

CONSTRUCTION PARKING AND ACCESS STRATEGY

Sydney Metro West – Western Tunnelling Package

Sydney Olympic Park from October 2023

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B	06/11/2023	Updated following stakeholder comments
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Document Authorisation

Action Type	Position	Name	Signature	Date Signed
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I hereby confirm this activity and all associated work, have been appropriately planned and the relevant resources are available to conduct the work in accordance with the agreed method. I hereby approve this activity to commence, as the stated controls applications are the most appropriate and are in accordance with the Risk Matrix.				
Approved by	Project Manager	D.Leaver		30/05/2024

NOTES: Once all signatures have been obtained, the Document Author is responsible for ensuring the signed and approved hard and soft copies are uploaded on to the project share drive or passed to the Responsible Person for filing.

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1 EXECUTIVE SUMMARY

This document has been prepared to meet the requirements of Minister's Condition of Approval (MCoA) D91 which requires the project to identify and mitigate impacts resulting from on and off-street parking changes during construction. It detail how GLC will manage construction worker parking for the Sydney Metro West Tunnelling Package (WTP Works).

In summary, GLC have gained approval from the Sydney Olympic Park Authority to use either the P3 or P4 secure carpark as both of these carparks can adequately cater for the GLC workforce. In addition, GLC as part of its routine construction operations will not be removing any existing parking.

2 INTRODUCTION

2.1 Context

This Construction Parking and Access Strategy (CPAS or Strategy) has been developed for the delivery of the Western Tunnelling Package (WTP). It will be delivered by Gamuda Engineering (Australia) Laing O'Rourke Consortium (GLC). Sydney Metro West – Westmead to The Bays Concept and Stage 1 received planning approval on 11 March 2021 (SSI 10038). The Project comprises the WTP, which is the western portion of Stage 1 of SSI 10038, from Sydney Olympic Park to Westmead. This CPAS has been prepared to address requirements of the Minister's Conditions of Approval (MCoA) and any modifications to the MCoA, Revised Environmental Management Measures (REMMs) listed in the Sydney Metro West – submissions report, dated 20 November 2020, the Construction Traffic Management Framework (CTMF) requirements and all applicable legislation as they relate to the Project.

2.2 Project scope

Sydney Metro West (SMW) is a new underground railway connecting Greater Parramatta and the Sydney CBD. It will provide fast connections between greater Sydney's two major business centres as well as providing better access to the growing business and entertainment precincts in Olympic Park and Pyrmont, the health and medical research hub at Westmead and the future business and tourism site at The Bays.

SMW is being delivered in a number of packages. The WTP is one package of works (phase F) for SMW. It involves 9km of twin railway tunnels between Sydney Olympic Park and Westmead as well as:

- Westmead Station box excavation, including temporary support, stub tunnels, partially mined station cavern and crossover cavern including permanent lining and support
- Parramatta Station, including excavation of station box and associated support
- Clyde Maintenance and Stabling Facility (MSF), including permanent dive structure, portal, spur running tunnels, spur tunnel junction cavern, bulk earthworks, civil structures, utilities corridor, road crossing and creek diversion
- Rosehill Services Facility, including shaft excavation, permanent lining and lateral support
- a precast segment manufacturing facility at Eastern Creek
- demolition and site clearance works
- Tunnelling between Sydney Olympic Park (SOP) and Westmead. Tunnelling will be undertaken by placing the tunnel boring machines (TBMs) at the Rosehill Services Facility box and retrieved out at the SOP Station Box and then placed back at the Rosehill Services Facility and retrieved at the Westmead Station Box.
- No surface works are proposed at SOP except for the retrieval of the TBM.

The location of the WTP project for Sydney Metro West Stage 1 is shown on Figure 1 below.

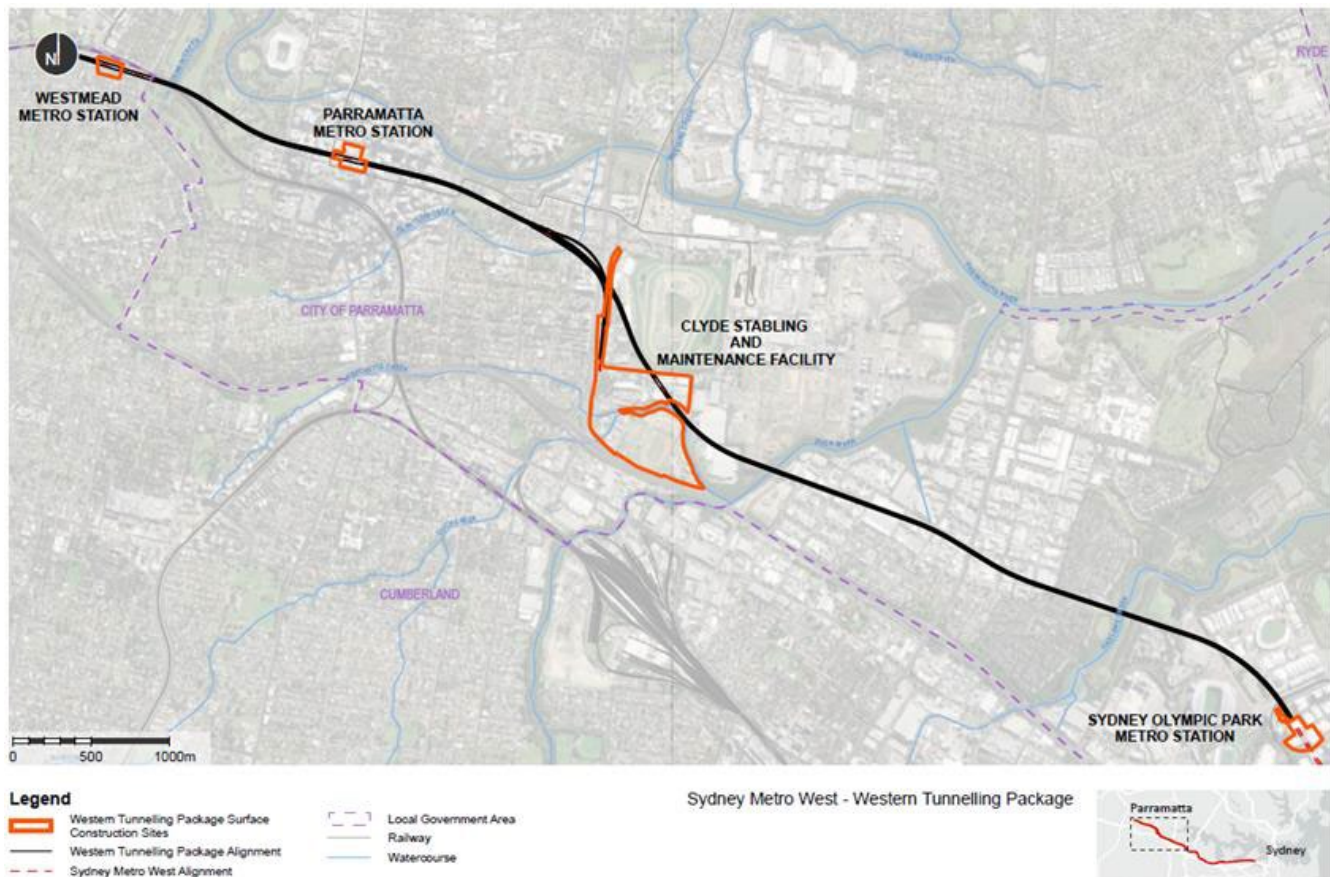


Figure 1: WTP Project Location

2.3 Scope of the Strategy

The scope of this strategy is to describe how Gamuda Engineering (Australia) & Laing O'Rourke consortium (GLC) will identify and mitigate impacts resulting from off and on street parking changes during construction. The scope of this Strategy is prescribed by the Ministerial Conditions of Approval, specifically MCoA D91 and applies to the construction sites of Sydney Olympic Park (SOP) for the site establishment and operations phase of works. Separate strategies have been provided for the Westmead, Parramatta and Clyde sites.

2.4 Purpose

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

2.5 Objectives

The objectives of this Strategy are to:

- Identify the demand for workforce parking and how this demand could be met to minimise impacts to the surrounding community.
- Outline measures to reduce the demand for workforce parking by encouraging the uptake of public transport, carpooling and active transport and
- Describe how monitoring and corrective actions would be implemented to assess the effectiveness of management measures.

2.6 Review and distribution

This Strategy will be provided to the Sydney Olympic Park Authority (SOPA) for review and will be submitted to the Planning Secretary for approval one month prior to the commencement of any works associated with the site operations phase that reduces the availability of existing parking.

2.6.1 Update and amendment of this Strategy

Any revisions to this Strategy will be in accordance with process outlined within the Construction Environmental Management Plan (CEMP). A copy of the updated Strategy will be distributed to relevant stakeholders in accordance with the approved document control procedure. The ER does not endorse the CPAS or any minor amendments to the CPAS.

3 REQUIREMENTS

3.1 Minister's Conditions of Approval

The MCoA relevant to this Strategy are listed in Table 1 below.

Table 1: Minister's Condition of Approval

MCoA #	Requirement	Where addressed
D90	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to:	Section 7 Section 8
	a) Minimise parking on public roads	
	b) Minimise idling and queuing on public roads	Section 9.1
	c) Not carry out marshalling of construction vehicles near sensitive land user(s)	Section 9.1
	d) Not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided and	Section 6 & 7
	e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP	Section 9.2
D91	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off street parking changes during construction. The Construction Parking and Access Strategy must include, but not necessarily limited to:	This Strategy
	a) Achieving the requirements of Condition D90 above	
	b) Confirmation and timing of the removal of on and off street parking associated with construction of Stage 1 of the CSSI	Section 7
	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 pick up, weekend periods and during special events	Section 5
	d) Consultation with affected stakeholders utilising existing on and off street parking stock which will be impacted as a result of construction	Section 11 Appendix 1
	e) Assessment of the impacts to on and off street parking stock taking into consideration occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events	Appendix 1 Sections 6 and 6
	f) Identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of	Section 7

MCoA #	Requirement	Where addressed
	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 8 Section 9
D91	g) Where residential parking schemes already exist, off road parking facilities must be provided for the project workforce	Section 6 Section 9
	h) Mechanisms for monitoring, over appropriate intervals (not less than 6 months) to determine the effectiveness of implemented mitigation measures	Section 10
	i) 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	Section 8.5
	j) Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective and	Section 10.3
	k) Provision of reporting or monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals	Section 10.2
D92	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before impacting on on-street parking and incorporated in the CTMP	Section 2.6
D93	During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclists 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, cyclists and vehicular access and parking arrangements must be developed in consultation with affected business and implemented before the disruption. Adequate signage and directions to businesses, must be provided before, and for the duration of any disruption.	Section 8

3.2 Revised Environmental Management Measures

The REMMs relevant to this Strategy are listed in table 2 below.

Table 2: Revised Environmental Management Measures

REMM #	Impact/ Issue	Mitigation Measure	Where addressed
TT3	Emergency vehicles access	Access to properties for emergency vehicles would be provided at all times	Section 6.3.1
TT10	Loss of parking	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 6.1
TT11	Loss of parking	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: • Encouraging workers to use public or active transport • Encouraging ride sharing • Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable	Section 6, 7 & 8

4 PROJECT WORKS

4.1 Local area works.

There are no planned local area works required at the SOP site as the previous contractor has already established the site.

4.2 Site operations

GLC have been working with representatives from SOPA to understand what impact we would have if we used the existing secure parking. GLC requires 25 carpark spaces for approximately 12 months between Monday – Friday 06:00 – 18:00 & Saturday 07:00 – 13:00.

SOPA have informed GLC that we would qualify for the long-term parking permits and should use carpark P3 that has 1,447 spaces. The current midweek usage averages out at 350 per day (outside of event times).

With GLC using 25 of these spaces the impact is expected to be minimal to non-existent i.e. currently the carpark is only utilised to 24% of its capacity. With GLC taking an additional 25 spaces the carpark is still only utilised 25% of its capacity. This means that there is still 1,072 spaces for the public to use.

The P3 Secure carpark is located 550m from the site which equates to an approximate 9 minute walk.

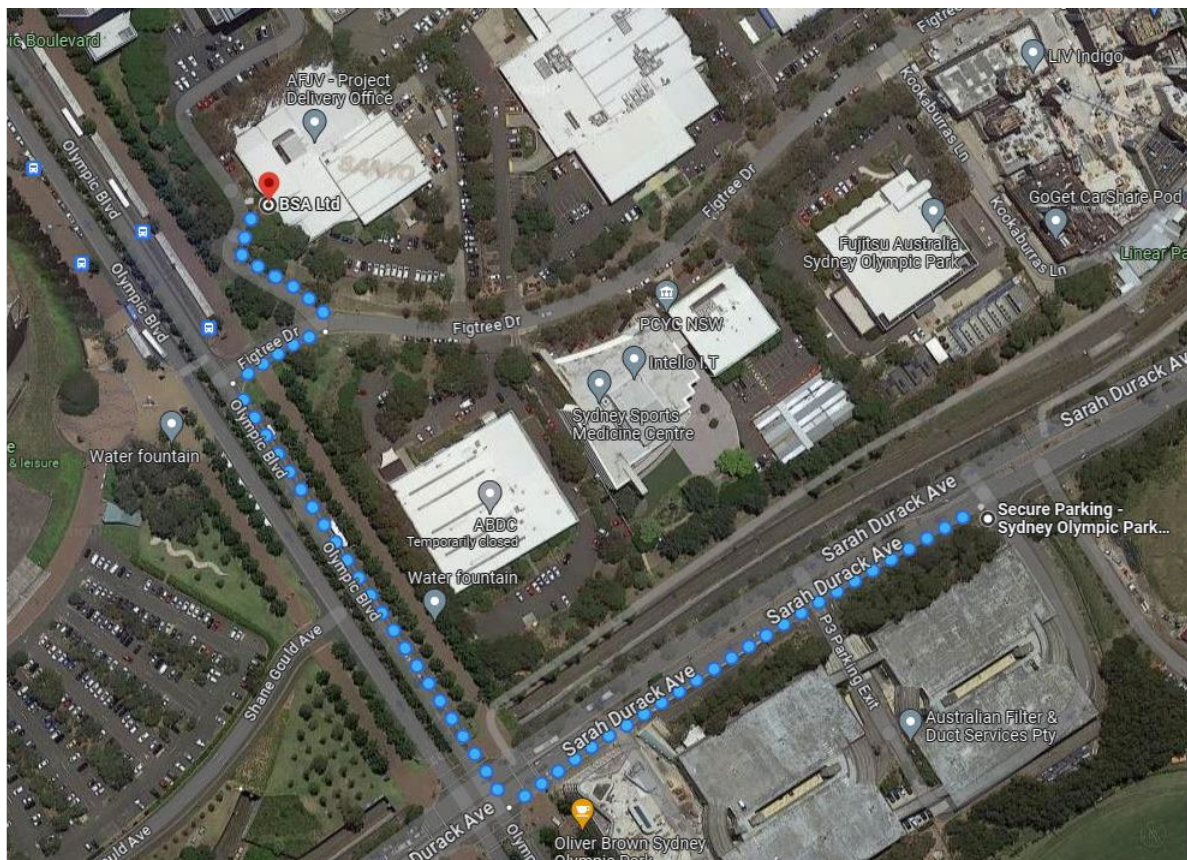


Figure 2: Pedestrian route from carpark to site

4.3 Locality

The site is located south of the Sydney Trains Station and is bounded by Olympic Boulevard to the west, Figtree Drive to the south, Australia Avenue to the east and Herb Elliott Avenue to the north, as shown on figure 3.



Figure 3: Site Locality

5 PARKING SURVEY METHODOLOGY

Sydney Olympic Park Authority provided GLC with the capacity and utilisation information for carpark P3. Due to the limited availability of and off-street parking available at Sydney Olympic Park, as well as limited capacity for on-site parking, no regular inspections have been documented. Observations suggest parking within the off-street facilities is ensuring minimal on-street parking is utilised on the local roads. The roads around Sydney Olympic Park are also timed spaces, limiting any opportunity for workers to park for extended periods.

GLC will continue to monitor the utilisation of the P3 carpark and will continue to work alongside the Sydney Olympic Park Committee to ensure our operations do not adversely affect the community. GLC will continue to monitor events at the Sydney Olympic Park precinct and will encourage its workforce to use public transport on events days to further minimise disruption.

The following website will be monitored to assist with planning works:

[What's On - Sydney Olympic Park](#)

A monthly meeting between key staff from SOPA operations will take place where upcoming events and road closures will be discussed. SOPA's interactive map will be used to understand and plan works around upcoming road closures:

<https://www.sydneyolympicpark.com.au/things-to-see-and-do>

5.1 Calculating parking occupancy

Parking occupancy is defined as the ratio of number of occupied spaces to the total number of spaces available. To determine the number of spaces available, the number of available parking spaces was counted and all parking controls/ restrictions (ie: unrestricted, timed, disabled parking, loading zones etc) were recorded. To determine the number of occupied spaces, the number of parked vehicles in each street were recorded over a defined survey period.

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

6 CONSTRUCTION IMPACTS

6.1 Existing parking to be removed.

GLC do not need to permanently remove existing parking as part of its day-to-day operations as the SOP Site has been established and the swept-paths are suitable for the vehicles we will be using.

6.2 Staged temporary removal of parking for Over Size & Over Mass Deliveries

During the life of the project, there might be some additional need for temporary parking removal to facilitate deliveries with Oversize and Overmass vehicles (OSOM). The potential impact and mitigation approach will be reviewed on a case-by-case basis including consideration of duration of works and impact on relevant stakeholders. Where disruption cannot be avoided, alternative parking arrangements will be investigated and implemented where feasible and practical to ensure impact is minimised. The appropriate approvals and permits will be sought from Transport for NSW and SOPA as described in the relevant CTMPs. GLC will obtain an approved SOPA Work Permit and approved Road Occupancy Permit prior to undertaking any staged temporary removal of parking for Over Size Over Mass deliveries, and make payment of any associated permit fees.

- 6.2.1 During TBM retrieval operations a total of 10 parking spaces on Herb Elliott Ave opposite the site will be removed (See Figure 3.1). An additional 2 spaces on Herb Elliott Ave opposite the Pullman Hotel will be removed to allow the loads to access Olympic Boulevard (See Figure 3.2). Parking will be reinstated once the loads have exited SOP.

A night time parking survey carried out in April shows that the effect of the temporary parking removal will have a limited effect (See Figure 3.3). The temporary parking removal has been discussed with SOPA during the fortnightly GLC/SOPA Comms/Operations meeting on April 29. It was agreed GLC would forward the TGS showing the amount of spaces to be removed and develop a communications strategy for the parking removal.

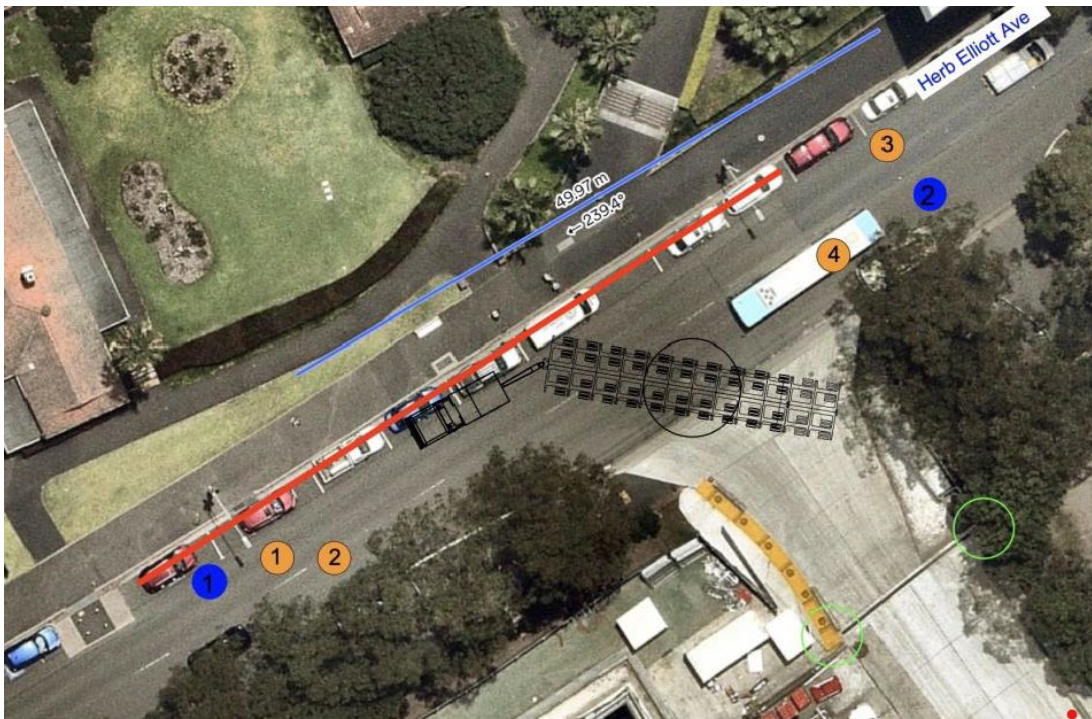


Figure 3.1: Temporary Parking Removal

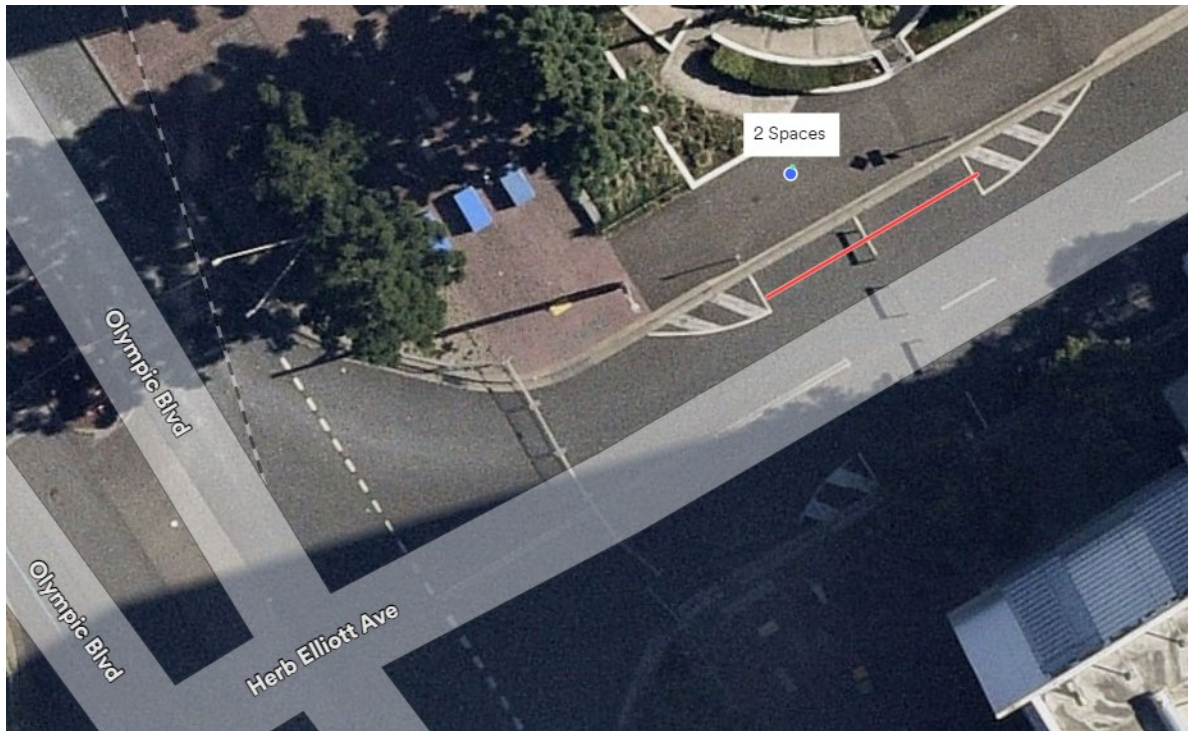


Figure 3.2: Temporary Parking Removal

Date	Time	Total Parking Spaces Available	Parking Spaces Utilised
19/04/2024	9pm	12	8
19/04/2024	12am	12	3
22/04/2024	9pm	12	10
25/04/2024	12am	12	4

Figure 3.3: Night Time Survey of Parking Usage on Herb Elliot Ave

6.3 Temporary removal of parking

During the life of the project, there might be some additional need for temporary parking removal to facilitate works (e.g. geotechnical investigations, utility works, survey and general road maintenance). The potential impact and mitigation approach will be reviewed on a case-by-case basis including consideration of duration of works and impact on relevant stakeholders. Where disruption cannot be avoided, alternative parking arrangements will be investigated and implemented where feasible and practical to ensure impact is minimised.

The impacts associated with temporary parking space occupation will likely be short term via appropriate traffic control. These latter impacts will be removed at the end of each day post the completion of works at the nominated locations.

The appropriate approvals and permits will be sought from Transport for NSW and Council as described in the relevant CTMPs.

The total loss of parking spaces that may result under this provision shall be limited to 12 space-days in any 12 week period, where a space-day is one parking space being lost for a period of up to 24 hours.

6.4 Managing the impacts

All businesses within the construction site have previously been relocated prior to the start of the Sydney Metro West demolition works. Where businesses adjacent to the construction site are still operating, GLC will take all reasonably practicable measures to maintain access to affected properties. In the event that we cannot avoid this disruption, GLC will provide alternative access and parking arrangements in consultation with those businesses affected. The provision of appropriate wayfinding will be provided prior to any disruption.

GLC will ensure that we do not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided.

Where existing parking is removed to facilitate construction activities, consultation would occur with the SOPA to investigate opportunities to provide alternative parking facilities, if required.

There are currently no residential-parking schemes within the Sydney Olympic Park precinct that will be impacted by GLC operations.

6.4.1 Emergency vehicles access

There will be no impact on emergency vehicles access and access to the precinct, access will be maintained for the duration of the site operations works by GLC.

7 WORKFORCE PARKING

Workforce parking is a key issue resulting from construction activities. Reduced unoccupied street parking spaces, because of parking demand generated by the Project, can impact local residents and businesses.

It has been estimated that the workforce at SOP will comprise of trades personnel, subcontractors and engineering, functional and administrative staff. The size of the workforce will vary across the duration of the project works. The Environmental Impact Statement (EIS) for the project provided peak construction workforce estimates. The EIS and GLC proposed peak work force numbers are provided in table 3 below.

Table 3: Comparison of workforce #

EIS Peak workforce #	GLC's peak workforce #	GLC's peak site operations #
370	60	60
	(25 No. carparking spaces)	(25 No. carparking spaces)

As shown in Table 3, the EIS estimated the peak workforce at SOP to be considerably higher than what GLC's peak workforce has been estimated at, and therefore actual impact of workforce parking will likely be less than what was anticipated in the EIS.

The Project MCoAs require GLC to manage workforce vehicle in order to minimise parking on public road.

In addition to the above, there might be some need for occasional parking in the streets surrounding the site during day-time but those will be limited to short ad-hoc site visits of less than two hours. The surrounding parking spots are paid parking with 2 hour limits.

The effectiveness of the workforce parking mitigation measures implemented will keep on being monitored and reviewed on a regular basis as well as following a complaint as described in Section 11 of this Strategy.

8 MITIGATION MEASURES

A number of mitigation measures have been adopted by GLC including:

8.1 Subcontractor obligations

GLC will require subcontractors to provide employee transport strategies as part of the procurement process.

8.2 Demand reduction

GLC have based all personnel not required to be located at the construction site in offices away from the work area.

8.3 Tools of trade

The site will allow for secure storage areas for workers who require tools of trade.

8.4 Secure Carpark P4

GLC will regularly confirm with SOPA through our interface meetings that the use of the P4 carpark is not adversely impacting the amount of available parking during special events or other times. If GLC operations begin to adversely affect the amount of parking available to the public we will review other mitigation measures such as providing parking for our workforce at Rosehill and running a shuttle bus to the Sydney Olympic Park Site. However, GLC scope is minimal at SOPA and we do not expect to adversely impact parking.

8.5 Sustainable transport options

8.5.1 Active transport

GLC will encourage the workforce to use active methods of transport such as walking and cycling, refer to in Table 4. to reduce the use of private vehicles.-

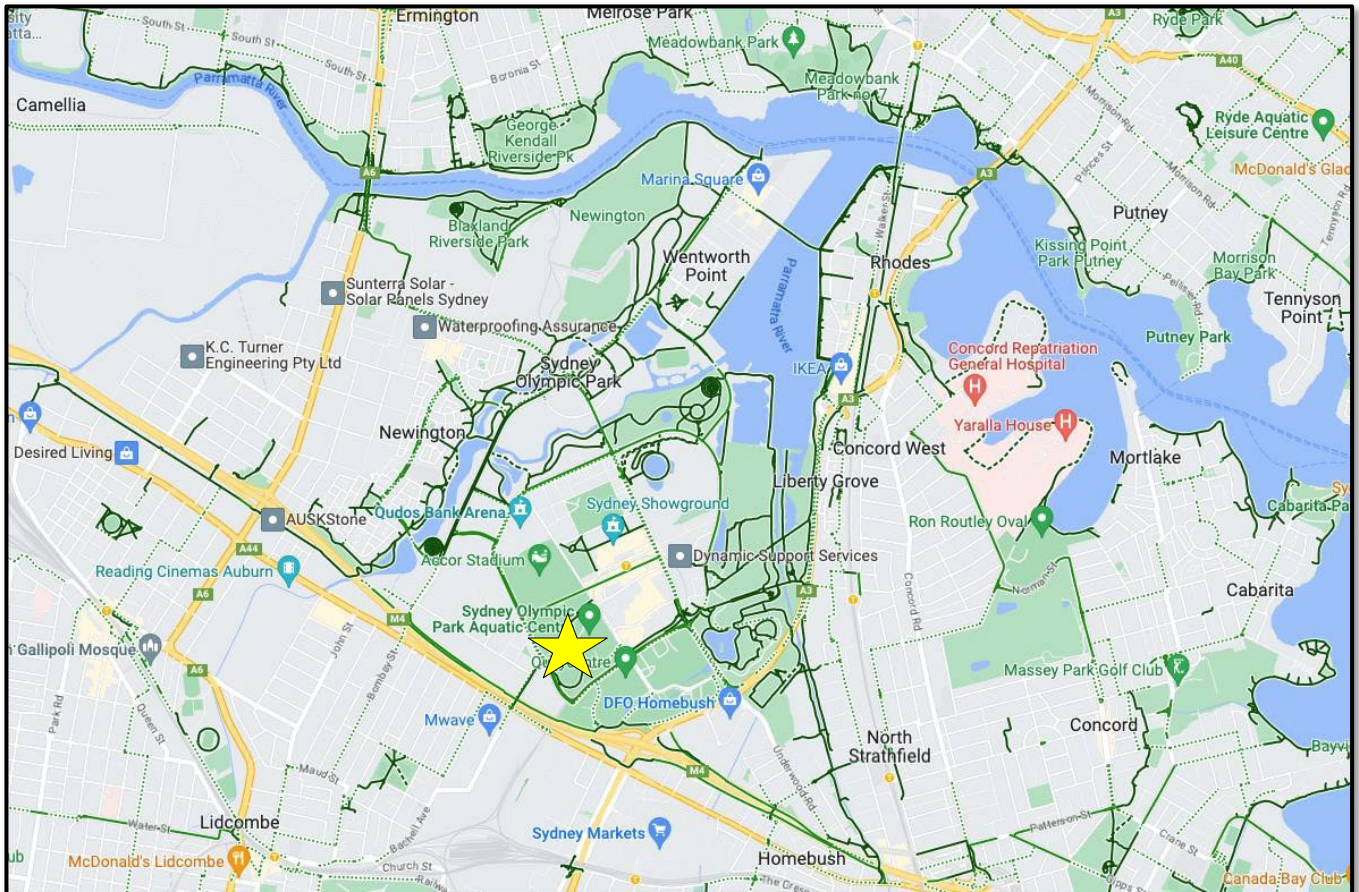


Figure 4: Active transport facilities

8.5.2 Public transport

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

The SOP site is located 4minute walk from SOP rail station, as noted on figure 5 below.

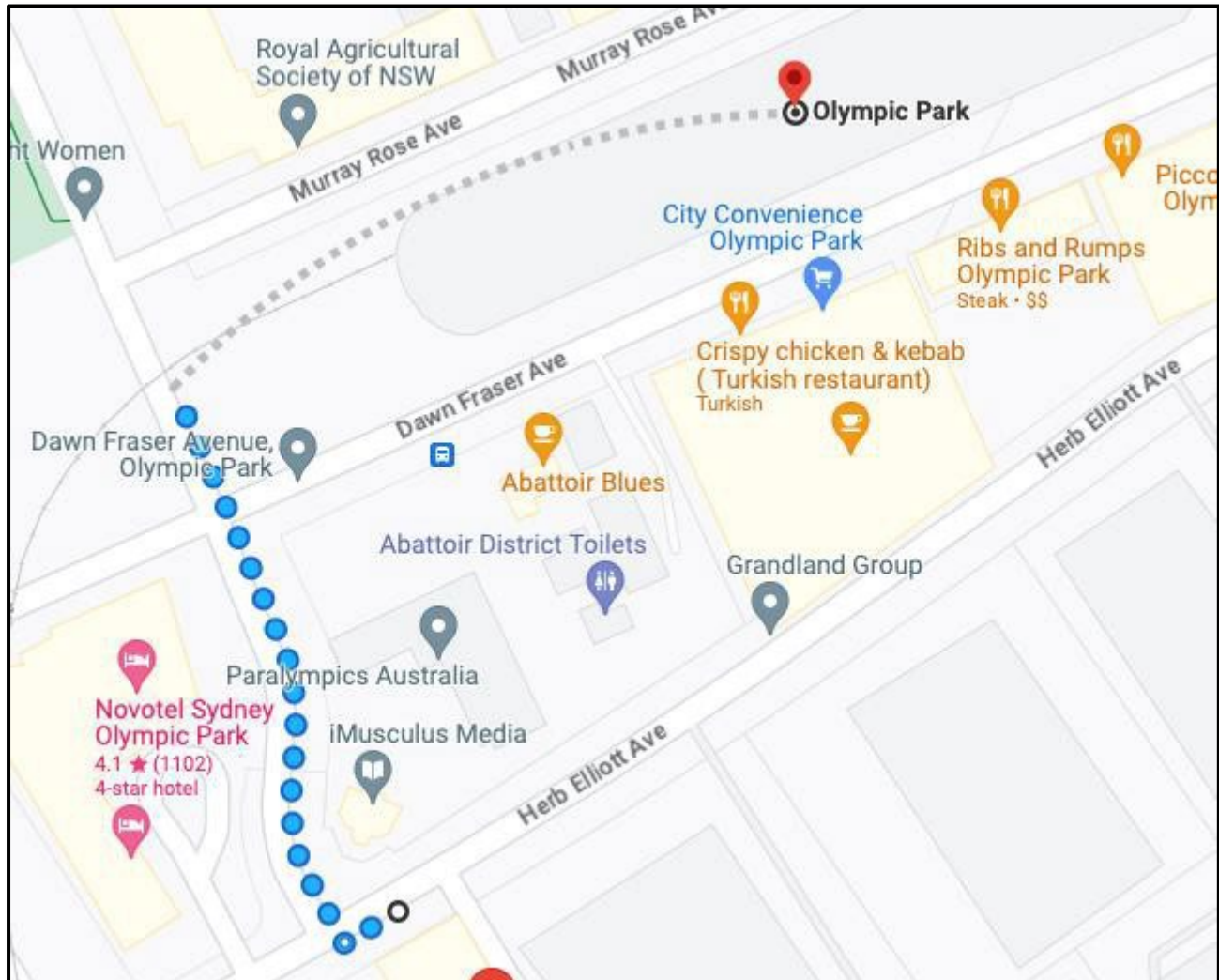


Figure 5: SOP rail station walking distance.

The Sydney Olympic Park rail station is located on the T7 line with easy interchanges at Lidcombe, as noted on figure 6 below.



Figure 6 Sydney Olympic Park rail station and T7 lines

Bus stops are located on Australia Ave, Dawn Fraser Ave and Park St, refer to figure 7 below.

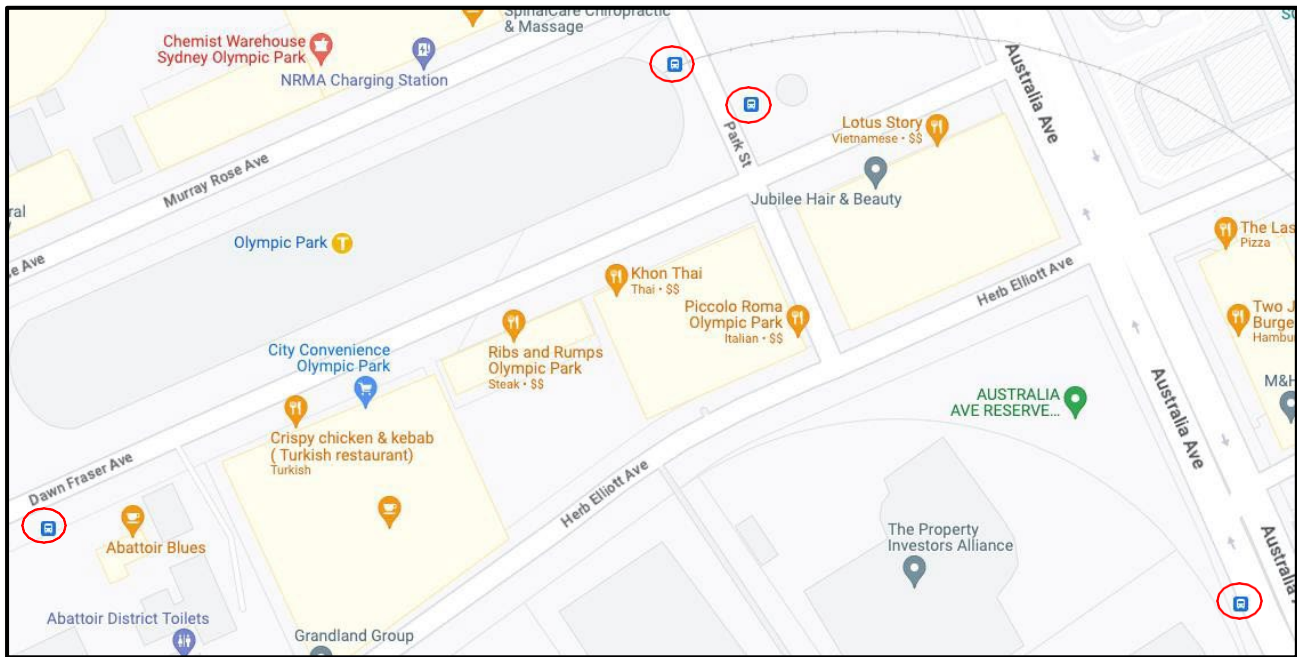


Figure 7 Current bus stops

The bus stops service the following routes:

Bus route	Between		Service start and finish
525	Parramatta Station	Strathfield Station	0540-0017
526	Rhodes Waterside	Burwood Westfields	0520-0026
533	Olympic Park Station	Chatswood Station	0544-0010
N81	Town Hall Station	Parramatta Station	0100-0507

8.6 Shuttle bus service

GLC provides a shuttle bus service between the Clyde/ Rosehill site to Parramatta where staff can catch a Sydney Trains service to Sydney Olympic Park. The shuttle service operates between the hours of 0520 - 0900 and 1520 - 1900. Over the life of the project, depending on the use, timing of the shuttle services may be modified to better suit site operations.

9 FLEET MANAGEMENT

Trucks to be used on the project will be compliant with NSW legislation, Sydney Metro's Principal Contractor Health and Safety Standard, relevant Australian Design Rules and vehicle standards and the Heavy Vehicle National Legislation. All heavy vehicle operations will be conducted in accordance with GLC's Chain of Responsibility (CoR) Management Plan, including monitoring of compliance with nominated haulage routes.

A combination of truck types will be used during the site operations works, with trucks being truck and dog, semi-trailers, 12.5m Single Unit trucks and low loaders. All trucks will enter and exit the site in a forward direction, where reasonable and feasible. Where there is a requirement to undertake reversing movements on the public road system, appropriate traffic control will be implemented.

9.1 Management strategy

Construction site traffic will be managed to minimise movements during peak periods. This will be achieved through scheduling of vehicles and staggered start and finish times. GLC will provide sufficient onsite parking for heavy vehicles. In the event that vehicles are unable to be accommodated vehicles will be directed to the Clyde/ Rosehill site as an extended marshalling facility. This will ensure that vehicles are not idling or queuing on public roads. Given the amount of space available at the Clyde/ Rosehill site, there is no requirement for further marshalling facilities.

The Sydney Olympic Park site has been established by the Central Tunnel Package contractor and a portion of the site will be handed over to GLC. GLC will establish our site in the areas highlighted in green on the plan shown in 8 below. The driveway from Herb Elliott Ave will be a shared entry and exit driveway between GLC and CTP contractors. Site access and egress on Herb Elliott Ave will be as per the EIS. The gate will have 'No Entry' - 'Construction Vehicles Excepted' and the gate number signage installed.

All works external to the site will be completed under Traffic Guidance Scheme's and Road Occupancy approvals through TfNSW and SOPA.

- F3 – half of the box
- F14 - surface
- F21 – surface
- F22 – shared access with CTP
- T4a – tunnel/nozzle area

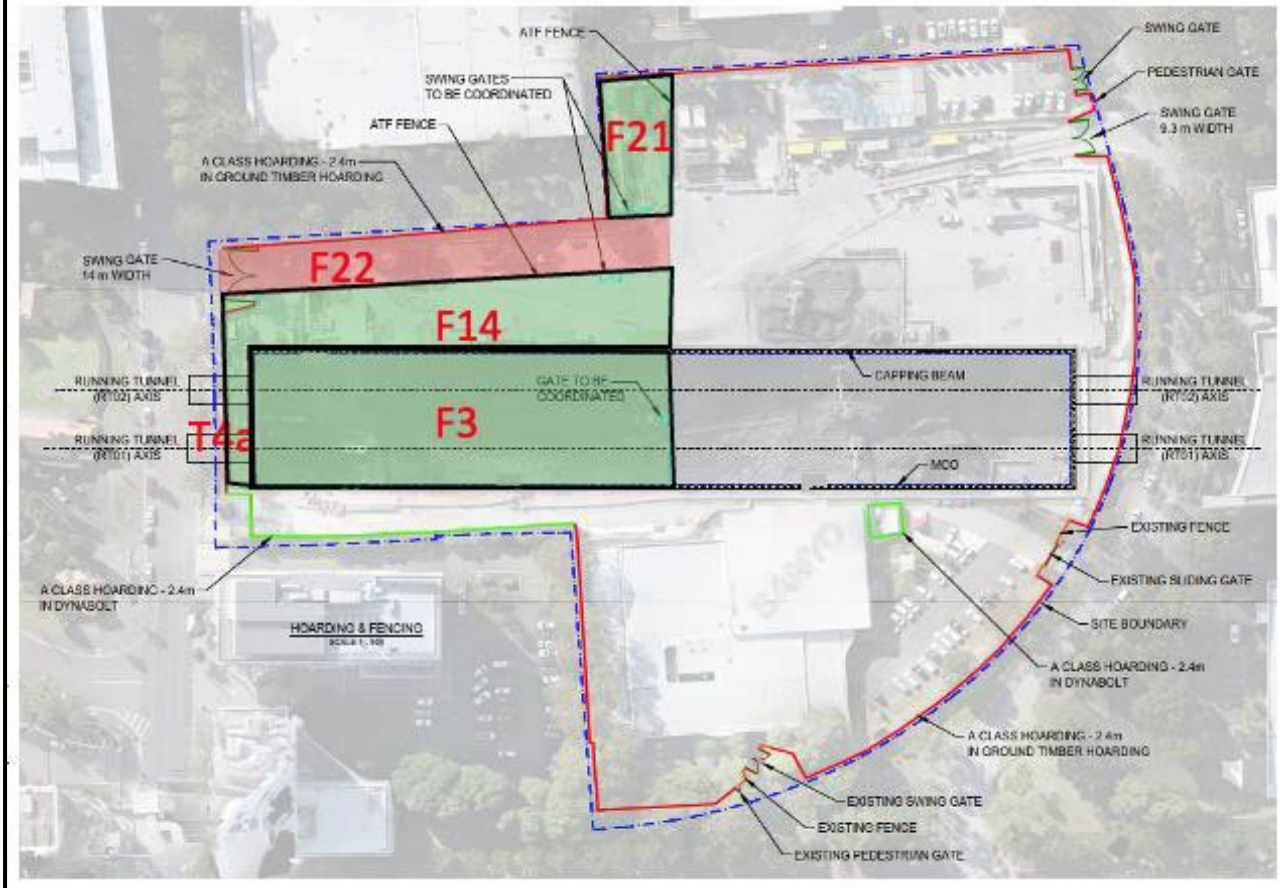


Figure 8: Sydney Olympic Park Site Overview

SOP site both during GLC Site Establishment and Site Operations Heavy vehicles will follow the proposed heavy vehicle route and will entry site from Herb Elliott Ave eastbound right turn and exit via left turn on to Herb Elliott Ave onto Herb Elliott Ave to Olympic Blvd.

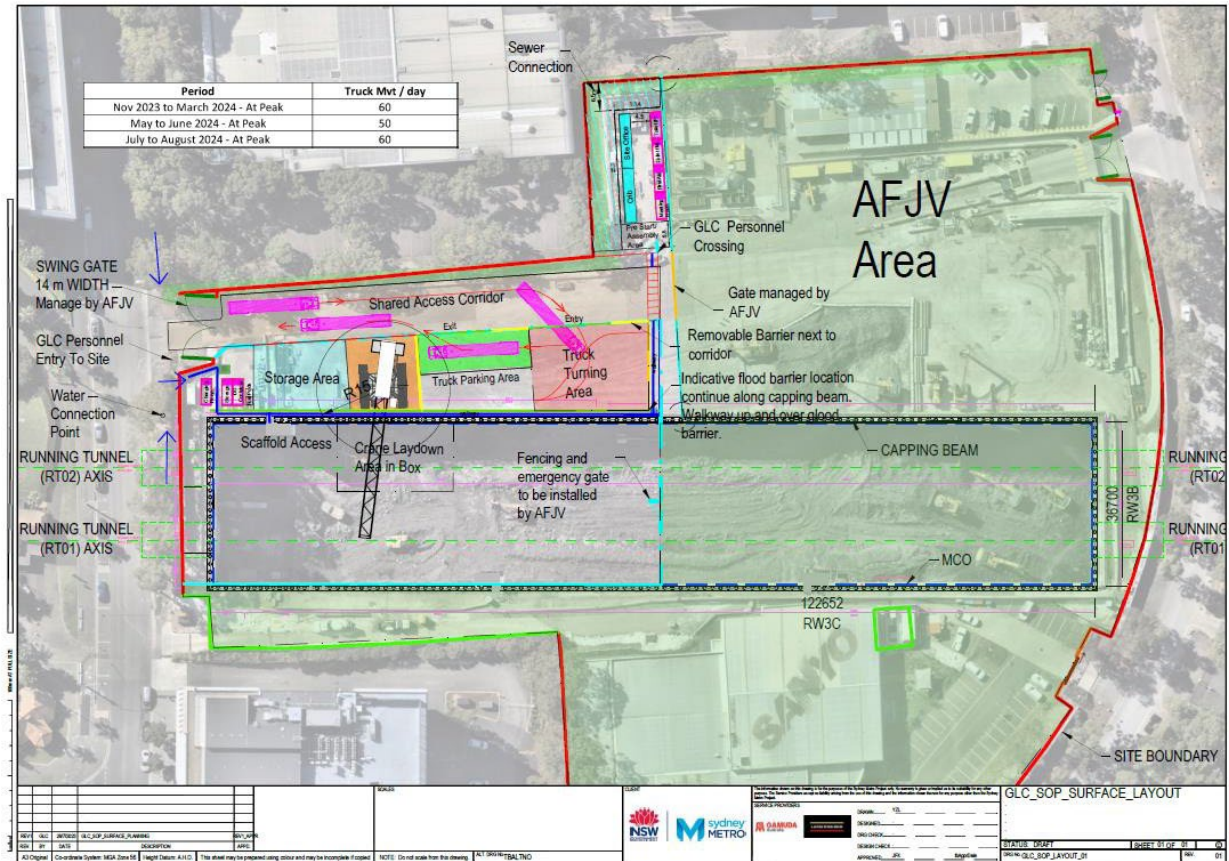


Figure 9: Sydney Olympic Park Internal Layout

The figure above demonstrates how the site will be laid out to facilitate heavy vehicle movements within the GLC project boundary. As can be seen from the layout drawing above GLC has space to provision at least four semi-trailers inside the site at any given time.

Access to the site will be controlled by our delivery management system which will limit the number of trucks being booked into the site at any given time. Once the maximum number of deliveries has been reached our supply chain partners will not be able to request a delivery at that time and will have to pick the next available time slot.

Given the limited scope GLC has at SOPA it does not believe it will require a truck marshalling facility – we do not have spoil haulage activities and our concrete scope is minimal. The majority of our haulage activities will be at night when we dismantle and remove the TBM. These will be completed over a number of weeks.

9.2 Heavy vehicle routes and compliance

Generally, the heavy vehicle routes will be via arterial roads/ freeways/ tollways. Where possible the routes have considered the requirements of the EIS. It is noted that the EIS for this site shows access and egress via Herb Elliott Ave, refer to Figure 8, however, GLC will use Sarah Durack Ave to gain access and egress via Olympic Blvd onto Herb Elliott Ave as per the current arrangement with CTP (Figure 9). The EIS route will be used during events when major event bussing closes access to

Olympic Blvd. This strategy should be read in conjunction with the Heavy Vehicle Local Road report (HVLRL), provided as a separate document.

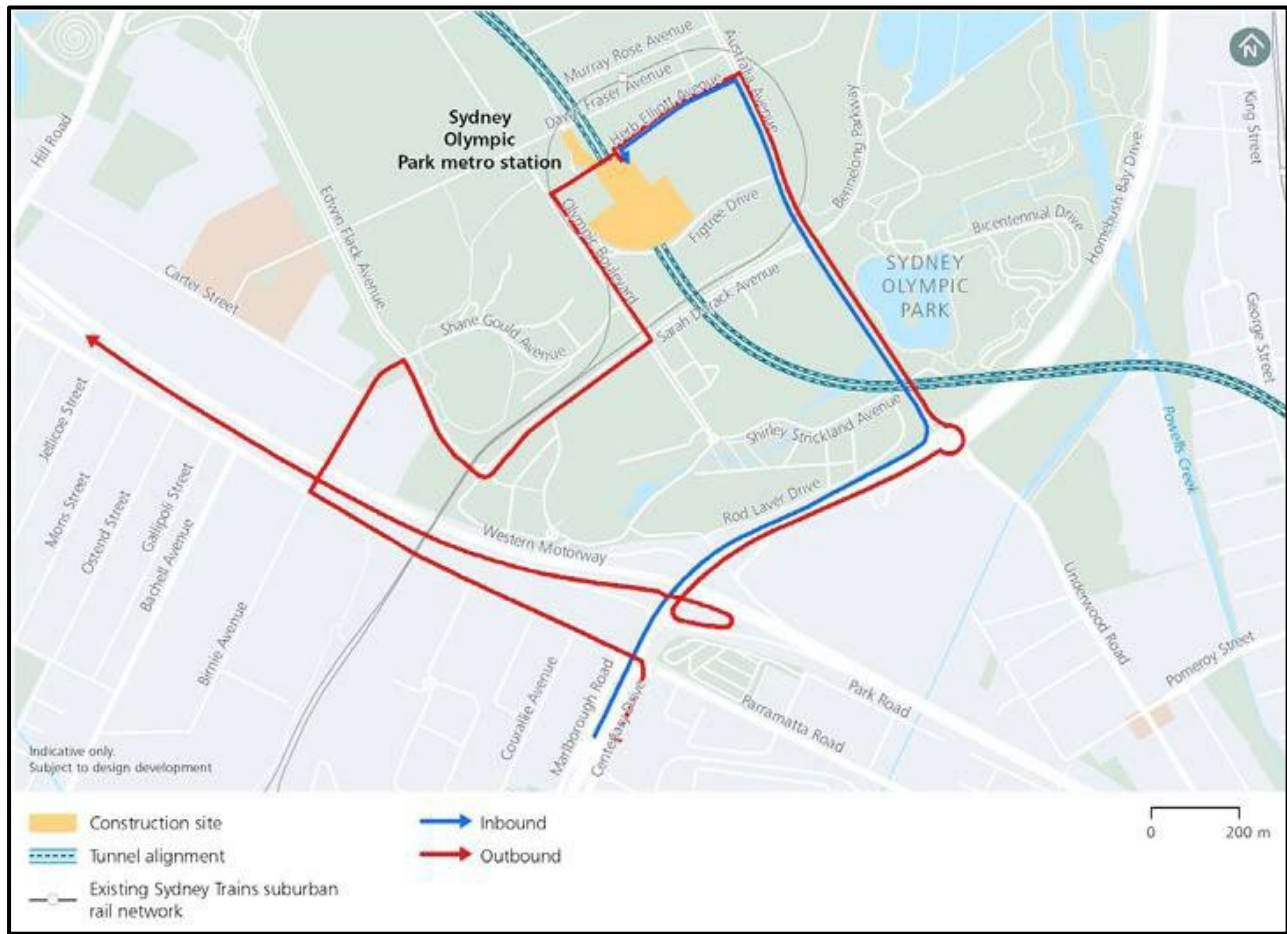


Figure 10: EIS nominated heavy vehicle routes.

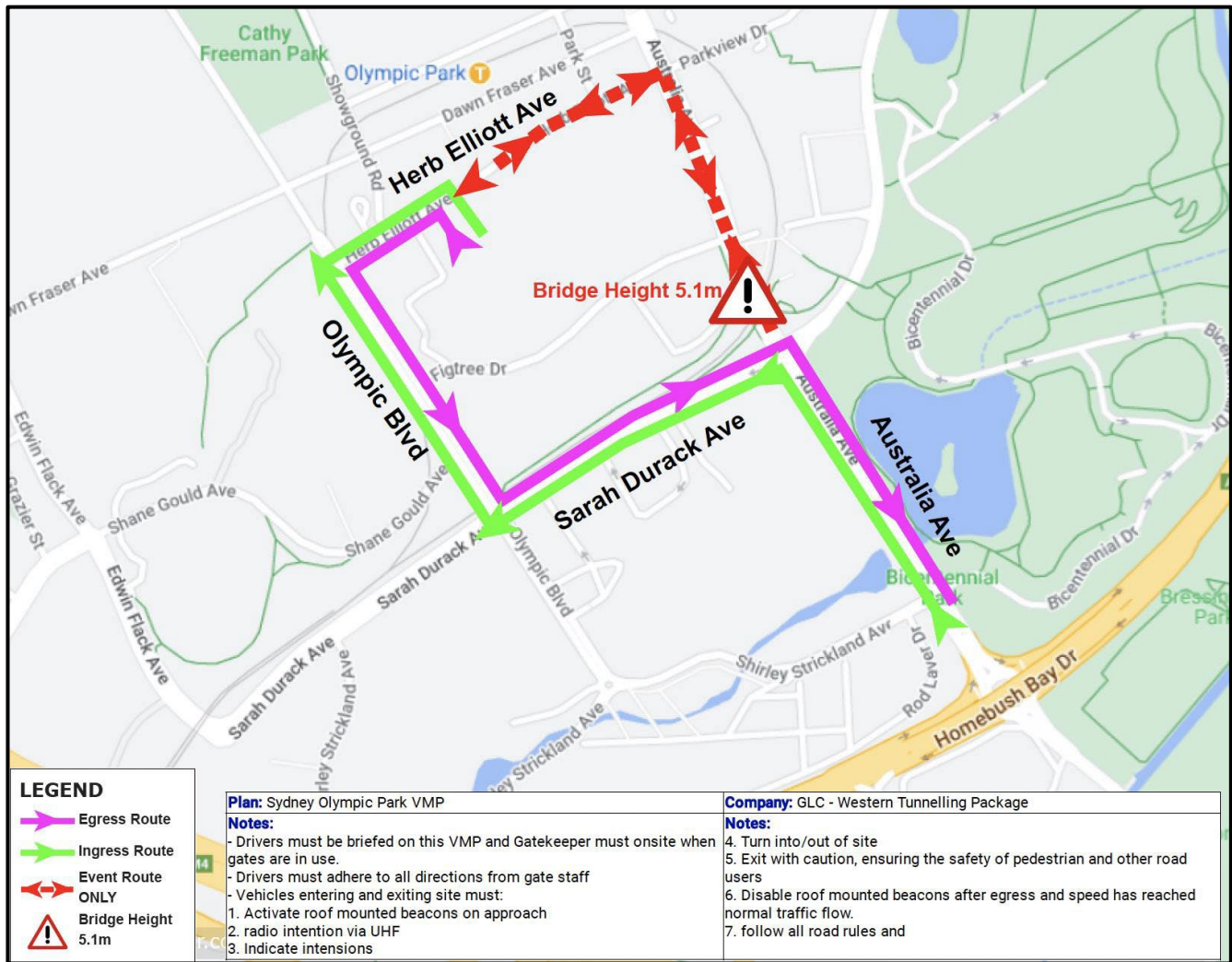


Figure 11: Proposed Heavy Vehicle Haul Route

10 MONITORING AND REPORTING

10.1 Monitoring

Monitoring to assess the effectiveness of this strategy will be carried out through consultation with the SOPA and where required by inspections of the surrounding street system at least every six (6) months to ascertain the impact of our works. This monitoring would include a review of the offsite parking availability adjacent to the site for changes to the base line surveys. In addition to six monthly monitoring GLC will discuss with SOPA in the bi-weekly interface meeting the ongoing use of carpark P4 to ensure parking during special events remains available to the public. Where parking availability is substantially reduced, GLC will investigate further mitigation measures.

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

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

10.2 Reporting

A 6 monthly Monitoring Report will be provided to the City of Parramatta Council, SOPA and DPE in accordance with D91(k). This report will also provide details of non-conformances and corrective actions taken.

10.3 Contingency measures

Contingency measures would be dependent upon the issues/ non-conformances identified during monitoring and the effectiveness of corrective actions implemented as per section 10.1.

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

- Investigating additional offsite parking for the workforce
- Revising site inductions and toolbox talks content to better encourage the use of active and public transport and communicate designated and prohibited locations for workforce parking
- Implementing disciplinary processes for repeated non-conformances and
- Revisiting the operations of the shuttle bus service

11 CONSULTATION

11.1 Community and Stakeholders

Various stakeholders will or have been consulted for further development of this CPAS. Stakeholder details that have been consulted are provided in Table 4 and further details can be found in Appendix 1.

Table 4 Stakeholder consultation details

Stakeholder	Date	Consultation type	Issues Raised
Sydney Metro Traffic Control Group TfNSW- Customer Journey Planning	05/10/2023	Presentation – document status, overview of works, haul routes, TBM delivery and Traffic Guidance Scheme (TGS)	None
GLC met with Sydney Olympic Park Authority	12/10/2023	Presentation to go through documentation approval status, haul routes, swept-paths, TBM delivery, TGS's and parking strategy.	None
Sydney Metro Traffic & Transport Liaison Group (TTLG) – Meeting 38	18/04/2024	Presentation discussing temporary parking removal at SOP	None
GLC met with Sydney Olympic Park Authority	29/04/2024	Fortnightly meeting to discuss Comms/Operations	GLC to provide TGS relating to parking removal

GLC also have regular stakeholder meetings with the Sydney Olympic Park Authority – a copy of the most recent meeting minutes have been provided in appendix 3.

11.1.1 Traffic and Transport Liaison Group (TTLG)

The TTLG has been established by Sydney Metro for the project, as required under MCoA D94. The TTLG consists of members from Sydney Metro and representatives from the Emergency Services. The development of this CPAS will occur in consultation with this group. The TTLG meets monthly.

11.1.2 Traffic Control Group (TCG)

A TCG has been established for the project by Sydney Metro. The TCG meets fortnightly and is comprised of Sydney Metro representatives, Council representatives and other project contractors.

APPENDIX 1: STAKEHOLDER ENGAGEMENT

From: [Nick Frost \(GLC\)](#)
To: [Daniel Kelly \(GLC\)](#)
Cc: [Jason Jung \(GLC\)](#); [Niamh Kennedy \(GLC\)](#); [Charlotte Barton \(GLC\)](#)
Subject: FW: WTP - GLC - SOPA - Secure Parking Station request for information 06/10/23
Date: Monday, 16 October 2023 9:46:53 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hi Dan,

Please see the information regarding the parking at SOPA for your action.

Kind Regards



Nick Frost | Interface Manager – Third Party

Gamuda Australia and Laing O'Rourke Consortium
Sydney Metro Western Tunnelling Package

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W | www.laingorourke.com

From: Viveca McGhie <Viveca.McGhie@sopa.nsw.gov.au>

Sent: Monday, October 16, 2023 7:52 AM

To: Nick Frost (GLC) <Nick.Frost@glcwtp.com.au>

Subject: RE: WTP - GLC - SOPA - Secure Parking Station request for information 06/10/23

Hi Nick,

Following the presentation on Thursday, Susan as come back with the following information re parking:

- GLC staff would qualify for the long-term parking permits – information, costs and T&Cs are available on our website <https://www.sydneyolympicpark.com.au/parking/long-term-parking>
- We are unable to confirm 25 passes in P8 and P2 car parks at this time due to current demand, however P3 and P4 car parks are available.
- P3 car park is closer to the Metro site and has 1,447 spaces. The current midweek usage averages 350 per day (outside of event times).

Please let me know if you want to go ahead with P3 – as SOPA can then start organising permits and work with Secure Parking to get you set up.

In addition, can you please pass on the email of the GLC team member I'm meant to be discussing SOPA Work Permits with?

They may have tried calling me, but reception in the office is getting worse and as of late last week I've found out that I've missed some calls that haven't even registered on my call list.

Thank you and best regards,

Viv

Viveca McGhie

Infrastructure and Environmental Compliance Officer

Sydney Olympic Park Authority

M 0431 693 311

viveca.mcghie@sopa.nsw.gov.au

Level 8, 5 Olympic Boulevard, Sydney Olympic Park NSW 2127

From: Nick Frost (GLC) <Nick.Frost@glcwtg.com.au>

Sent: Monday, 9 October 2023 2:37 PM

To: Viveca McGhie <Viveca.McGhie@sopa.nsw.gov.au>

Subject: RE: WTP - GLC - SOPA - Secure Parking Station request for information 06/10/23

Hey Viv,

Thanks for attending the TCG.

Thank you for requesting the below information and yes we will pay but will always except a discounted rate if possible?

Kind Regards



Nick Frost | Interface Manager – Third Party

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Sydney Metro Western Tunnelling Package

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From: Viveca McGhie <Viveca.McGhie@sopa.nsw.gov.au>

Sent: Monday, October 9, 2023 2:28 PM

To: Nick Frost (GLC) <Nick.Frost@glcwtg.com.au>

Subject: RE: WTP - GLC - SOPA - Secure Parking Station request for information 06/10/23

Hi Nick,

I attended the TCG on Thursday – however, SOPA Operations did not attend (despite being advised and one member saying they would attend).

As Parking (P1 – P8) falls under SOPA Operations – I can request the information off them, but they

will most likely come back with further questions before providing the information.
Can I ask if GLC is intending to pay for the approx. 25 car spaces Mon-Fri between November 2023 till November 2024?
It will be one of the first question SOPA Operations will ask me.

I feel bringing it up as a discussion point in the meeting would be the best way to introduce it – however, I can try getting these details off them in the meantime.

Best regards,

Viv

Viveca McGhie

Infrastructure and Environmental Compliance Officer
Sydney Olympic Park Authority

M 0431 693 311

viveca.mcghie@sopa.nsw.gov.au

Level 8, 5 Olympic Boulevard, Sydney Olympic Park NSW 2127

From: Nick Frost (GLC) <Nick.Frost@glcwtp.com.au>

Sent: Monday, 9 October 2023 1:54 PM

To: Viveca McGhie <Viveca.McGhie@sopa.nsw.gov.au>

Subject: RE: WTP - GLC - SOPA - Secure Parking Station request for information 06/10/23

Hey Viv,

Thankyou yes agreed this will be added but we need the information to add. Can you support with the requested information below?

Did SOPA operations attend the TCG on Thursday?

Kind Regards



Nick Frost | Interface Manager – Third Party

Gamuda Australia and Laing O'Rourke Consortium
Sydney Metro Western Tunnelling Package

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From: Viveca McGhie <Viveca.McGhie@sopa.nsw.gov.au>

Sent: Monday, October 9, 2023 1:51 PM

To: Nick Frost (GLC) <Nick.Frost@glcwtp.com.au>

Subject: RE: WTP - GLC - SOPA - Secure Parking Station request for information 06/10/23

Hi Nick,

As SOPA has recently undergone a restructure – parking as a function of SOPA now falls under SOPA Operations.

So I'm thinking it would be best to include parking in the discussion with SOPA Operations along with the presentation of GLC's CTMP.

Speaking of which – I still need to send through some availabilities to schedule our meeting in. Let me chase up those availabilities for you and get back to you asap!

Viv

Viveca McGhie

Infrastructure and Environmental Compliance Officer

Sydney Olympic Park Authority

M 0431 693 311

viveca.mcghie@sopa.nsw.gov.au

Level 8, 5 Olympic Boulevard, Sydney Olympic Park NSW 2127

From: Nick Frost (GLC) <Nick.Frost@glcwtg.com.au>

Sent: Monday, 9 October 2023 9:59 AM

To: Viveca McGhie <Viveca.McGhie@sopa.nsw.gov.au>

Subject: WTP - GLC - SOPA - Secure Parking Station request for information 06/10/23

Hey Viv,

We are required to review all our parking requirements for our site during the period of November 2023 to November 2024 for our approvals.

We have been pointed back to SOPA. Can you please support?

For some background information we called the general secure parking number and was passed onto the team that look after SOP carparks. Their number is 9714 7077. AFJV did not have a specific contact for these carparks either.

We were told they couldn't provide data publicly and that the carpark was privately owned by SOPA. We tried to get a general idea of available spaces, however, they stated that they couldn't provide an average as they are event carpark. Availabilities are based on what events are on at what times etc.

GLC require the below information if possible:

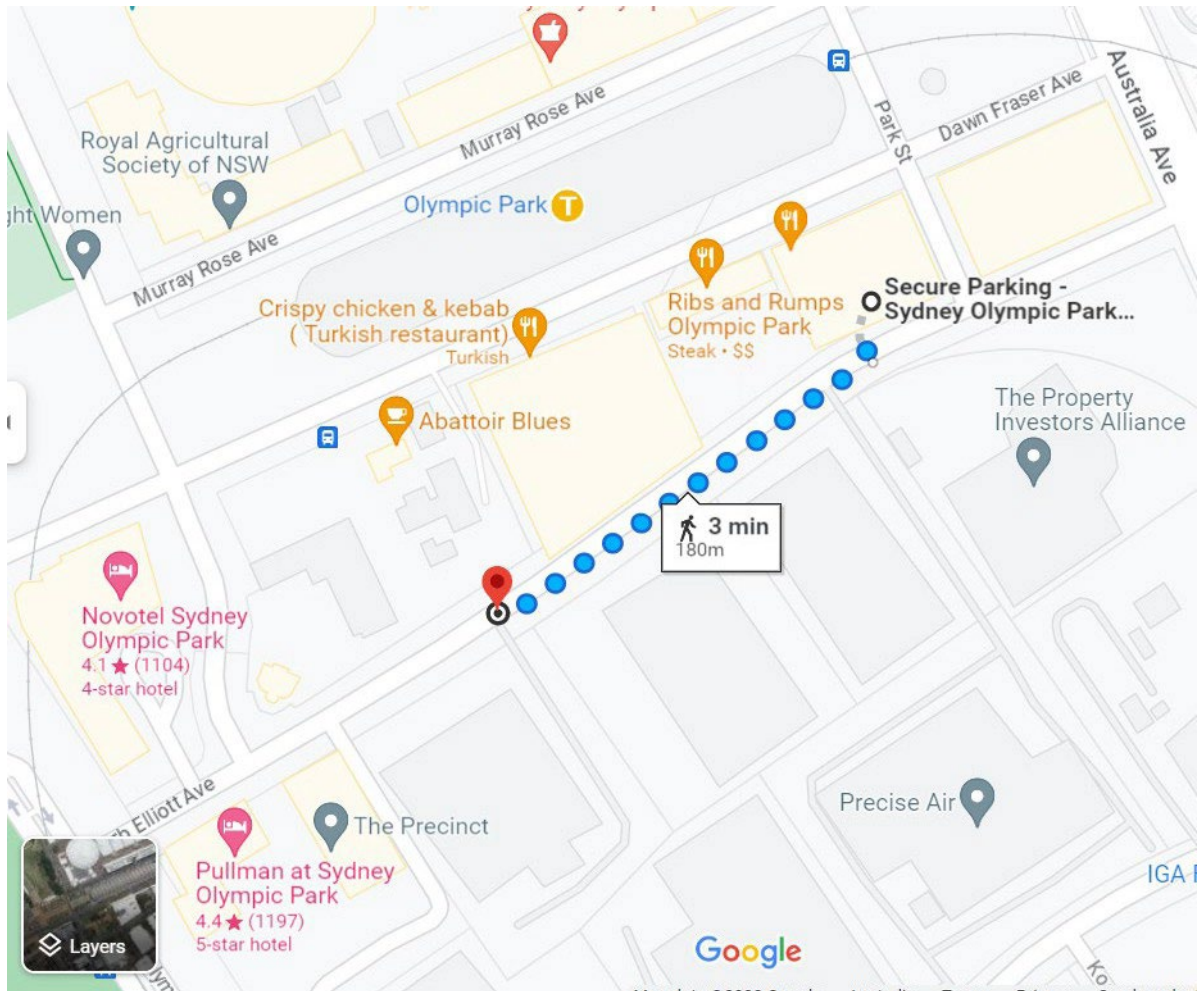
- Consult with Secure Parking for the below information required for our approval process
 - Total amount of spaces within all carparks?
 - On average how many spaces are available Monday-Friday between 07:00 – 18:00?

Understanding these are event driven meaning Monday to Friday should be quiet and available for our parking requirements?

- Start date
 - November 2023
- Finish date
 - November 2024
- GLC Require approx. 25 car spaces?

The closest car park (P8) is 3min away from the site entry. P2 and P3 are the next closest with 10/12min walk to gate entry on Elliot street if we need to add alternatives in the CPAS report.

Secure Parking - Sydney Olympic Park P8 Car Park, 2 Herb Elliott Ave, Sydney Olympic Park NSW 2127



Kind Regards



Nick Frost | Interface Manager – Third Party

Gamuda Australia and Laing O'Rourke Consortium
Sydney Metro Western Tunnelling Package

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APPENDIX 2: STAKEHOLDER COMMENTS

Page 1 of 1

APPENDIX 3: SOPA MEETING MINUTES

Meeting Minutes

WTP – GLC – SOPA Operations Minutes

Date:	18 th October 2023	Times:	Informal
Venue:	Microsoft Teams / email / phone calls		
Chairperson:	Nick Frost	Minutes:	Nick Frost
Attendees:	(meeting not held just informal, tracking information) Nick Frost – GLC Interface Manager Jason Jung – GLC - Interface Manager – Interface Contractors Viveca Mcghie - Infrastructure and Environmental Compliance Officer Sydney Olympic Park Authority Kate Brooks – Sydney Metro - Interface Daniel Kelly – GLC Logistic Project Manager Candice Somerville – GLC - Environment Approval Manager Tahli Moore – GLC - Senior Environmental Advisor Charlotte Barton – GLC – Communications Advisor		
Apologies:			

Agenda item		Responsibility	Date
1	Presentation held with GLC / Sydney Metro / SOPA Operations 12/10/23 - No issues or concerns	NF/DK	12/10/23
Proposed Scope requests to SOPA			
2	<u>Survey I & M monitoring points installation</u> - Required prior to Xmas 2023 - Email sent to Viv 17/10/23 - waiting on response regarding process and work permits - Site walks required?	VM/NF	18/10/23
3	<u>Parking requests for site parking Secure parking stations</u> As per presentation held 12/10/23, SOPA has confirmed via email 16/10/23. P3 and P4 are available to use. GLC to respond and confirm 18/10/23	GLC/SOPA	18/10/23
4	<u>Monitoring well – samples taken</u> (low impact) Ongoing	GLC	Note
5	<u>Drone flights</u> every 2 weeks Not confirmed if required	GLC	Note
6	<u>Truck, trailer and plant movements</u> - Haulage routes - Dilapidation reports - completed - Possible vegetation trimming required (point cloud still under review)	GLC	18/10/23
Current Scopes and possible impacts to SOPA			
7	<u>Dilapidation reports</u> - Haulage routes – completed - Herb Elliott Ave – to be completed with GLC move to site - SOPA to confirm what is required in the frontage dilapidation report	GLC/SOPA	ongoing

Agenda item		Responsibility	Date
Future Scope			
8	<u>Herb Elliott Ave - Dilapidation</u> report – Mid Nov or Early Dec SOPA to confirm scope	SOPA/GLC	18/10/23
9	<u>I & M survey Installation</u> of the following: as per presentation - Ground Settlement points - Single Bench Mark – hand auger 2m - Building monitoring points	GLC	18/10/23
10	<u>Trim trees along Haulage route</u> - What's the SOPA process? - Permit to trim trees - Heritage - Permit to work - Any other requirements? - GLC needs to review and complete all approvals. TBM movement not till April/May 2024 but need to run all approvals in parallel to ensure site can complete the works	SOPA/GLC	18/10/23
11	<u>Establish site.</u> (date TBC mid Nov or Early Dec) - Install site sheds - Safety and environmental controls - Scope works within site (minor works) no bulk excavation - Use of haulage routes - Install noise and vibration monitors etc	GLC	18/10/23
Other Business			
12	<u>Upcoming SOPA Events:</u> available via the SOP website: - SOPA's What's on Calendar flags upcoming events longer term (although please note this is a living calendar that is updated as required) https://www.sydneypicpark.com.au/whats-on - SOPA's interactive map where you can click on the road closure tab to highlight upcoming road closures (although once again please note this is subject to updates as required) https://www.sydneypicpark.com.au/map/	SOPA	
13	<u>Metro Community number</u> (if required) 1800 612 173	Metro/GLC	Note
14	<u>Questions, Concerns from SOPA</u>	SOPA	18/10/23
15	<u>SOPA Comms monthly meeting</u> with AFJV - held monthly 25th Oct 2023 - invite send to NF	SOPA/GLC	18/10/23
16	<u>SOPA Construction monthly meeting held with AFJV</u> review and note if required NF to review with site team and AFJV	SOPA/GLC	Note
17	Meetings held AHOC coordinated between NF and VM	NF/VM	Note
	Close	Chair	

Meeting Minutes

WTP – GLC – SOPA Operations Minutes

Date:	31 st October 2023	Times:	Informal
Venue:	Microsoft Teams / email / phone calls		
Chairperson:	Nick Frost	Minutes:	Nick Frost
Attendees:	(meeting not held just informal, tracking information) Nick Frost – GLC Interface Manager Jason Jung – GLC - Interface Manager – Interface Contractors Viveca Mcghie - Infrastructure and Environmental Compliance Officer Sydney Olympic Park Authority Kate Brooks – Sydney Metro - Interface Daniel Kelly – GLC Logistic Project Manager Candice Somerville – GLC - Environment Approval Manager Tahli Moore – GLC - Senior Environmental Advisor Charlotte Barton – GLC – Communications Advisor		
Apologies:			

Agenda item		Responsibility	Date
1	Presentation held with GLC / Sydney Metro / SOPA Operations 12/10/23 - No issues or concerns	NF/DK	12/10/23
Proposed Scope requests to SOPA			
2	<u>Survey I & M monitoring points installation</u> - Required prior to Xmas 2023 - Email sent to Viv 17/10/23 - waiting on response regarding process and work permits - VM provided response email re WP process on Mon 23rd October (11:51am) - Site walks required? VM under the impression that good location maps associated with the WP will mean a site walk isn't required – however, happy to organise if down the track this is what best suits.	VM/NF	31/10/23
3	<u>Parking requests for site parking Secure parking stations</u> - As per presentation held 12/10/23, SOPA has confirmed via email 16/10/23. P3 and P4 are available to use. GLC to respond and confirm 18/10/23 - No comments	GLC/SOPA	31/10/23
4	<u>Monitoring well – samples taken</u> (low impact) Ongoing	GLC	Note
5	<u>Drone flights</u> every 2 weeks Not confirmed if required	GLC	Note
6	<u>Truck, trailer and plant movements</u> - Haulage routes - Dilapidation reports – completed - VM to receive dilap reports from GLC once completed - Haulage - Frontage	GLC	31/10/23

Agenda item		Responsibility	Date
	- Vegetation trimming required (point cloud still under review) - VM send permit and possible use of other route to not damage certain trees Email (31/10/23)		
Current Scopes and possible impacts to SOPA			
7	<u>Dilapidation reports</u> - Haulage routes – completed - Herb Elliott Ave – to be completed with GLC move to site - SOPA to confirm what is required in the frontage dilapidation report	GLC/SOPA	ongoing
Future Scope			
8	<u>Herb Elliott Ave - Dilapidation</u> report – Mid Nov or Early Dec - SOPA to confirm scope - VM provided internal SOPA comment via email on scope of dilap for Herb Elliot on Mon 23rd October (08:58am)	SOPA/GLC	31/10/23
9	<u>I & M survey Installation</u> of the following: as per presentation - Ground Settlement points - Single Bench Mark – hand auger 2m - Building monitoring points - GLC to complete permit and submit (with Rob Roles – GLC)	GLC	31/10/23
10	<u>Trim trees along Haulage route</u> - What's the SOPA process? - Permit to trim trees - Heritage - Permit to work - Any other requirements? - GLC needs to review and complete all approvals. TBM movement not till April/May 2024 but need to run all approvals in parallel to ensure site can complete the works - VM provided email re Tree trimming on Mon 23rd October (12:01am), and further follow up email Tuesday 31st October	SOPA/GLC	31/10/23
11	<u>Establish site.</u> (date TBC mid Nov or Early Dec) - Install site sheds - Safety and environmental controls - Scope works within site (minor works) no bulk excavation - Use of haulage routes - Install noise and vibration monitors etc	GLC	18/10/23
Other Business			
12	<u>Upcoming SOPA Events:</u> available via the SOP website: - SOPA's What's on Calendar flags upcoming events longer term (although please note this is a living calendar that is updated as required) https://www.sydneypark.com.au/whats-on - SOPA's interactive map where you can click on the road closure tab to highlight upcoming road closures (although once again please note this is subject to updates as required) https://www.sydneypark.com.au/map/	SOPA	
13	<u>Metro Community number</u> (if required) 1800 612 173	Metro/GLC	Note

	Agenda item	Responsibility	Date
14	<u>Questions, Concerns from SOPA</u> • <u>none</u>	SOPA	31/10/23
15	<u>SOPA Comms monthly meeting with AFJV</u> • held monthly 25th Oct 2023 – Completed • November monthly scheduled for 29th October 2023	SOPA/GLC	31/10/23
16	<u>SOPA Construction monthly meeting held with AFJV</u> • review and note if required NF to review with site team and AFJV • VM still contemplating the best way forward with this – either GLC join AFJV's SOPA Construction monthly meeting, or GLC and SOPA meet separate to AFJV for GLC Construction monthly meeting. VM open to NF's thoughts on this.	SOPA/GLC	31/10/23
17	Meetings held AHOC coordinated between NF and VM	NF/VM	Note
	<u>Close</u>	Chair	