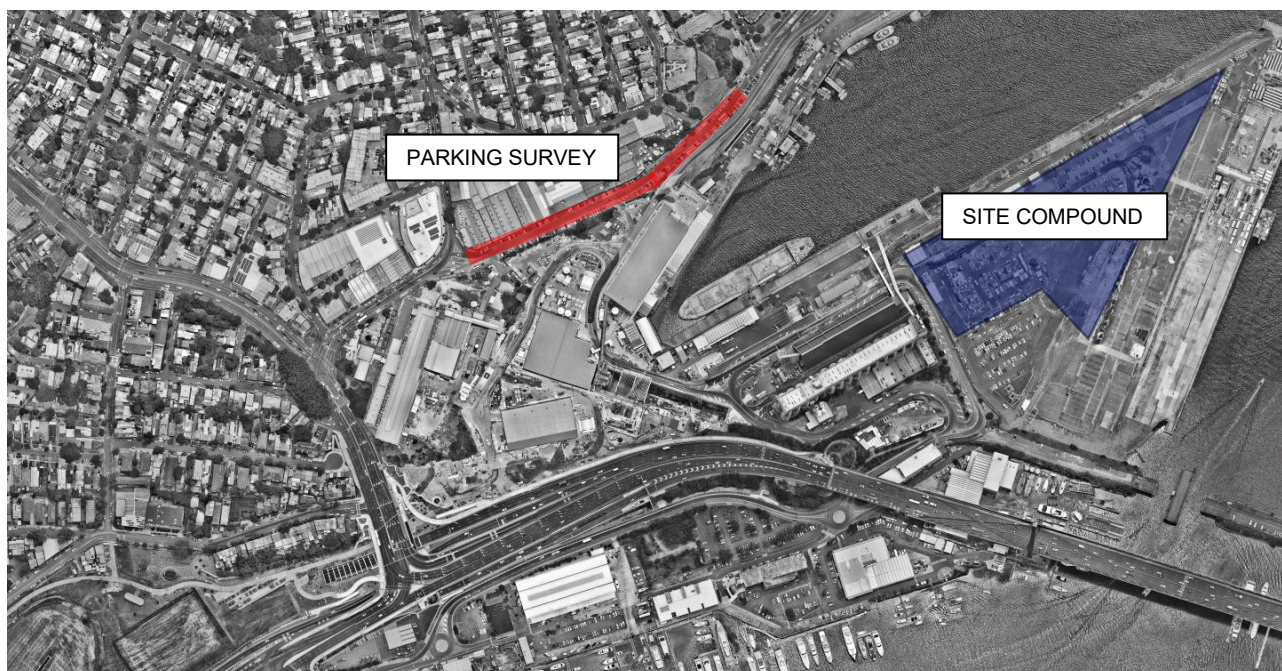


Figure 12 WHT3 parking survey area

6.1.3 City West Link (WHT12)

Where surveys are undertaken near the City West Link (WHT12) area, the occupancy rates by project related vehicles (for what can be identified by branding) will also be included in the quarterly reports. The survey area proposed for WHT12 is shown below, in Figure 13. It should be noted that there are a number of major projects already operating within the area, and the ability to identify specific vehicles related to the WHT Package 2 contractor works may be difficult.

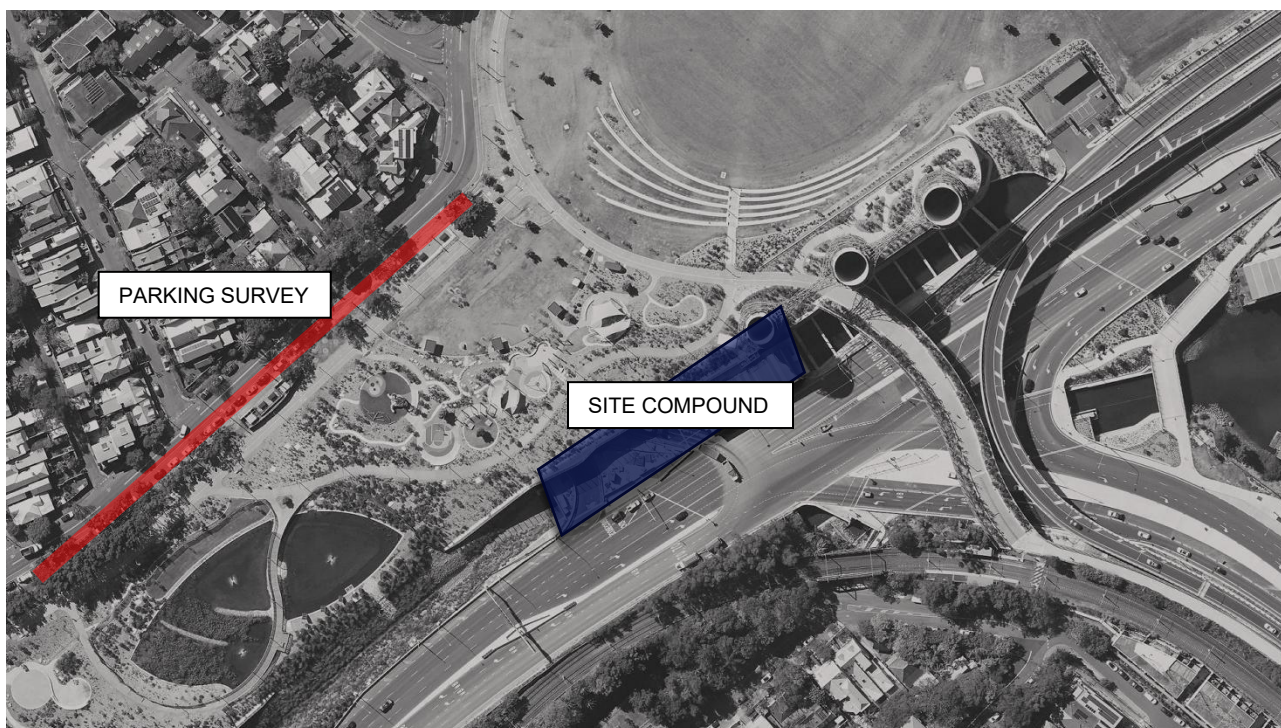


Figure 13 WHT12 parking survey area

6.1.4 Inner West utility works

Where surveys are undertaken in the area of the Inner West utility works, the occupancy rates by project related vehicles (for what can be identified by branding) will also be included in the quarterly reports. Parking occupancy within utility work compound will be included in the quarterly report. The survey area proposed for is shown below, in Figure 14. It should be noted that there are a number of major projects already operating within the area, and the ability to identify specific vehicles related to the WHT Package 2 contractor works may be difficult.

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



Figure 14 Inner West utility works parking survey area

6.2 Reporting

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

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

6.3 Complaints and Non-compliances

All community complaints will be managed in accordance with the CEMP and the CCS.

All non-compliances will be managed in accordance with the CEMP.

6.4 Document updates and amendments

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

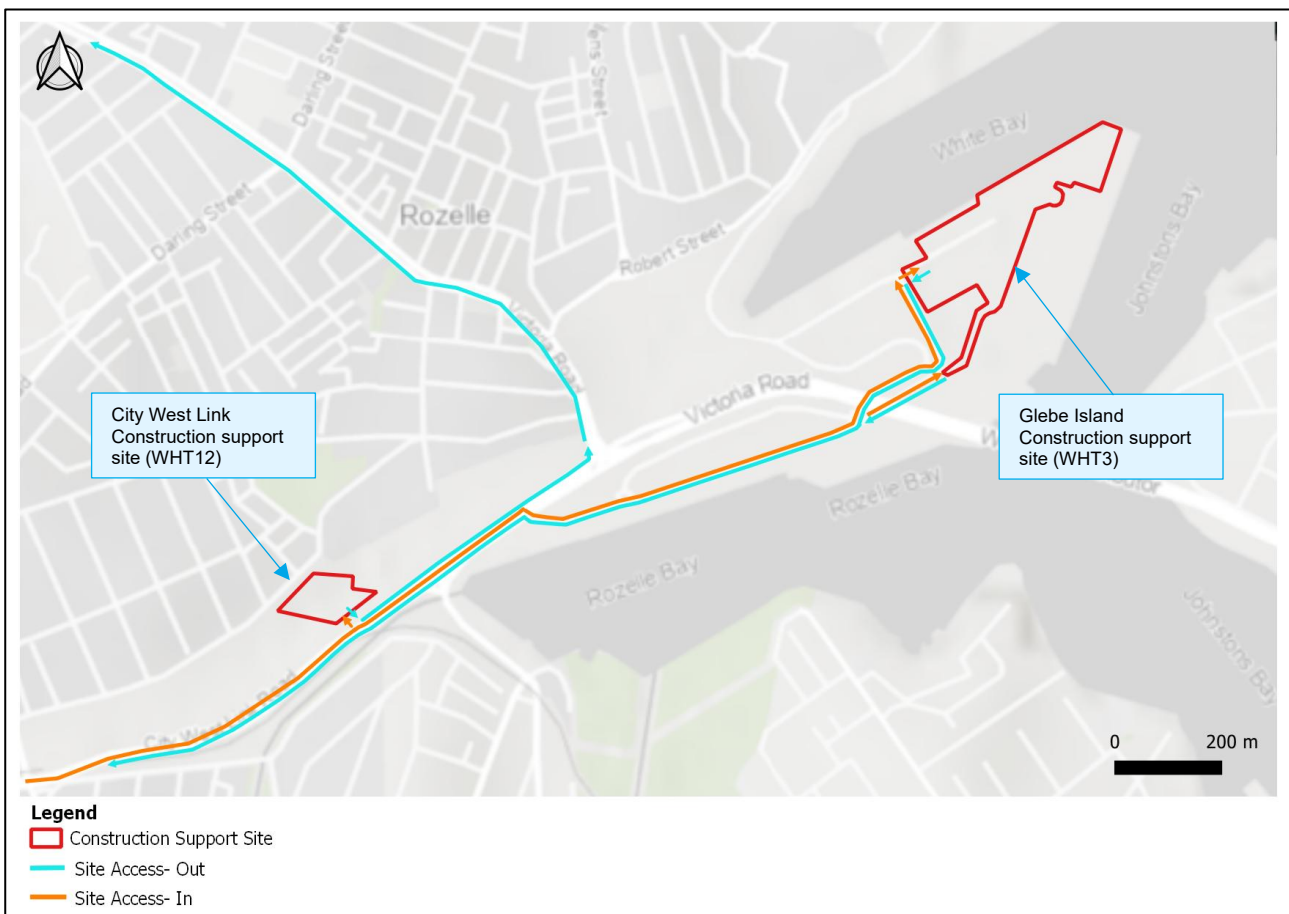
- A change to long term availability of parking at any of the construction sites (including commencement of works at a new site)
- Identified need for additional long-term parking removal
- Modification to shuttle services due to worker demand or identification of issues
- Adjustments to site access (including the addition of the WHT Portals site in late 2024)
- In response to a complaint or non-conformances raised from inspections and audits.

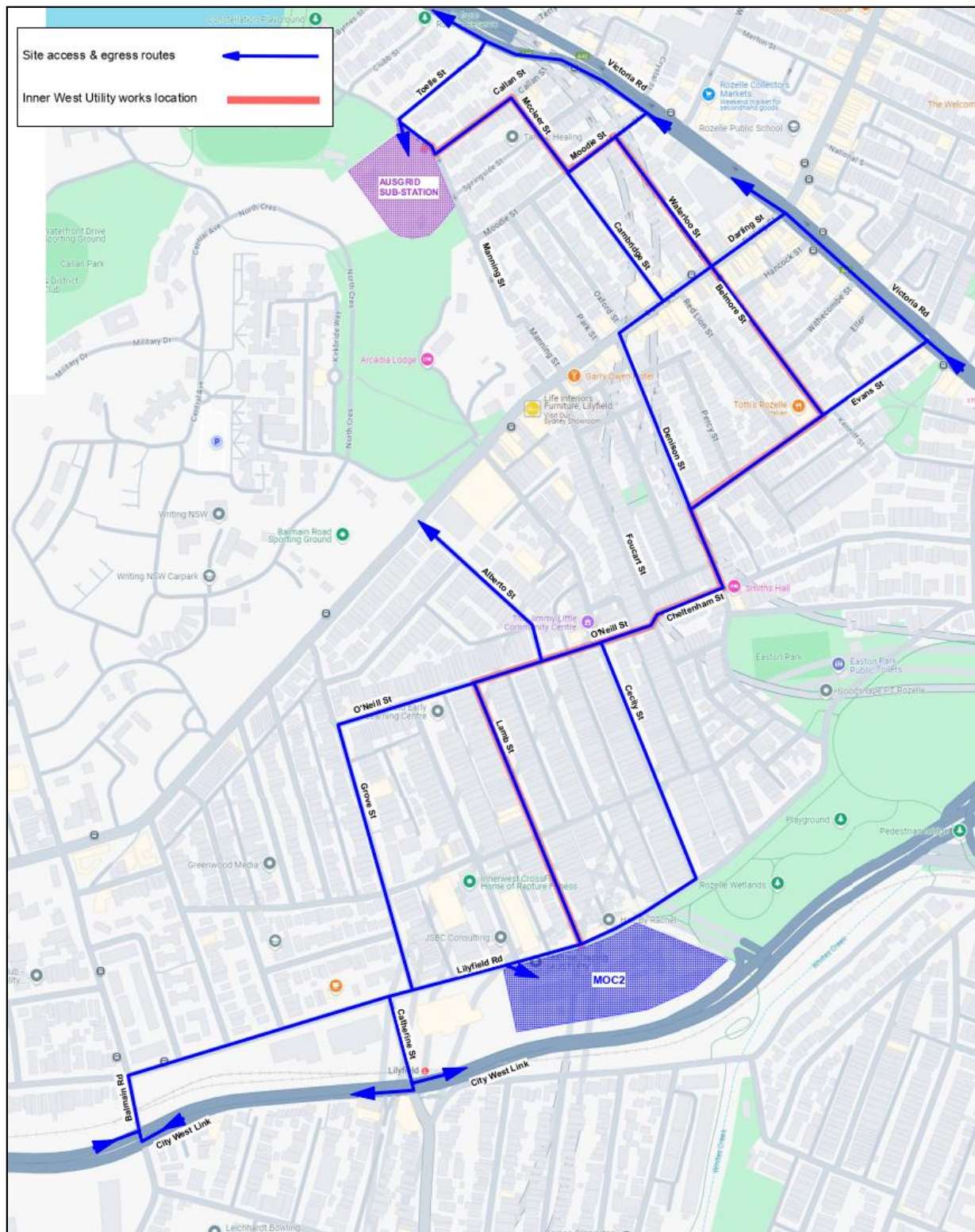
Any updates will be submitted to the Planning Secretary for approval prior to implementation.

On approval this document will be appended to the project TTAMP, however the TTAMP document itself is not expected to be resubmitted for re-approval as it is already approved.

Appendix A: Haulage Routes

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Appendix B: Parking survey results