

WESTERN HARBOUR TUNNEL

Package 2: WHT Driven Tunnels,
Mechanical and Electrical Fitout

Construction Parking and Access Strategy (South) – Performance Report (Jul to Sep 2024)

WHTP2-ACOC-WHT-EV-GE01-RPT-000406

Client: Transport for NSW | Project No: WHTP2 |

Revision 00

Date: 19 June 2025



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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	7 February 2025	For TfNSW review.
B	25 February 2025	Update following TfNSW comments
C	5 May 2025	Update following TfNSW comments
00	19 June 2024	Update following TfNSW comments

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
ACA	Acciona Construction Australia
CPAS	Construction Parking and Access Strategy
CoA	Minister's Conditions of Approval
ROL	Road Occupancy Licence
SWTC	Scope of Works and Technical Criteria
TCWS	Traffic Control at Worksites Manual Version 6.1
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme (formerly Traffic Control Plan)
WFU	Warringah Freeway Upgrade
WHT	Western Harbour Tunnel
WCX3B	M4-M5 Link Rozelle Connection Project (Westconnex Stage 3B)

1. Introduction

This report has been prepared to detail monitoring outcomes as described in the Construction Parking and Access Strategy (CPAS) prepared for the Western Harbour Tunnel – Package 2 (the Project). The report is intended to meet the requirements of Condition of Approval (CoA) E140 (k) which requires the reporting of monitoring results to the planning Secretary and relevant council(s) at three monthly intervals.

This report will address the period from 1 July 2024 to 30 September 2024.

The following monitoring commitments were described in the CPAS:

- Surveillance of site parking availability (Section 2).
- Compliance and mitigation measures (Section 4).

This document addresses the area described in the approved 'CPAS South' CPAS document Revision 3.

2. Surveillance of site parking availability

2.1 Glebe Island

Construction works for the project commenced in May 2023 after approval of the Construction Environmental Management Plan (CEMP).

The site at Glebe Island was handed to the WHT Package 2 contractor initially in March for a small access area, with the remainder of the site being handed to WHTP2 contractor in June 2024.

The site has since been established, with demand for parking on the site gradually increasing over the months to September. The site has a large parking area available for staff on-site (up to 350 spaces). The layout of the site is depicted in Figure 1, below.



Figure 1 Glebe Island construction support site layout and parking

The imagery below (Figures 2 and 3) show the internal site parking utilisation and availability. The images below show a still of the site at the internal carpark from a typical workday during the reporting period.

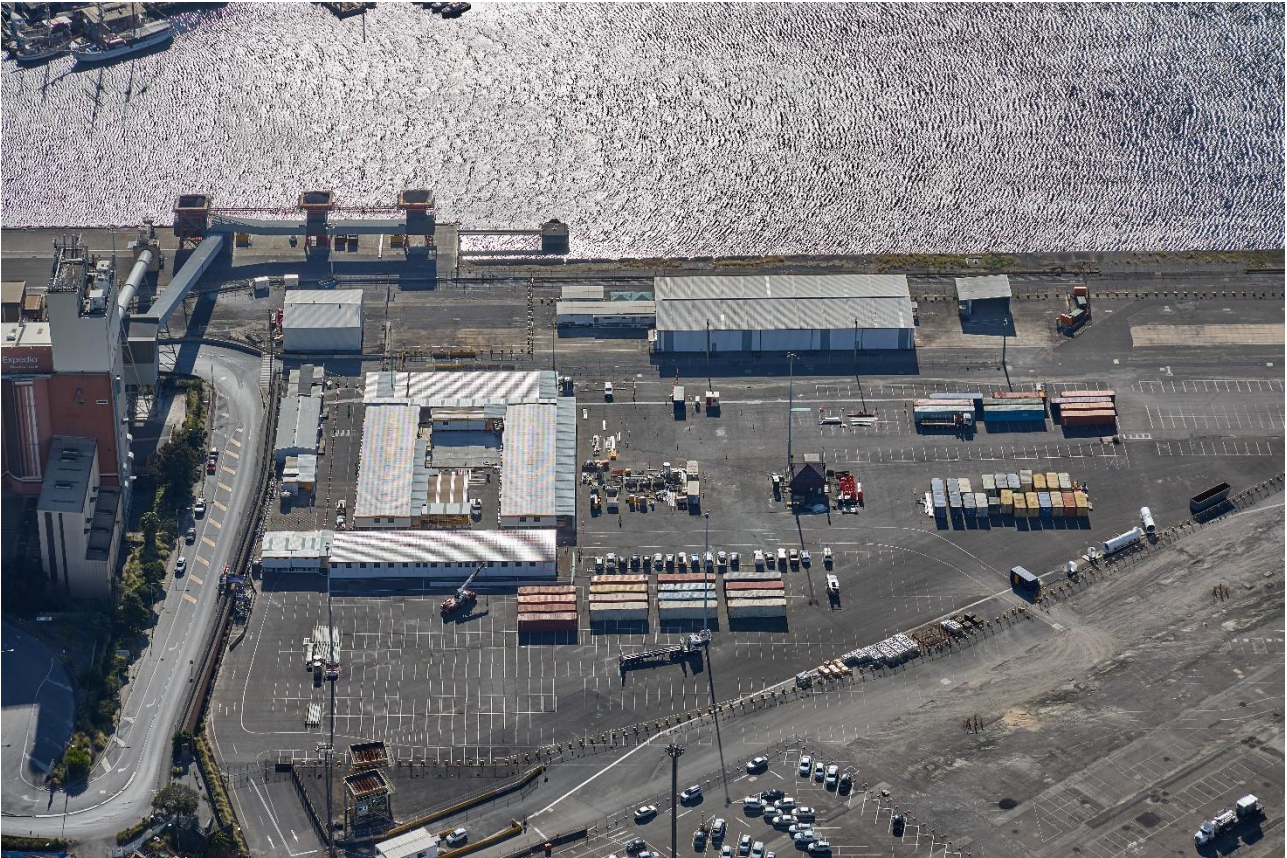


Figure 2 Glebe Island site Thursday 18th July 2024

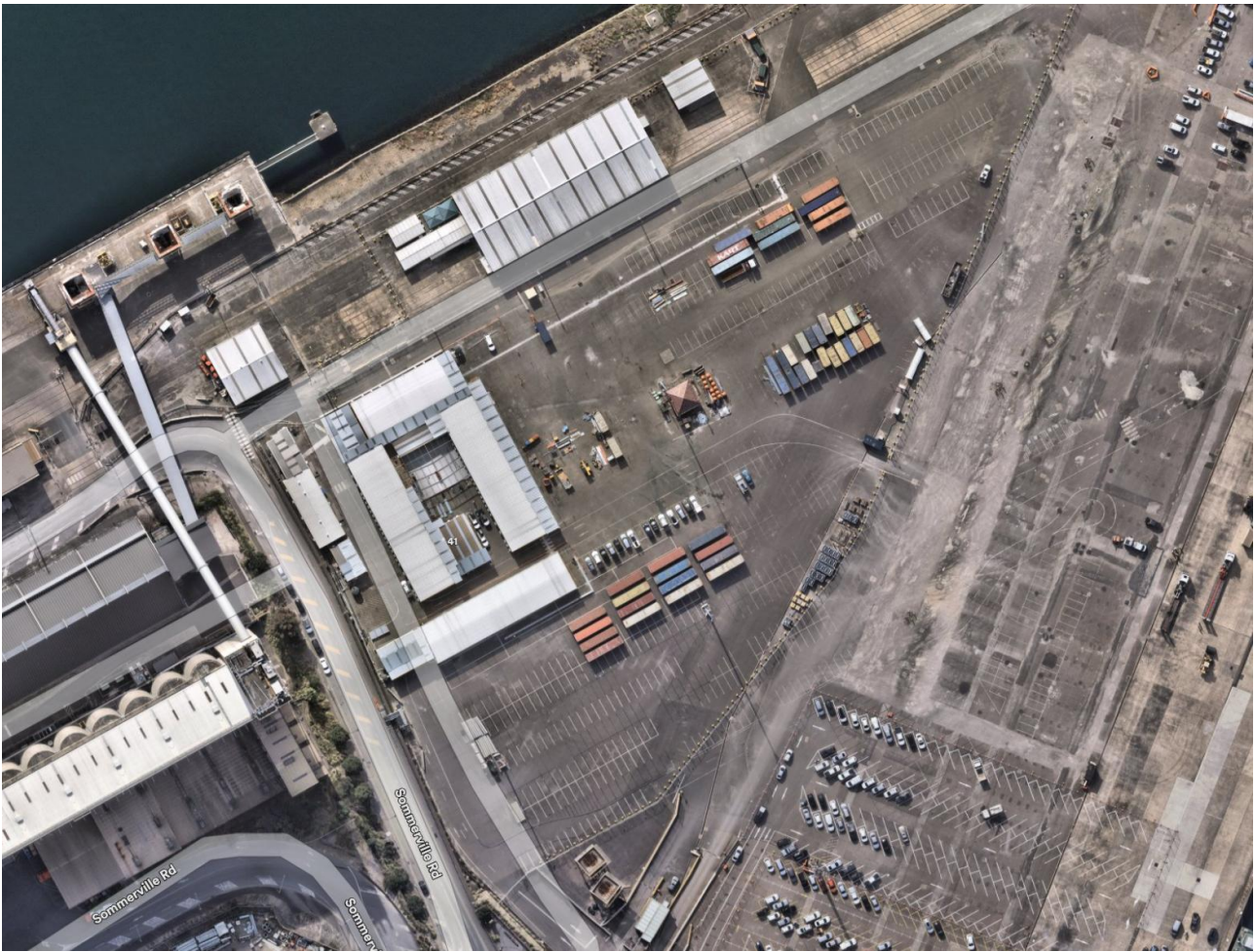


Figure 3 Glebe Island Monday 22nd July 2024

During the reporting period the site is still in the process of gradually increasing the workforce size for this reason, a significant surplus of available parking has been present on site. No occupancy calculations have been made based on the significant parking availability evidenced in the imagery provided above.

2.2 Motorway Operations Control (MOC)

The MOC site was handed to the project as an existing partly established site. Approval to utilise the site was granted on Tuesday 23rd July 2025. The site only contains limited space for workers who park in the provided parking bays.

The site imagery is included in Figure 4, below showing on site parking and utilisation. Workers attending this site park within the parking bays visible in the aerial imagery.



Figure 4 MOC Wednesday 24th^d July 2024

The table below summarises the utilisation of parking observed on site as demonstrated in the available aerial images and based on site visits undertaken during the period (and in accordance with street surveillance inspections). A percentage occupancy can be derived based on the images and survey results.

Table 1 Parking utilisation during reporting period

Date	Occupied spaces	Unoccupied spaces	Total available spaces	Average percentage parking occupancy*
MOC				
Wednesday, 24th July 2024	19	4	23	83%
Tuesday 30 th July 2024	21	2	23	92%
Thursday 15 th August 2024	23	0	23	100%
Thursday 29 th August 2024	23	0	23	100%
Thursday 12 th September 2024	21	2	23	92%
Thursday 26 th September 2024	22	1	23	96%

2.3 33kV Works

The worksites varied during the period for the 33kV construction and utility works in the Rozelle and Lilyfield area.

As depicted in the aerial images there were sections of closure implemented during the 33kV works, impacting areas of parking. These compounds were progressively moved to coincide with the planned works and planned parking impacts.

Figures 5 to 9, below show some various works within the alignment during the 33kV construction and trenching. This also includes Figure 9, which shows the mitigation measures implemented for the 33kV works with the introduction of the rear-to-kerb parking to offset the parking impacts.



Figure 5 Belmore Street at Darling Street 22nd July 2024



Figure 6 Evans Street Saturday 21st September 2024



Figure 7 O'Neill Street at Foucart Street Saturday 21st September 2024



Figure 8 Lamb Street north of Lilyfield Road Saturday 21st September 2024



Figure 9 Additional (offset) rear to kerb parking on Lamb Street 21st September 2024

During the 33kV works there was significant increases in available on-street parking in Lamb Street as a result of the change to one-way during works. This allowed the conversion of significant areas of parallel parking to be rear-to-kerb, successfully offsetting the impact of the localised closures to the street for the utility works in the area.

3. Surveys of public parking

3.1 Surveillance and results

Parking inspections of publicly available parking have been undertaken at Mullens Street (next to the Glebe Island Site), Lilyfield Road (in front of the MOC site) and along the alignment of the 33kV trenching works in Rozelle during the reporting period.

The areas inspected are further detailed within **Appendix A**.

Surveillance occurred on the following dates in this reporting. Surveillance was conducted approximately fortnightly.

July

- Thursday 18th
- Tuesday 30th

August

- Thursday 15th
- Thursday 29th

September

- Thursday 12th
- Thursday 26th

Each surveillance activity reviewed the number of Acciona branded construction vehicles parked on local roads in the survey areas.

Results for the reporting period for Glebe Island didn't identify any Acciona branded construction vehicles parked on Robert Street.

Results for the reporting period for the MOC area and Lilyfield Road didn't identify any Acciona branded construction vehicle parked on Lilyfield Road.

Results for the reporting period for 33kV works didn't identify any Acciona branded construction vehicles parked on the area along the alignment of the 33kV trench as described in Rev 3 of the approved CPAS. Work vehicles were parked within the works areas established for the 33kV works.

3.2 Compliance with CPAS estimates

As a result of the works, surveys were undertaken as part of regular environmental inspections of the sites. As part of this, the locations of compounds were summarised, and a check against the permissible parking removal was undertaken. This included cross referencing to the relevant section of the approved CPAS South document.

As a result, the following table outlines the permissible parking impacts, and the number of parks removed above the estimate, noting that there were no instances in Q3 where more parks were impacted than was permitted in the approved CPAS.

Table 2 33kV parking inspection records

Inspection completion date	Compound locations	Permitted impact (CPAS South)	Reference of impact (CPAS South)	Exceeding permitted parking impact by
26/7/24 16:26:56	Belmore St	≤13	Rev 03; Table 6 Section 1	0
5/8/24 12:21:49	Belmore St Lamb St	≤13 ≤23	Rev 03; Table 6 Section 1 Rev 03; Table 12 Section 3	0
12/8/24 13:56:18	Belmore St Lamb St	≤13 ≤23	Rev 03; Table 6 Section 2 Rev 03; Table 12 Section 3	0
15/8/24 17:12:46	Belmore St Lamb St	≤13 ≤23	Rev 03; Table 6 Section 2 Rev 03; Table 12 Section 2	0
22/8/24 9:04:36	Belmore St Lamb St Oneill Street	≤13 ≤23 ≤18	Rev 03; Table 6 Section 3 Rev 03; Table 12 Section 2 Rev 03; Table 11 Section 1	0
30/8/24 15:08:06	Lamb Street, Cheltenham Street Belmore Street	≤23 ≤10 ≤13	Rev 03; Table 12 Section 3 & Section 1 Rev 03; Table 9 Rev 03; Table 6 Section 3	0
4/9/24 0:00:00	Evans Street Oneill Street Lamb Street	≤18 ≤18 ≤23	Rev 03; Table 7 section 1 Rev 03; Table 11 Section 1 Rev 03; Table 12 Section 1	0
12/9/24 12:28:33	Evans Street Oneill Street Lamb Street	≤18 ≤18 ≤23	Rev 03; Table 7 section 1 Rev 03; Table 11 Section 1 Rev 03; Table 12 Section 1	0
19/9/24 15:10:50	Evans Street Oneill Street Lamb Street	≤18 ≤18 ≤23	Rev 03; Table 7 section 1 Rev 03; Table 11 Section 2 Rev 03; Table 12 Section 1	0
25/9/24 0:00:00	Evans Street Oneill Street/foucart Lamb Street	≤18 ≤18 ≤23	Rev 03; Table 7 section 2 Rev 03; Table 10 Rev 03; Table 12 Section 1	0

4. Compliance and Mitigation Measures

No branded Acciona construction vehicle were identified parking within on-street parking spaces throughout the survey areas.

Parking utilisation at Glebe Island in the reporting period was minimal, as a result of the initial stages of construction at the site. This is expected to ramp up over the coming months.

The impacted parking in 33kV with the mitigation of the additional rear-to-kerb parking was well received by the residents, and was requested that it remain permanently to council.

The next report will focus on the reporting period from 1st October 2024 to 31st December 2024

Appendices

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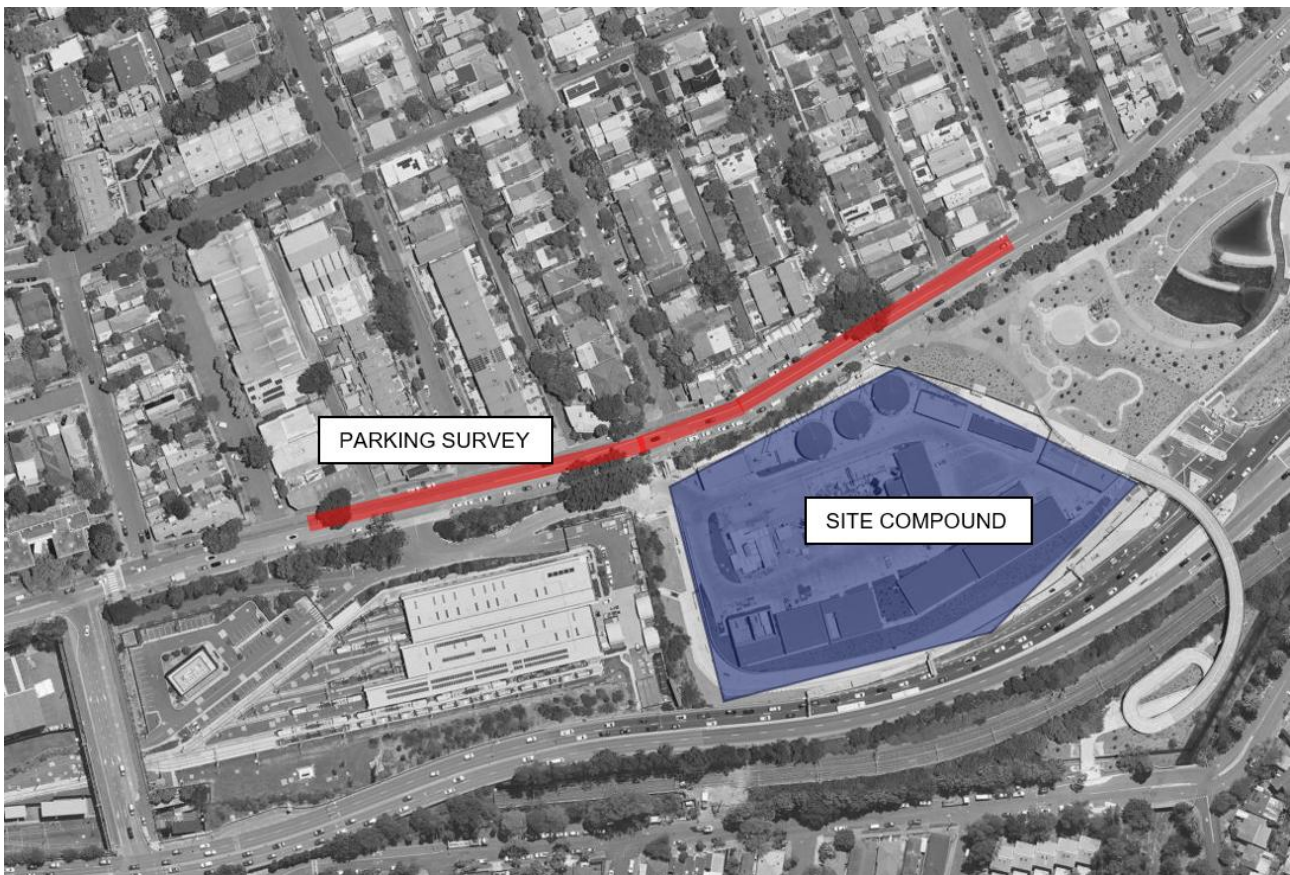


Figure 10 MOC2 Parking survey area

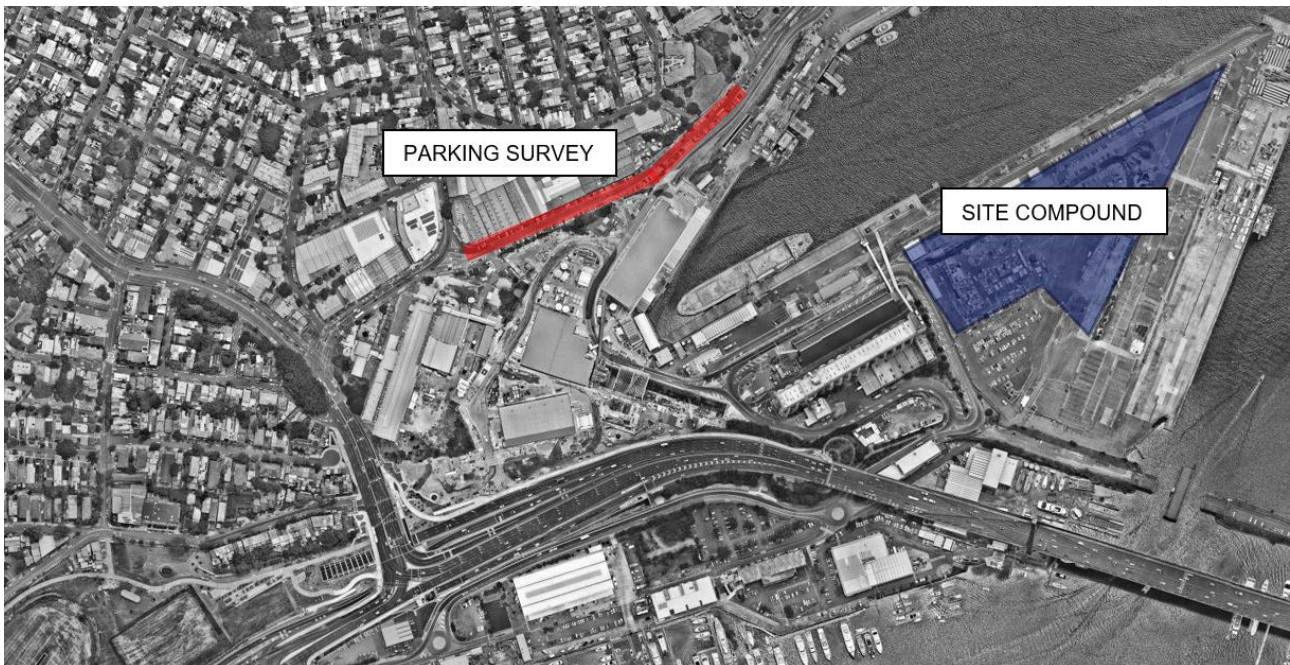


Figure 11 WHT3 parking survey area