

Construction Parking and Access Strategy: North Zone

Warringah Freeway Upgrade

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Document Approval

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A	8/06/2023	P Davidson	J McKenzie	Initial draft for review. Supersedes the project wide CPAS Rev N for North Zone works
0	28/06/2023	P Davidson	J McKenzie	For submission to DPE
1	19/07/2023	J McKenzie		Address DPE comments
2	31/07/2023	J McKenzie		Address further DPE comments
3	18/06/2025	S Power	T Hincks	Update to parking mitigation measures and parking removal timeframes. Appendix E
4	26/09/2025	H Chemney	S Power	Updated to address additional comments from DPHI
5	7/01/2026	H Chemney	S Power	Update expected work durations and permanent parking removals

Distribution and Authorisation

Document Control

The CPB Downer JV Project Director is responsible for ensuring that this plan is reviewed and approved. The Design Manager is responsible for updating this plan to reflect changes to the project, legal and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the CPB Downer JV Project Director before being distributed / implemented.

Revision Details

Revision	Details
A	This CPAS (North Zone) supersedes the project wide CPAS Revision N for impacts within the North Zone of the project. Draft for review.
0	For submission to DPE
1	Updated to address DPE comments.
2	Updated to address further DPE comments.
3	Update to parking mitigation measures and parking removal timeframes.
4	Updated to address additional comments from DPHI
5	Update expected work durations and permanent parking removals

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Glossary and abbreviations

Table 1: Abbreviations and definitions

Key Term / Abbreviation	Definition
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan
CGC	Cammeray Golf Course
CoA	Condition of Approval
CPAS	Construction Parking and Access Strategy
DPE	Department of Planning and Environment (previously DPIE)
EIS	Environmental Impact Statement
ITS	Intelligent Transport System
NZ	North Zone
Project, the	Western Harbour Tunnel Warringah Freeway Upgrade
REMM	Revised Environmental Management Measures
ROL	Road Occupancy Licence
SZ	South Zone
TfNSW	Transport for NSW
TTAMP	Traffic, Transport and Access Management Sub-plan
WFU	Warringah Freeway Upgrade
WHT	Western Harbour Tunnel
WHTWFU	Western Harbour Tunnel Warringah Freeway Upgrade

1. Introduction

1.1 Background

The Western Harbour Tunnel and Warringah Freeway Upgrade (WHTWUFU) is an important road connection across the Sydney Harbour, linking North Sydney to Rozelle and Lilyfield. The project comprises two main components:

- A new crossing of Sydney Harbour involving twin tolled motorway tunnels connecting the M4-M5 Link at Rozelle and the Warringah Freeway at North Sydney (the Western Harbour Tunnel)
- Upgrade and integration work along the existing Warringah Freeway, including infrastructure required for connections to the Beaches Link and Gore Hill Freeway Connection project. Reconfiguration works as part of the Warringah Freeway Upgrade would optimise the road corridor and improve the performance of the Sydney Harbour Tunnel, the Sydney Harbour Bridge, and the Western Harbour Tunnel.

Due to its importance, the WHTWUFU project was declared to be Critical State Significant Infrastructure (CSSI) by the Minister for Planning and Public Space on 9 November 2020. On 21 January 2021, the Department of Planning, Industry and Environment (DPIE) approved the construction and operation of the WHTWUFU project (SSI 8863).

A detailed description of the project is provided in Chapter 5 of the Western Harbour Tunnel and Warringah Freeway Upgrade Environment Impact Statement (EIS).

The WHTWUFU project will be delivered in numerous stages:

- Stage 1 – Early and enabling works
 - Stage 1A – Critical utility installation, relocation, and protection (CUT)
 - Stage 1B – Cammeray Golf Course adjustment works (CGC)
 - Stage 1C – Massey to Amherst noise wall (M2A)
 - Stage 1D – WHT construction power and utilities (WHTCP)
 - Stage 1E – Maritime Heritage – relocation of historic vessels *M.V. Cape Don and Baragoola* (MH)
- **Stage 2 – Warringah Freeway Upgrade (WUFU) project**
- Stage 3 – Western Harbour Tunnel (WHT) project.

Further detail on each stage is provided in the WHTWUFU project Staging Report.

The main elements of the Stage 2 WUFU project scope are shown in Figure 1-1.

This WUFU Construction Parking and Access Strategy (CPAS) North Zone applies to the relevant North Zone construction areas as shown in Figure 1-2 and described in Table 2 below. A separate CPAS South Zone has been prepared for parking impacts within the South Zone construction areas. Pending approval by DPE, the CPAS (North Zone) and CPAS (South Zone) will supersede the previously approved project wide CPAS Revision N.

Where parking impacts may overlap with the Stage 1 and Stage 3 programs of work, the WUFU project will coordinate with the relevant Stage/s and will aim to identify any additional parking impacts from Stage 1 and Stage 3 within this CPAS (as understood at the time of submission).

This report will be updated prior to any further proposed parking impacts.

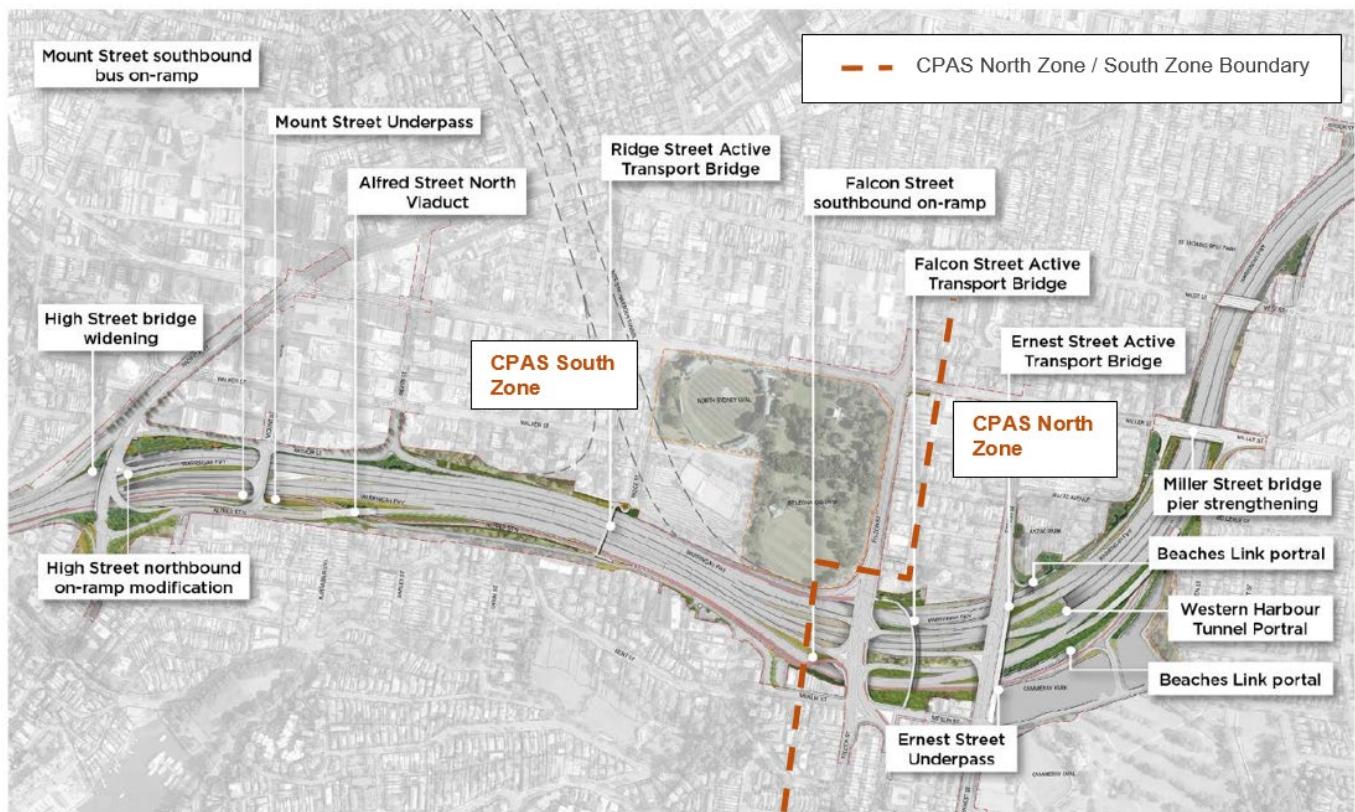


Figure 1-1: Warringah Freeway Upgrade project scope and CPAS zones

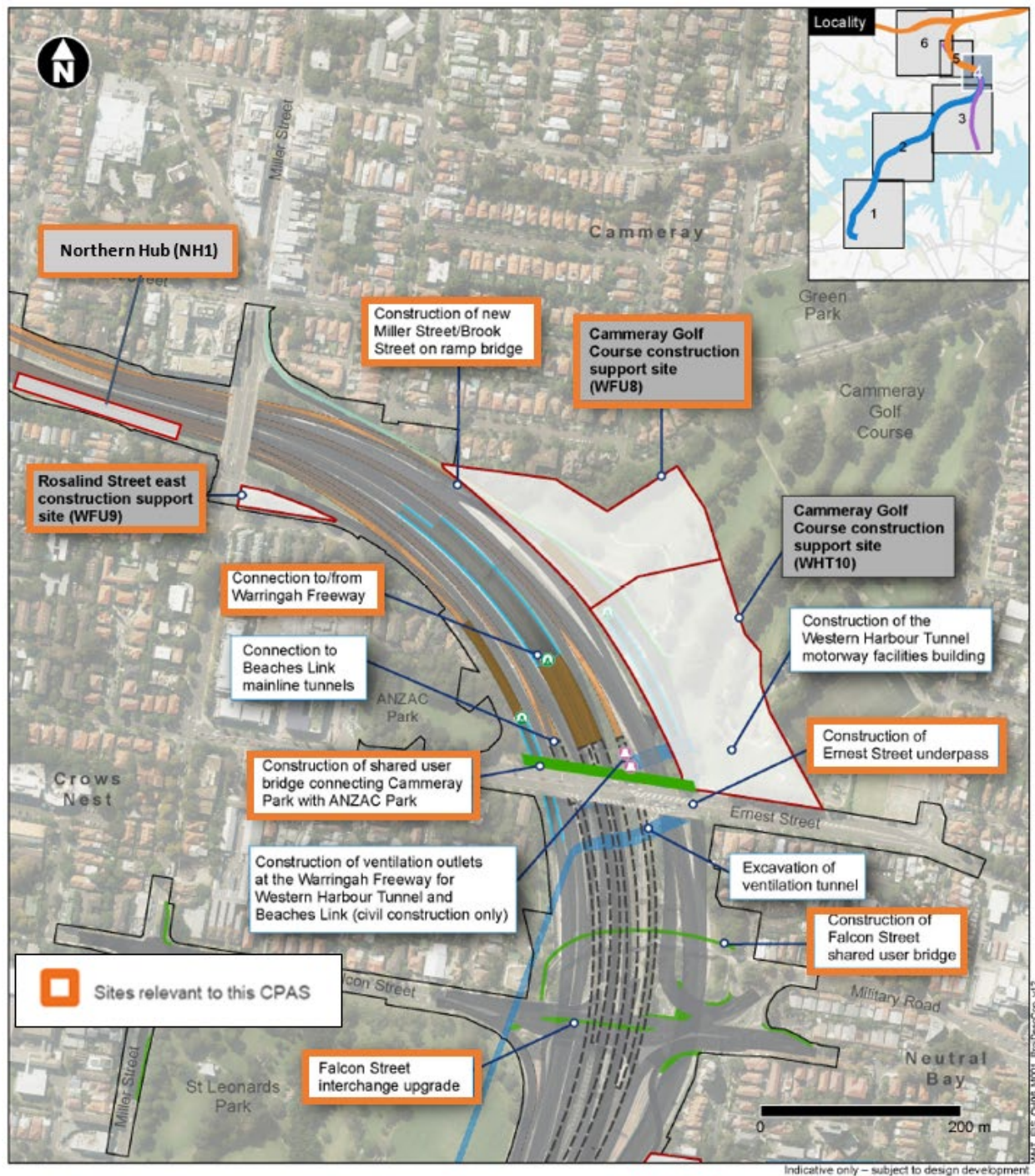


Figure 1-2: Key construction sites of the Warringah Freeway Upgrade – North Zone

1.2 Project description

The key activities of the Stage 2 Warringah Freeway Upgrade (WFU) North Zone works are listed in Table 2.

Table 2: Stage 2 Warringah Freeway Upgrade North Zone works

Stage 2 WFU	Key activities
Site preparation works	• Clearing vegetation • Installation of temporary fencing and hoarding • Installation of environmental controls (erosion and sedimentation controls)
Establishment and operation of ancillary facilities, and Precinct construction works	• Operations at Cammeray Golf Course (WFU 8); Rosalind Street (WFU 9), Northern Hub (NH 1), Portal Precinct and associated construction sites.
Utility installation, relocation, and protection	• Underbore and service relocations from Ernest Street through Cammeray Avenue to Rosalind Street • ITS node construction (move from Ernest Street to Rosalind Street) • Northbound verge ITS trenching works (between Ch2800 – Ch3050)
Construction works	• Construction of retaining wall structures • Bridge modifications and widening works to the Falcon Street bridge, also the entry and exit ramps • Demolition and construction of a new Falcon Street AT bridge • Bulk earthworks for the widening of the Warringah Freeway into the Cammeray Golf Course • Construction of Warringah Freeway southbound bus lanes • Construction of the Ernest Street (Cammeray) underpass • Construction of the inner carriageway • Installation of stormwater drainage • Cammeray Ave lateral shift to the west to accommodate the re-alignment of the Warringah Freeway and future Beaches Link northbound (trough and cut and cover structures) entrance
Other upgrade works	• Upgrade or capacity improvements to the drainage pipelines • Upgrade local and arterial roads connecting to the Warringah Freeway Upgrade • Installation of shared user paths and cycleways • Road pavement, surface finishing and landscaping works

1.3 Purpose and scope of this CPAS

Revision N of the project wide Construction Parking and Access Strategy (CPAS) was approved by DPE on 24 May 2023, which permits parking impacts in the following North Zone locations:

- Portal Precinct (Rosalind Street, Cammeray Avenue and Anzac Avenue),
- Cammeray Precinct (Ernest Street).

This CPAS Rev 0 (North Zone) seeks approval for further parking impacts across two North Zone precincts with three precincts affected in total. Refer to Section 3 for the full list of North Zone precincts and Appendix A for a full list of streets within each precinct. The additional impacts included in this CPAS are located in the following precincts and streets:

- Portal Precinct – Moodie Street, Moodie Lane and Ernest Street
- Ernest Street East Precinct – Ernest Street and Merlin Street.

This CPAS (North Zone) supersedes the project wide CPAS for parking impacts in these three precincts. This CPAS (North Zone) has been prepared to describe how the Contractor, during the Stage 2 works, will comply with the requirements of the relevant Minister's Conditions of Approval (CoA) as described in Table 4, to identify and mitigate impacts resulting from on-street parking changes during construction.

A rapid assessment of parking spaces proposed to be impacted in the North Zone is shown in Table 3. Further details are provided in Section 4 and Table 6.

Table 3: Rapid assessment of parking spaces to be removed in the North Zone

Assessment criteria	Precinct		
	Cammeray	Ernest St East	Portal
Number of spaces currently approved ¹	10	0	40
Current approval expiry	31 March 2026	31 March 2026	31 March 2026
How many parking spaces are proposed to be removed under this CPAS?	10	18	26
Total parking spaces proposed to be impacted	10	18	43
How many parking spaces are proposed/approved to be removed by others (Stages 1 and 3) ²	N/A ³	N/A	N/A
Proposed timeframe for impact	31 March 2026	31 June 2026	31 December 2026
Where addressed in CPAS	Section 4.1.2	Section 4.1.3	Section 4.1.4

Notes:

1. Approved under CPAS (Project Wide) Revision N
2. At the time of preparation of this CPAS
3. Up to a total of 10 approved spaces in this location will be impacted by either Stage 2 and/or Stage 3 works.

1.4 Compliance with CoA and REMMs

The requirements of relevant CoA and where they are met in this CPAS are shown in Table 3. The requirements of the relevant REMMs are shown in Table 4.

This CPAS describes the workability of the mitigating strategies and how CPB Downer JV proposes to manage potential on-street impacts in the relevant areas. The CPAS will be resubmitted to DPE at least one month prior to the commencement of any work that will further impact on parking. These works will not commence until the CPAS has been approved by DPE.

Table 4: CoA E135, E136, E139 and E140 compliance

CoA No.	Condition requirements	Where addressed in CPAS
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 5.5

CoA No.	Condition requirements	Where addressed in CPAS
E136	A Road Dilapidation Report for heavy vehicle travel on local roads is prepared and provided to the relevant local council.	Section 5.5
E139	Vehicles (including light and heavy vehicles) associated with the CSSI must be managed to:	
	a. minimise parking on local roads	Section 5.1, 5.3 & 5.4 Also refer to Traffic, Transport and Access Management Plan (TTAMP)
	b. minimise idling and queuing on state and regional roads	Section 5.5 Also refer to the TTAMP
	c. not carry out marshalling of construction vehicles near sensitive land use(s)	Section 5.5 Also refer to the TTAMP
	d. not block or disrupt access across pedestrian or shared user paths at any time	Section 5.5 Also refer to the TTAMP
	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 Also refer to the TTAMP & relevant E132 Local Road Plans
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	Section 5
	b. confirmation and timing of the removal of on- and off-street parking associated with construction of the CSSI	Section 4.1
	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 pick up, weekend periods and during special events	Section 3, Appendix B: North Zone parking survey results
	d. consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction	Section 2, Appendix E: Parking Consultation Summary Report
	e. assessment of the impacts of changes 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 4
	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, Appendix D: Evaluation of mitigation options
	g. where residential parking schemes already exist, off-road parking facilities must be provided for the CSSI workforce	Section 5

CoA No.	Condition requirements	Where addressed in CPAS
	h. mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures	Section 6.1
	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	Section 6.4, Appendix D: Evaluation of mitigation options
	k. provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three monthly intervals	Section 6.3
	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one month before the commencement of any works that impact existing parking. The approved Strategy must be implemented before impacting on on-street parking.	Note

Table 5: REMM compliance

REMM No.	REMM requirements	Where addressed in CPAS
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 5.5 Also refer to the TTAMP
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, Appendix D: Evaluation of mitigation options

2. Consultation, endorsement, and approval

2.1 Consultation

Consultation has been undertaken with affected stakeholders associated with car parking removal proposed in this CPAS in accordance with CoA E140(d), (e) and (f). A Parking Consultation Summary Report has also been prepared to document the consultation undertaken in the development of the CPAS as required by CoA A5. This report is included in Appendix E.

The intent of consultation is to inform affected stakeholders, to assess impacts to affected stakeholders and to develop specific mitigation measures to manage the impacts to affected stakeholders. This consultation has included the following:

- Letter box drops
- Door knocks
- Emails
- Phone calls
- Online Survey.

No specific mitigation measures were identified following the outcomes of stakeholder consultation associated with the removal of car parking for construction support sites in the Cammeray (WFU8) and Portal Precincts (WFU9). Therefore, no additional mitigation measures were developed.

Feedback received from community consultation in the Portal precinct, including the most recent consultation for impacts south of Ernest Street, was generally not in favour of parking removal. Feedback received from the community in the Ernest St East Precinct was likewise not in favour of parking removal. Given these responses were anticipated, the mitigation measures included in Section 5 of this document will be implemented. Consultation will be ongoing with these communities and additional measures will be implemented where reasonable and feasible.

As works progress, further changes to parking restrictions and supply may be required to support the project. Prior to any changes occurring, consultation will occur with affected stakeholders, including North Sydney Council as required. In addition, where parking meters are identified to be impacted by construction, consultation with North Sydney Council will be undertaken. This CPAS will be updated to include the outcomes of the consultation and any additional mitigation measures that may be identified.

Ongoing consultation with stakeholders, including the surrounding community, will be conducted throughout works in accordance with the Community Communication Strategy (CCS).

3. Existing conditions

3.1 Parking survey approach

In accordance with CoA E140(c), parking surveys have been undertaken at all locations where on-street parking spaces are proposed to be removed to determine existing parking demand during peak, off-peak, school drop-off and pick up, weekend periods and during special events.

Parking surveys have been grouped into nine zones and 12 precincts for the purposes of describing parking impacts across all project areas. Refer to Appendix A for the locations and descriptions of all project precincts. The four precincts that relate to the North Zone and this CPAS are identified as follows:

- Cammeray Precinct
- Ernest Street East Precinct
- Northern Precinct
- Portal Precinct

Noting that no impacts are proposed in the Northern Precinct.

The parking surveys were undertaken on the following days and times:

- Thursday 3 February 2022 – Friday 4 February 2022, Monday 7 February 2022 – Wednesday 9 February 2022
 - 8:30am (weekday morning peak / school drop-off)
 - 3pm (school pick up)
 - 5pm (weekday evening peak)
 - 10pm (weekday evening off-peak)
- Saturday 5 February 2022 – Sunday 6 February 2022
 - 12pm (weekend day)
 - 11pm (weekend evening).

These days do not coincide with public holidays or school holidays. The parking survey results can therefore be considered an accurate representation of a typical weekday and weekend. North Sydney Council's 'What's On' website indicates no special events in early February 2022.

Additional on-street parking surveys were undertaken in July 2022 to capture parking supply and demand at the additional following North Zone locations:

- Cammeray Precinct (south) - Ernest Street (east), Oaks Avenue, Ben Boyd Road and Sutherland Street.

In addition to the above, parking occupancy surveys during special events were undertaken for the WFU Construction Precincts during local area and City / CBD special events. The special events included:

- Vivid Sydney Light, Music and Ideas Festival – 27th May to 18 June 2022 at night from 6pm.
- AFLW Winter Series - Saturday, 28 May – Bon Andrews Oval at 11am and 1.30pm.
- Rugby League - Sunday, 29 May - North Sydney Oval at 2pm.

Rugby Union (Shute Shield) – Saturday, 9 July - North Sydney Oval and Bon Andrews Oval between 9:00am and 5:00pm.

3.1.1 Parking survey methodology

All nominated locations subject to the parking survey were initially inspected to note existing capacity and existing parking restrictions (e.g., untimed, timed parking, loading zones, clearways). Where on-street parking spaces are not marked, the maximum number of parking spaces was determined in accordance with Australian Standard 2890.5-1993 Parking facilities Part 5: On-street parking.

On each day and time listed above, all nominated locations were surveyed by vehicle and the number of occupied spaces was documented.

3.1.2 Calculation of parking occupancy

Parking occupancy is defined as the ratio of the number of occupied spaces to the total of available spaces and weighted for the presence of clearways:

$$\text{Parking occupancy (\%)} = \frac{\text{Number of occupied spaces}}{\text{Total number of available spaces}}$$

4. Proposed parking and access impacts

Throughout construction there may be occasional times when short term on-street car parking removal, e.g. for the period of one or a small number of shifts, will be required under a Road Occupancy Licence (ROL) or due to the progression of a utilities trench. In these cases, any short term on-street car parking removed will be reinstated at the end of each shift or following expiration of the ROL. Any such short-term car parking removal will be managed in accordance with the TTAMP and site specific TMPs.

The proposed timing for impacts on parking are provided in Table 3 above. Further details on impacts in each precinct within the North Zone is provided in the sections below. Rev 3 of this document proposes an extension of the timeframes associated with on-street parking removal as shown in Table 3 and Table 6. The extension of on-street parking removal in the Portal Precinct (Figure 4 5: Staged Parking Space Removal - Portal Precinct) relates to Variation works.

4.1 Parking impacts by area

Parking impacts in the North Zone, including those approved under previous CPAS submissions are outlined below. Subject to approval of these impacts, notifications will be undertaken as per the TMP Section 7 and the project's Community Communication Strategy.

4.1.1 Overview

Table 6 identifies current approved and proposed parking removal within the North Zone of the project. Parking impacts concurrently proposed by the Stage 3 Contractor (as understood at the time of submission) are also included for information.

Table 6 Summary of proposed and approved parking impacts

Precinct	Street	No. spaces removed	Approved (A) or Proposed (P)	Current approved timeframe	Proposed impact	Figure reference
Cammeray	Ernest Street	10 ¹	A	31 March 2026	31 March 2026	Figure 4-1
Ernest St East	Merlin Street	6	A	30 June 2026	30 June 2026	Figure 4-2
	Ernest Street	12	A	30 June 2026		
	TOTAL	18				
Portal	Rosalind Street	3	A	31 December 2026	31 December 2026	Figure 4-3 Figure 4-4
	Anzac Avenue	1	A	31 December 2026		
	Cammeray Avenue	26	A	31 December 2026		
	Ernest Street	8	A	31 December 2026		
	Moodie Street	4	A	31 December 2026		
	Moodie Lane	1	A	31 December 2026		
	TOTAL	43				

Notes:

- Up to 10 approved spaces in total in this location will be impacted by either Stage 2 and/or Stage 3 works
- Shading indicates additional (proposed) impacts.

4.1.2 Cammeray Precinct

CPAS (Project Wide) Revision N approves the long-term temporary removal of up to ten (10) on-street parking spaces on the northern side of Ernest Street to provide suitable construction work space and accommodate road safety barriers on Ernest Street, as shown in Figure 4-1. This parking removal is associated with the operation of the Cammeray Golf Course construction support sites (WFU8 and WHT10). These spaces will be impacted by both Stage 2 (WFU) and Stage 3 (WHT) project works, however, no more than ten spaces will be impacted at any time.



Figure 4-1 Spaces to be removed at Ernest Street, Cammeray Precinct

Two access points have been established for the WFU8 – Cammeray Golf Course site:

- Western access will be directly off the southbound lanes of Warringah Freeway
- Southern access will be directly off Ernest Street

The removal of the ten parking spaces between Merlin Street and Park Ave provides construction working space and accommodates road safety barriers. No Stopping restrictions have also been installed on Ernest Street as part of the road realignment works.

AM Clearway operates on the northern side of Ernest Street during peak periods, so the removal of these spaces would only have potential to impact the resident / visitor parking servicing adjoining unit blocks, townhouses, and houses, and also parking associated with the Cammeray Tennis Club and North Sydney Skate Park outside of peak periods. This would be mitigated by the availability of parking on nearby local roads such as Ernest Street (east of Merlin Street), Oaks Avenue and Park Avenue. Appendix A shows that the surrounding streets have low occupancy rates and high availability of parking. Therefore, the impact is considered minor and mitigation measures are not required.

Table 8-17 in Chapter 8 of WHTWFU EIS states that operation of the Cammeray Golf Course support site would result in the removal of ten on-street parking spaces. Therefore the removal of ten on-street parking spaces on Ernest Street is consistent with the EIS.

4.1.3 Ernest Street East Precinct

This section describes proposed impacts on Merlin Street and Ernest Street.

Merlin Street

The demolition and replacement of the Falcon St Active Transport Link (ATL) Bridge will require the use of Merlin Street between Military Road and Ernest Street, east of the Warringah Freeway. The eastern abutment of the existing Falcon Street ATL Bridge is located on a steep embankment between Merlin Street and the Warringah Freeway. This embankment limits direct access to the construction site from the Warringah Freeway and therefore, construction access from Merlin Street is required.

Six parking spaces on the western side of Merlin Street would be impacted by this access arrangement (refer Figure 4-2). The impacted spaces comprise five 1P resident permit parking spaces within NSC parking scheme Area 27 and one unrestricted parking space. Merlin Street provides the only feasible alternate means for construction vehicle access and egress to this construction site. The use of Merlin Street is also currently subject to DPE approval under CoA E132 (local road use).

Ernest Street, east of Park Avenue – Note, this on-street parking was not required and not removed during WFU construction.

Parking will be impacted on Ernest Street, between Ben Boyd Road and Park Avenue, for the purpose of a temporary bus layover zone, outside the existing North Sydney bus depot (refer Figure 4-2). Construction staging in the Cammeray Golf Course area will reduce the capacity of the existing Warringah Freeway bus layover facility, which had a capacity of 30 bus spaces prior to construction commencing. Temporary facilities are therefore required to ensure bus layover capacity is maintained as committed to in the EIS. The temporary facilities will be provided at three new locations, including eight bus spaces on the Ernest Street southbound onramp, seven spaces within the existing Northern Toll facility on the Cahill Expressway and three spaces on Ernest Street outside of the North Sydney Bus Depot. The Ernest Street bus depot site is the only site in which parking would be impacted.

The bus layover would be required between the hours of 2pm-8pm on weekdays and would impact 12 on-street car parking spaces on Ernest Street (westbound) along the frontage to the North Sydney bus depot. A clearway is operational at this location between 6am and 10am (Monday- Friday) and parking is unrestricted from 10am to 6am. These 12 parking spaces will provide parking for three buses during the PM peak period as shown in Figure 4-2. No Parking (buses excepted) signage would be installed at this location to restrict parking Monday to Friday 2pm to 8pm. Please note, although the community was consulted on this parking removal. The spaces were not required and were not removed by CPBDTI-JV.

Impacts of parking removal

The removal of the Merlin Street and Ernest Street spaces will impact long-term resident, resident permit, visitor and commuter parking servicing adjoining houses, unit blocks and townhouses within this precinct. NSC records indicate a total of 12 residents on Merlin St and Ernest St between Park Ave and Merlin St have an Area 27 residential parking permit. After impact, there would be 20 remaining resident permit parking and 17 unrestricted parking spaces on Merlin St and Ernest St between Park Ave and Merlin St.

Parking surveys show there is a range of short and long-term kerb side parking facilities (4P, 8P and unrestricted) in the Merlin Street and Ernest Street area and indicate some spare on-street parking capacity during weekdays (69 -119 spaces) and on the weekend (114 -124 spaces). The remaining permit parking spaces are considered sufficient to supply local permit holders and the spare on-street parking capacity in nearby streets is also considered sufficient to absorb the minor flow-on demand of parking removal in this area.



Figure 4-2 Spaces removed in the Ernest Street East precinct. Merlin Street only. Ernest Street (east of park Avenue) was deemed not to be required.

4.1.4 Portal Precinct

CPAS (Project Wide) Revision N approves the long-term temporary removal of up to 40 spaces within the Portal Precinct for impacts on the north side of Ernest Street. The proposed removal of an additional 13 spaces on and south of Ernest Street is included below.

Construction works in the Portal Precinct – north of Ernest Street

Works north of Ernest Street include the lateral shift of Cammeray Ave westward to accommodate the re-alignment of the Warringah Freeway and proposed future Beaches Link northbound (trough and cut and cover structures) entrance. This includes:

- Trenching, installation and pavement restoration for ITS on Cammeray Avenue, within the verge area at the intersection of Ernest St and Cammeray Ave and within Anzac Avenue Reserve;
- Removal of trees and landscaping;
- Green Park drainage work that requires the installation and recovery of the boring machine;
- Piling;
- Removal of the existing and erection of the new noise wall; and
- Road widening work.

In addition, the following works are required to complete the Ernest Street ATL which is due to commence in early 2026 with an expected completion date of 31 December 2026:

- Removal of existing pavement and roadway – Cammeray Avenue
- New Retaining Walls – Ernest St & Cammeray Avenue
- ITS, drainage, electrical & Lighting – Anzac Park
- Landscaping – Anzac Park

These works will involve the permanent closure of Cammeray Avenue at its Southern end which will remove vehicle access to Ernest Street. With the permanent closure in place, a new cul-de-sac (turning circle) would be constructed at the southern end of Cammeray Avenue.

Initially under the Construction Parking and Access Strategy (CPAS), 18 parking spaces along southern end of Cammeray Avenue were to be temporarily removed to facilitate construction. Under the proposed change, only 4 spaces would be reinstated following construction, resulting in a net permanent removal of 14 spaces.

Construction works in the Portal Precinct – south of Ernest Street

Works south of Ernest Street include the demolition and replacement of the Falcon St ATL Bridge (also discussed in Section 4.1.3 - Ernest St East Precinct), which requires the use of Moodie Street and Moodie Lane between Ernest Street and Falcon Street to facilitate access of heavy vehicles to the construction site on the western side of the Warringah Freeway. A swept path analysis was undertaken as part of the Local Road Report under CoA E132, which identified that due to the narrow width of the roads, some on-street parking spaces would be impacted to enable this access. The Local Road Report describes why these local roads are needed for access, and includes:

- Moodie Lane is the only access route to the construction site other than the Warringah Freeway itself.
- The terrain between the work site and the Warringah Freeway is a vertical rock face with a significant level difference. The height between the Warringah Freeway road level and bridge structure (5.7m) also makes delivery of plant, equipment and materials impractical from the Freeway.
- Significant additional and noisy construction works, and particularly OOH impacts, would be required to enable access from the Freeway.

- Consideration for management of critical safety risks for workers, including working at heights, working in and around mobile plant, working with services, working near live traffic and work near mobile cranes and lifting operations.
- Avoidance of significant traffic impacts on the Warringah Freeway and traffic flow due to the construction vehicle movements associated with ongoing bridge replacement and demolition work.

Parking impacts

The revised on-street parking removal in this precinct is summarised below and shown in Figure 4-4. Also refer to Table 6.

Proposed:

- Eight spaces on the southern side of Ernest Street on the westbound approach to Moodie Street for the purpose of truck marshalling (outside Clearway times 6am -10am Mon-Fri) for inbound public vehicle and construction vehicle movements,
- Four spaces on Moodie Street for access to the construction site, and
- One parking space on Moodie Lane for access to the construction site.

Approved:

- Up to 26 spaces on Cammeray Ave between Ernest St and Anzac Ave associated with the upgrade work,
- Ten spaces between Anzac Park and Anzac Avenue Reserve as a result of the roadway lateral shift west which narrows this road segment,
- One space on Anzac Ave between Rosalind St and Ernest St for access and egress at the intersection of Anzac Ave and Cammeray Ave,
- Three spaces on Rosalind St between Miller St and Anzac Ave for the operation of WFU9 CSS.



Figure 4-3 - Spaces to be removed at the Portal Precinct, south of Ernest Street



Figure 4-4 - Spaces to be removed at the Portal Precinct, north of Ernest Street

Discussion of impacts south of Ernest Street (approved)

The 13 parking spaces proposed to be removed south of Ernest St consist of eight Clearway (6-10am) / unrestricted parking spaces and five resident permit holder parking spaces (Area 20). The timing for the removal and the residual residential permit parking spaces is shown in Figure 4-5. Given these spaces are being removed for access as described above, removal of these spaces cannot be staged. In addition, due to daily HV access requirements for concrete deliveries and other equipment (described further in the Local Road Report), reinstatement of parking on a daily basis will not be practicable.

NSC records indicate 22 residents have residential parking permits (Area 20) within this area: eight on Ernest St, eight on Moodie St and six on Falcon St. With 32 remaining resident permit parking spaces available on Moodie St there is sufficient resident permit car parking capacity.

It is noted that marshalling of vehicles turning into Moodie Street from Ernest Street will be required due to the constrained access into and out of Moodie Street. Where a vehicle is northbound on Moodie Street, incoming vehicles from Ernest Street will need to wait until the other vehicle has exited. This arrangement would apply where an LV or public vehicle is attempting to access Moodie St while an HV is northbound on Moodie St or where an HV is northbound on Moodie St and an LV or public vehicle is attempting to enter Moodie St. It will also apply in the case that two HVs are attempting to access and egress Moodie St at the same time. Therefore, any marshalling on Ernest Street will be of very short duration and only in the instance that an HV needs to pass another vehicle on Moodie Street. This will be managed through traffic control. Given Ernest Street is a highly trafficked route and project vehicle movements will be managed through a TMP and traffic control on site, any minor marshalling activities at this location are not anticipated to have an adverse impact on nearby sensitive receivers and will ensure the safe management of traffic on the local roads.

Discussion of impacts north of Ernest Street (approved)

There is a total of 48 on-street parking spaces on Cammeray Ave between Ernest St and Anzac Ave. Thirty (30) of these spaces form part of the NSC residential parking scheme Area 20. Commencing November 2022 twenty-six (26) parking spaces; consisting of eight (8) residential permit parking spaces and eighteen (18) unrestricted parking spaces will be removed on Cammeray Avenue. A further ten spaces will be removed on Cammeray Avenue next to Anzac Avenue Reserve (north and south sides of the road). An additional four permit parking spaces are to be removed on Anzac Ave and Rosalind St to provide access and egress to Cammeray Ave and the WFU9 CSS respectively. Therefore, a total of up to 22 permit spaces will be removed. The staging and timing for the removal of parking is outlined in Figure 4-5 highlighting the intermittent and temporary removal as well as the residual residential permit Area 20 parking spaces. There would be a minimum of eight residential permit spaces available on Cammeray Ave and more in adjoining streets. North Sydney Council records indicate 2 residents on Cammeray Ave have residential parking permits.

The removal of these spaces will impact long-term resident, resident permit, visitor, and commuter parking servicing adjoining houses, unit blocks and townhouses on Cammeray Ave between Ernest St and Anzac Ave within the Portal Precinct.

The managed removal of on-street parking during construction works are planned as illustrated in Figure 4-5 so that parking can be removed in stages and where possible reinstated whilst other sections of work are undertaken.

WFU9 will be accessed via Miller Street and left-in and right-out on Rosalind Street. No access to the WFU9 site will be permitted via Anzac Avenue. No Stopping has also been implemented on Rosalind Street. Access and egress to the construction work areas on Rosalind St and Cammeray Ave will be by means of:

- Cammeray Ave between the construction boundary and Anzac Ave,

- Rosalind St (as shown in Figure 5-17 and 5-20 of Appendix F of the EIS) between Rosalind Street compound (WFU9) access and Anzac Ave; and
- Anzac Ave between Rosalind St and Ernest St

Access using the above routes will be in accordance with the approved Local Road Report for the Portal Precinct and DPE approval conditions.

Under certain construction activity conditions on Cammeray Ave between Ernest St and Anzac Ave the roadway will either be closed or at times will be converted to a single shared two-way road segment.

Traffic controllers will be deployed along the length of Cammeray Ave to manage construction vehicle movements to and from work sites/activity, manage the movement of general vehicle and resident vehicle access/egress as well as pedestrian/cyclist movements as required. Access and egress to residential properties will be maintained at all times.

Additional permanent parking impacts north of Ernest Street

Eighteen (18) unrestricted parking spaces were removed on Cammeray Avenue adjacent to Anzac Park during construction. A revised permanent design for this area includes reinstating four (4) parking spaces. There will be a permanent net loss of fourteen (14) on-street parking spaces. The revised design will remove vehicle access between the southern end of Cammeray Avenue and Ernest Street. The four (4) parking spaces to be returned in this area will be in a newly constructed cul-de-sac.

Combined impacts

Within the Portal Precinct there will be spare capacity both north and south of Ernest Street and this would be used to offset the temporary parking removal. Surveys show unoccupied spaces in this precinct ranged from 66 or more spaces in the weekday periods and 77 or more on the weekend. Figure 4-5 shows that in the worst-case there would be up to 53 spaces removed across the precinct, which is less than the observed spare capacity during surveys. The resident permit doesn't guarantee accessibility to on-street parking outside a property and residents can seek parking in neighbouring streets where there is demonstrated spare on-street parking capacity.

The mitigating circumstances for the Portal Precinct are considered in Appendix D. Mitigation measures to be applied are outlined in Section 5. The mitigation measures minimise the anticipated impact on on-street parking spaces and provide for a reasonable minimum level of serviceability.

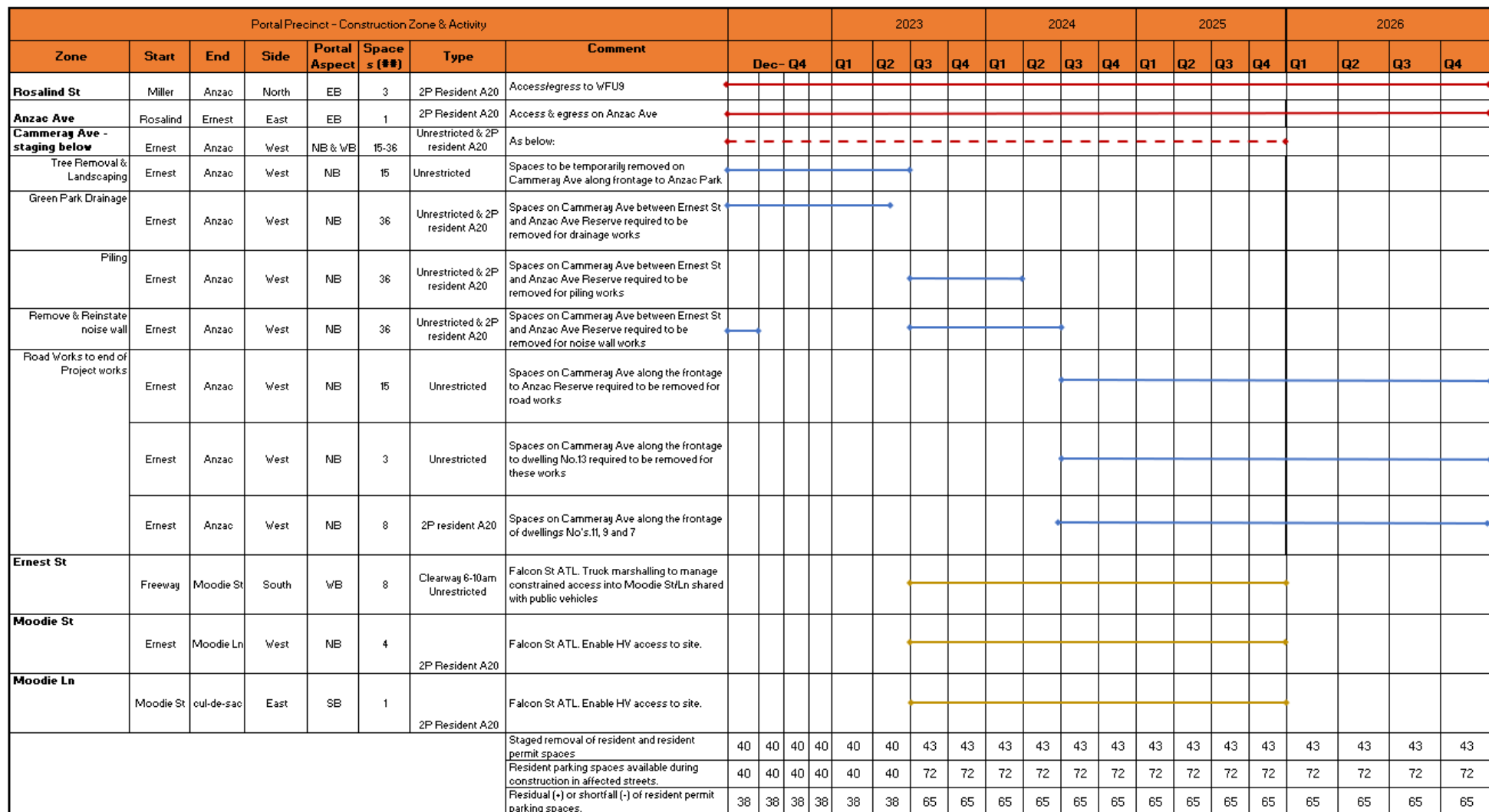


Figure 4-5: Staged Parking Space Removal - Portal Precinct

4.2 Impacts of Special Events

There is a vast quantity of restricted parking stock within and adjacent to the WFU project boundary. The relevant WFU parking stock is shown in Appendix A. Supply and demand on a special event day are further described here.

In order to carry out an assessment and consider the impacts of special events on on-street parking with respect to occupation by the CSSI workforce and outcomes of consultations with affected stakeholders, on-street car parking occupancy surveys were carried out project wide at the same time that the City CBD and local area special events occurred at St Leonards Park. The special events included:

- Vivid Sydney Light, Music and Ideas Festival – 27th May to 18 June 2022 at night from 6pm;
- AFLW Winter Series - Saturday, 28 May – Bon Andrews Oval at 11am and 1.30pm;
- Rugby League - Sunday, 29 May - North Sydney Oval at 2pm. Parking Occupancy; and
- Rugby Union (Shute Shield) – Saturday, 9 July - North Sydney Oval and Bon Andrews Oval between 9:00am and 5:00pm.

4.2.1 On-street parking assessment project wide

Existing on-street parking occupancies project wide for the Vivid - CBD special event for the various surveyed days and times are detailed in Table 7. This is an annual event that takes place nearby the project area, is well patronised and potentially has an audience that may seek on-street parking within and adjacent to the project area due to its proximity and ease of access (walking, bus and train) to the City CBD.

Table 7: WFU parking zones/precincts - PM average weekday and weekend parking occupancy

Date/Day	Time period	Occupied Spaces	Unoccupied Spaces	Total Available Spaces	Parking Occupancy
Friday 27/05/2022	5pm (Weekday evening peak)	1177	741	1918	61%
	10pm (Weekday evening off-peak)	1147	771	1,918	60%
Saturday 28/05/2022	11pm (Weekend evening)	1,055	863	1,918	55%
Sunday 29/05/2022	11pm (Weekend evening)	1,054	864	1,918	55%
Monday 30/05/2022	5pm (Weekday evening peak)	1,220	698	1,918	64%
	10pm (Weekday evening off-peak)	1,132	786	1,918	59%
Tuesday 31/05/2022	5pm (Weekday evening peak)	1,142	776	1,918	60%
	10pm (Weekday evening off-peak)	1,067	851	1,918	56%
Wednesday 1/06/2022	5pm (Weekday evening peak)	1,229	689	1,918	64%
	10pm (Weekday evening off-peak)	1,169	749	1,918	61%

Extracted from Zone/Precinct Parking surveys conducted between Friday 27 May to Wednesday 1 June and Saturday 9 July - 2022

The results of the WFU parking zones/precincts – PM average weekday and weekend parking occupancy show the following:

- Overall occupancies are moderate at 55-64% on a weekday and on a weekend evening; and
- There is some practical spare parking capacity of between 20-30% (average 778 unoccupied spaces) within the WFU parking zones/precincts.

4.2.2 On -street Parking assessment local area

Existing on-street parking occupancies for the sporting events conducted at St Leonards Park, North Sydney during the surveyed days and time are detailed in Table 8. The AFLW and Rugby Union are popular local sporting event conducted at North Sydney that attracts a sizeable group of players and spectators that would seek on-street parking near the St Leonards Park venue.

Table 8: WFU parking zones/precincts surrounding St Leonards Park - average weekend day Saturday

Precincts	Time period	Occupied Spaces	Unoccupied Spaces	Total Available Spaces	Parking Occupancy
Ridge St Precinct	12:00 (Weekend day)	157	9	166	95%
Alfred St North Precinct	12:00 (Weekend day)	41	26	67	61%
Falcon-Miller St Precinct	12:00 (Weekend day)	83	89	172	48%
South Falcon St Precinct	12:00 (Weekend day)	131	39	170	77%
Portal St Precinct	12:00 (Weekend day)	87	26	113	77%

Extracted from Zone/Precinct Parking surveys Appendix A conducted Saturday 28 May and Saturday 9 July - 2022

The results of the Construction Precincts surrounding St Leonards Park – average weekend day Saturday parking occupancy show the following:

- Overall occupancies are moderate to high at 61-95% on the weekend day, except for the Falcon-Miller St Precinct which has a much lower parking occupancy of 48%; and
- There is some practical spare parking capacity of between 8-37% (average 189 unoccupied spaces in Table 23) in the WFU parking zones/precincts surrounding St Leonards Park, North Sydney.

4.2.3 Consideration of special event impacts

The on-street parking occupancy assessment of a special event for a project wide weekday/weekend evening and local area (St Leonards Park) weekend scenarios indicates that there is some practical and variable spare on-street parking capacity within the local roads WFU parking zones/precincts adjacent to the Warringah Freeway. This is verified by the presence, past and present of unoccupied on-street parking spaces on weekdays and on weekends next to the construction support sites in the recent WFU parking zones/precincts on-street parking surveys.

In relation to special events on weekdays, weekday on-street parking is highly regulated with resident parking schemes, time limits and metered parking that create a turn-over in on-street parking and which deters long-term parking intrusion by the CSSI workforce which is a stakeholder concern. The CSSI workforce would be encouraged to use public transport to travel to and from work where feasible and reasonable to minimise the potential parking impacts on the local road network.

On both weekdays and weekends where on-site parking is not provided or where provision of on-site parking cannot accommodate the workforce; shuttle bus transfers will be the preference for travel by CSSI workforce between construction support sites.

Taking into consideration the level of on-street parking demand during special events with regards to occupation of on-street parking by the CSSI workforce and outcomes of consultation with affected

stakeholders it is considered that equitable and sustainable access to on-street parking is maintained for stakeholders during special events.

5. Mitigation measures

5.1 North Zone mitigation measures

Measures that will be implemented to mitigate the identified impacts of the long-term temporary removal of on-street parking and access include the following:

- Consultation with affected stakeholders where parking is proposed to be removed.
- Staging the removal and reinstatement of on-street parking where feasible and as identified in this CPAS.
- Working with relevant council(s) to introduce and/or change parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes, where appropriate.
- Manage staff parking arrangements to minimise impacts on public parking areas.
- Daily workforce parking to be contained within the footprint of individual work sites and/or ancillary facilities where feasible.
- Ancillary facility design to consider impacts to pedestrian and shared user paths.
- Ongoing communication with workforce on measures to reduce impacts to parking and access.
- Parking demand reduction for workforce through the encouragement of other transport modes of travel including the use of a shuttle bus.
- Ancillary measures to be applied in specific cases for specific needs (eg. disability) to supplement resident's point to point transport such as vouchers for car share services and deliveries.

5.2 Precinct specific mitigation measures

5.2.1 Portal Precinct

- Managed removal of on-street parking by limiting parking loss by staged removal as shown in Figure 4-5.
- Use of spare capacity in the Area 20 neighborhood streets to offset temporary removal of on-street parking in Area 20 as described in Section 4.1.4.
- If needed, consult with North Sydney Council to consider change of nearby unrestricted area parking spaces to 2P parking, resident permit holders A20 excepted.

5.3 Green travel plan

To offset potential workforce parking demand, the following green travel measures will be in place for the construction workforce:

- Provision of shuttle buses to circulate (on-demand) between public transport hubs, off-street parking facilities, construction support sites and project offices
- Encouraging use of public transport – through the recruitment and onboarding process and site toolbox talks to reduce the number of private vehicles travelling to and from the work sites
- Encouraging carpooling – site toolbox talks will be utilized to encourage the construction workforce on the same shifts to coordinate with others to carpool to / from similar locations

Note: *The provision of financial incentives not to use private vehicles was not deemed necessary given abundant public transport options available to access the Project location. Working with car share companies and using existing and additional car share parking spots around the Project footprint was not deemed necessary / cost effective given the high take up of pool ute sharing to access the Project.*

5.4 Construction workforce parking

The construction workforce will comprise of trades and construction personnel, and engineering, functional and administration staff. The size of the workforce will vary throughout the duration of the Stage 2 Warringah Freeway Upgrade program, with a reduction in personnel for evening and night shifts. The maximum size of the construction workforce is expected to be 345 people.

The on-street parking adjacent to project work areas is a combination of restricted, residential permit schemes, paid parking, and clearways. Shuttle buses are being provided for workforce between off-street parking facilities, public transport hubs, project offices and the work sites. Any additional proposed parking facility would be accessible via the major arterial road network, and/or would be subject to further approvals as necessary. From mid-2025, the workforce numbers will continuously decline as project work is completed and workers demobilise off the project.

Approximately 32 parking spaces are provided within the North Zone to support parking for essential vehicles (i.e. vehicles carrying tools, plant, and other equipment to facilitate works) and enable them to be contained within the footprint of each work site.

A review of Journey to Work data collected from the 2016 Census (ABS, 2022) demonstrates that for heavy and civil construction workers in the Greater Sydney area, approximately 70% drive to work on a typical day. A further 16% catch public transport, with the remainder using active or alternate transport modes to travel to work.

Applying this mode share to the Stage 2 Warringah Freeway Upgrade workforce, the project would expect to generate a demand for 240 parking spaces across the project. With the parking provisions described above, the construction workforce is expected to have a minimal impact on on-street parking.

Noting the availability of public transport services to the project sites, construction workforce will be encouraged to use public transport to and from the work sites. Workers will be supported through providing information on available public transport services and other sustainable transport modes, along with other green travel initiatives identified in Section 5.2. As above, shuttle bus services continue to be available to all project workers. This is expected to further decrease the demand for car parking associated with the works.

In addition:

- Where practical, essential vehicles (i.e., vehicles carrying tools, plant, and other equipment to facilitate works) will be contained within the footprint of each work site with no impact on adjacent on-street parking
- The provision of parking on site means there will be no requirement to idle and queue on state and regional roads (with the minor exception of Ernest St for access into Moodie St described in Section 4.1.4)
- The provision of parking on site, at off street car parks, and the limited number of deliveries required at work sites, means there will be no requirement to marshal construction vehicles (with the minor exception of Ernest St for access into Moodie St described in Section 4.1.4)
- The ancillary facilities have been designed so that construction vehicles will not block access across pedestrian or shared user paths at any time
- Communication of parking restrictions to the construction workforce – parking restrictions around the work sites will be communicated to the construction workforce through site inductions where they will be supplied with a Project Worker Code of Conduct, site toolbox talks, and pre-start meetings as required. Where workers are impacting the amenity of adjacent residents, are not complying with the Project Worker Code of Conduct, or are repeatedly parking inappropriately, they may be required re-attend the site inductions. Stronger sanctions, up to and including dismissal, may be implemented for repeat offenders at the discretion of the Project Manager.

Note: The provision of 250 car spaces at Wicks Road with subsequent transport via shuttlebus to Project site locations was not utilized as there was no take up by Project staff despite extensive advertising and 3 weeks of initial shuttle bus trials.

5.5 Haulage management

In accordance with CoA E132, DPE approval is required for any local roads that have not been identified and assessed in the EIS. Construction support sites WFU8 and WFU9, have haulage routes approved under the EIS. These routes are indicated in Appendix B.

An E132 Local Roads Plan will be prepared for use of any local roads to access the construction boundary that are not included in the EIS and will be submitted to DPE for approval. Dilapidation surveys for approved local roads have been carried out. Where additional local roads are identified, further dilapidation surveys will be undertaken as required.

Road Dilapidation Surveys have been carried out and the Report has been prepared for the local roads where heavy vehicles travel on and include:

- For egress from WFU8 (expired approval and no longer required): Park Ave (Ernest St to Cammeray Rd); Cammeray Rd (Park Ave to Warringa Rd/Amherst St); Amherst St (Warringa Rd to Miller St).
- For access and egress to Portal Precinct construction sites: Cammeray Ave (Ernest St to Anzac Ave); Anzac Ave (Rosalind St to Ernest St); and Rosalind St (Miller St to Anzac Ave);
- For access and egress to Falcon St ATL construction sites: Moodie Street (Ernest St to Falcon St); Moodie Lane; and Merlin St (Falcon St to Ernest St).

The above Road Dilapidation Reports have been provided to North Sydney Council within the prescribed time frame before the use of the above roads by the Project.

A site Vehicle Movement Plan (VMP) will be prepared and implemented for the use of the local roads as a haulage route and provided to the North Sydney Council. All approved haulage routes will be included in an update to the TTAMP prior to their use. All construction vehicles will be required to use the local roads in accordance with the Minister's conditions of approval.

The locations of all heavy vehicles used for spoil haulage will be monitored in real time and the records of monitoring kept using Virtual Superintendent which is a geospatial database to track the spoil trucks. 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.

6. Monitoring and reporting

6.1 Monitoring of mitigation measures

Monitoring to assess the effectiveness of this CPAS will be undertaken on roads that have been impacted by the long-term temporary removal of on-street parking, i.e. Ernest Street in Cammeray; Rosalind Street, Cammeray Avenue and Anzac Avenue in Cammeray; Moodie Street and Moodie Lane in Cammeray; and Merlin Street in Neutral Bay.

Inspections will be undertaken at fortnightly intervals and will involve the following:

- Confirmation that where alternative parking arrangements have been provided, these are being implemented
- Monitoring the impacts of the removal of on-street parking on surrounding roads
- Inspections for the presence of construction workforce parking on local roads.

The Project Manager will be responsible for implementing the mitigation measures contained in this CPAS with support from the Traffic Manager.

6.2 Corrective actions

Where monitoring or community complaints identify non-conformances with this CPAS, corrective actions will 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 will be communicated to the construction workforce and reinforced through various communications including but not limited to:

- Site toolbox talks
- Pre-start meetings
- Project alerts
- Investigation and implementation of alternative methods to reinforce this CPAS
- Investigation and implementation of other viable options for the construction workforce to use public transport
- Issue warning notices where the owner of an offending vehicle can be identified
- Documenting actions in weekly and monthly internal reports.

Refer to Section 3.8 of the Construction Environmental Management Plan (CEMP) for further detail on environmental non-conformances.

6.3 Reporting

A quarterly project-wide summary report will be provided to North Sydney Council, DPE and TfNSW regarding the outcomes of the monitoring that has been undertaken in the preceding quarter. Details of non-conformances and corrective actions will be summarised.

6.4 Contingency measures

Contingency measures will depend on the issues / non-conformances identified during monitoring and the effectiveness of corrective actions that have been implemented as described in Sections 6.1 and 6.2, respectively.

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

- Investigating the potential to provide additional off-street parking for the construction workforce
- Revising site induction and site toolbox talk content to better encourage the use of public transport and communicate designated and prohibited locations for construction workforce parking
- Amending carpooling communications to encourage an increase in participation rates

- Implementing disciplinary processes for repeated non-conformances.

6.5 Update and amendment of this CPAS

Any revisions to this CPAS will be in accordance with the process outlined in Section 3.12 of the CEMP and will be provided to TfNSW for review and comment and submitted to the Planning Secretary for approval.

A copy of the updated CPAS and record of changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure.

7. Appendices

Appendix A: Project-wide Parking Zones and Precincts

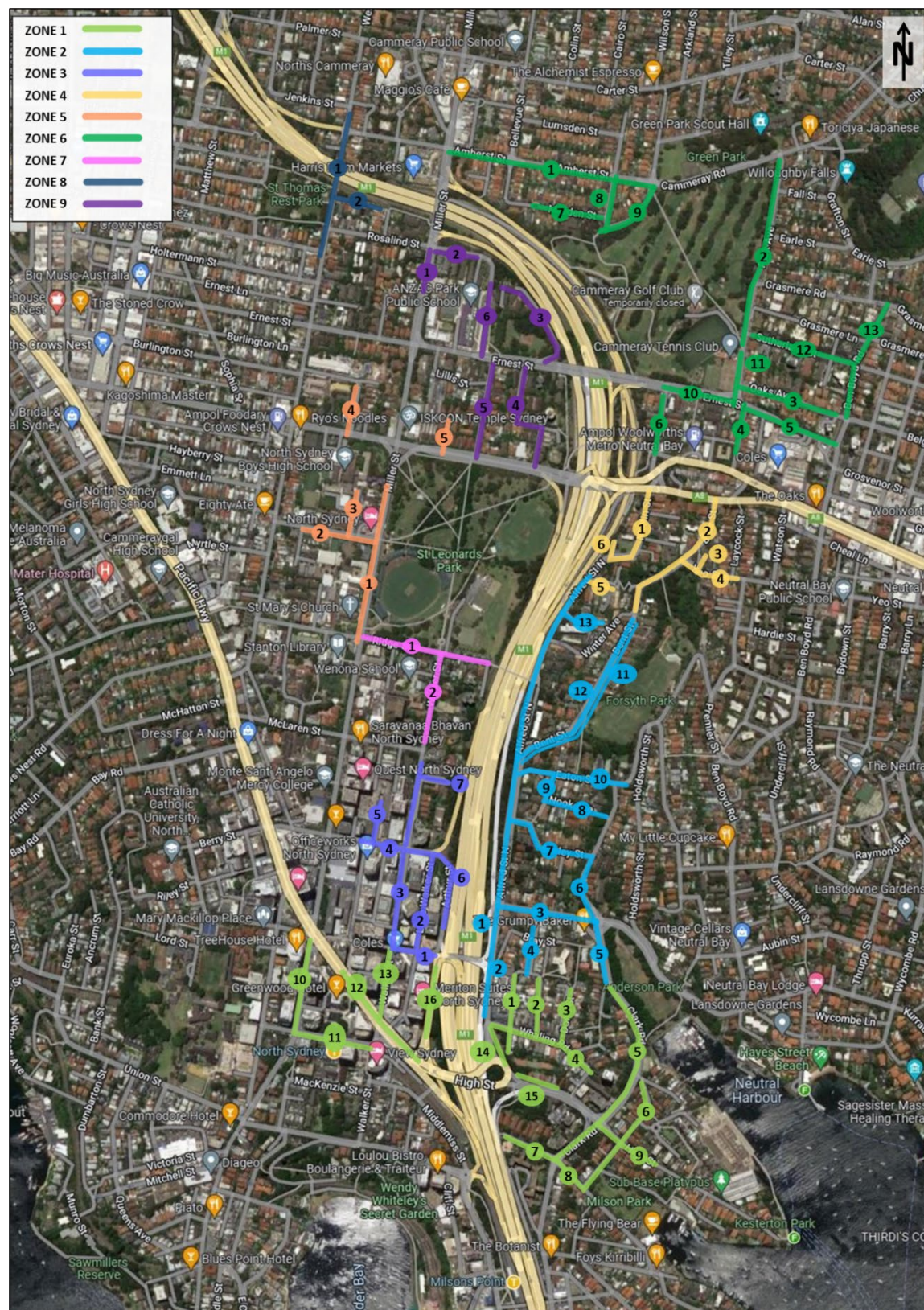


Figure A1: Parking survey location map

Table A1: Project-wide Parking survey zones and precincts

Zone #	Relevant Precinct & Construction Support Site	Survey Area February & May/June 2022
Zone 1	High St Precinct (East) including WFU2 and WFU3	1) Little Alfred St 2) Neutral St 3) Doris St 4) Whaling Rd 5) Clark Rd 6) Hipwood St 7) McDougall St west 8) McDougall St east 9) High St 14) Alfred St North 15) High St North
	High St Precinct (West) including WFU4	10) Miller St 11) Blue St 12) Pacific Hwy 13) Walker St 14)
		16) Arthur Street
Zone 2	Alfred St North - Mount St Precinct	1) Alfred St N - West 2) Alfred St N - East 3) Kurraba Rd 4) Neutral St 5) Clark Rd 6) Rawson St 7) Darley St
	Alfred St North Precinct	1) Alfred St N - West 2) Alfred St N - East 8) Nook Ave 9) Nook Ln 10) Eaton St 11) Lower Bent St 12) Bent St 13) Rose Ave
Zone 3	Berry St Precinct including WFU5	1) Mount St 2) Little Walker St 3) Walker St (South) 4) Berry St 5) Ward St 6) Arthur St 7) Hampden St
		2) Little Walker St 6) Arthur Street

Zone 4	Alfred St North - Falcon St Precinct	1) Merlin St 2) Bent St 3) Freshwater Ln 4) Yeo St 5) Wyagdon St 6) McIntosh Ln
Zone 5	Falcon-Miller St Precinct	1) Miller St 2) Carlow St 3) Tucker St 4) Rodborough Ave 5) Bardsley Gardens
Zone 6	Cammeray Precinct including WFU8	1) Amherst St
		7) Morden St 8) Bells Ave 9) Warringa Rd
		10) Ernest St (west) 11) Park Ave (middle)
	Ernest St East Precinct	2) Park Ave (north) 3) Oaks Ave 4) Park Ave (south) 5) Ernest St (east) 6) Merlin St 12) Sutherland St 13) Ben Boyd Rd
Zone 7	Ridge St Precinct including WFU6	1) Ridge St 2) Walker St
		2) Walker St
Zone 8	Northern Precinct including NH1	Not Surveyed as no impact on parking
		1) West St 2) Metcalfe St
Zone 9	Portal Precinct	1) Miller St 2) Rosalind St 3) Cammeray Ave 4) Moodie St 5) Lytton St 6) Anzac Ave 7) Moodie Ln 8) Ernest St

Appendix B: North Zone parking survey results

Surveyed areas by Precinct

The figures below show the surveyed areas by precinct with existing parking arrangements and restrictions.



Figure 7-1: Existing parking supply – Cammeray Precinct (northern access of support site)

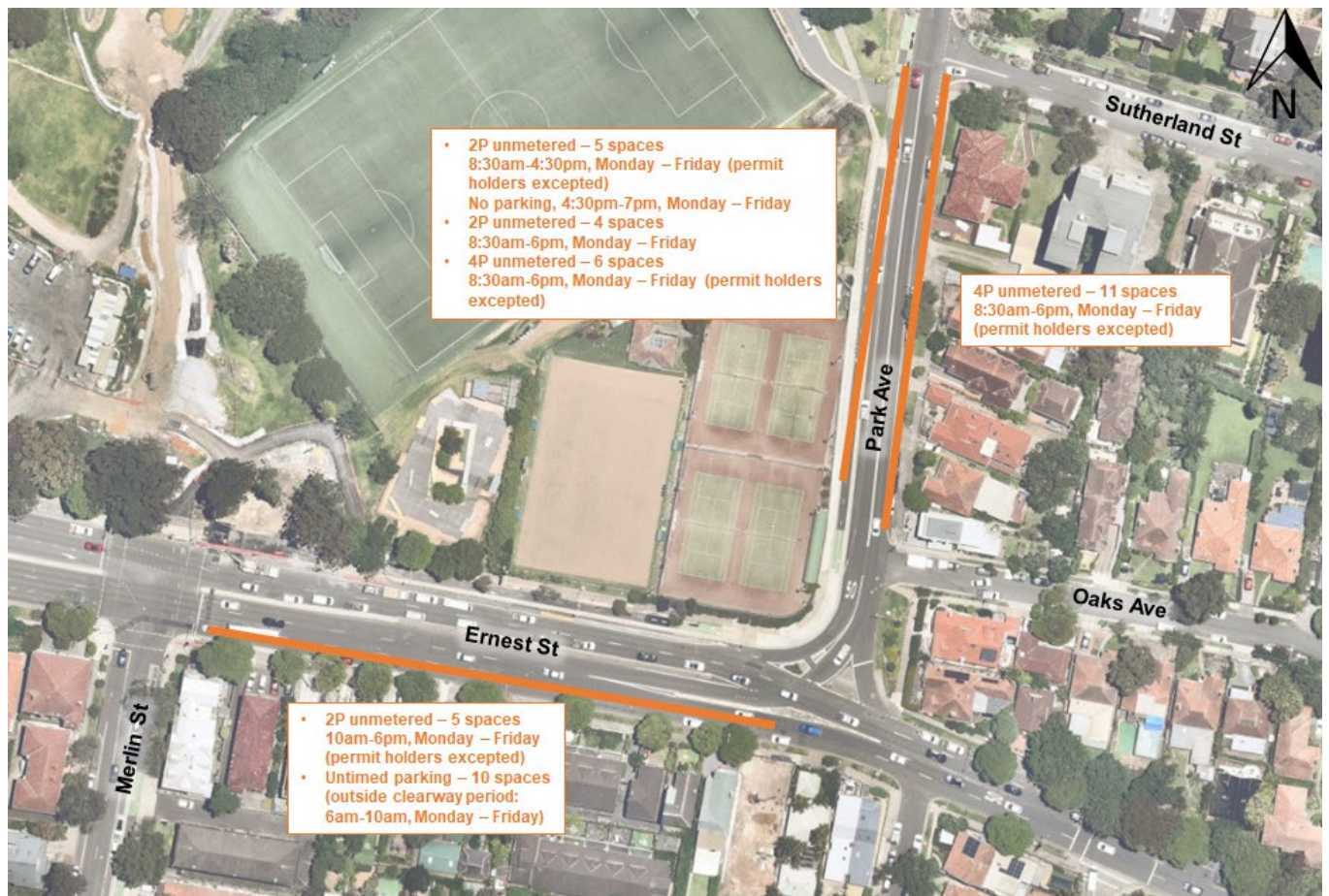


Figure 7-2: Existing parking supply – Cammeray Precinct (southern access of support site)



Figure 7-3: Existing parking supply – Northern Precinct



Figure 7-4: Existing parking supply – Portal Precinct



Figure 7-5: Ernest St East Precinct

Parking supply and occupancy

This section presents the results of parking surveys with a description of observations within the North Zone. Parking occupancy by Precinct is presented in Table 9.

Cammeray Precinct

The Cammeray Precinct includes the WFU8 Cammeray Golf Course CSS, bound by residential properties to the north, Cammeray Golf Course to the east, Warringah Freeway to the west, and the construction support site for the Western Harbour Tunnel (WHT10) to the south. The surveyed precinct takes into account all roads to the north, east and south of the WFU8/WHT10 CSS.

There is a total of 112 parking spaces on the northern side of the support site and 41 parking spaces on the southern side of the support site.

Surveys of existing parking occupancies show the following:

- Overall occupancies were relatively low at below 50% in all surveyed periods
- Parking was observed to be concentrated on Park Avenue with 63% occupied in the weekday morning peak periods and 70% occupied in the weekend day periods. It is likely associated with short-term parking for Cammeray Golf Club, Cammeray Tennis Club, and the North Sydney Skate Park
- Parking was observed in the “no parking” zone on Park Avenue. These spaces were excluded from the assessment as they do not allow for public parking.

Northern Precinct

This precinct is located within the Warringah Freeway corridor at Cammeray. The site lies along the north bound verge and inner Brook Street exit lane of the Warringah Freeway from Miller Street to a point approximately 50m east of West Street adjacent to St. Thomas Rest Park.

There is a total of 71 parking spaces. Surveys of existing parking occupancies show the following:

- Overall occupancies are relatively high at 50-60% in all surveyed periods
- Parking was observed to be more concentrated on West Street, it is likely associated with long-term resident / visitor parking servicing adjoining houses
- Parking was also observed in restricted parking zone on West Street which only allows authorized car share vehicles parking. That space was excluded from the assessment as it does not allow for public parking.

Portal Precinct

This Precinct is located between the western side of the Warringah Freeway, Miller Street, and Falcon Street. The assessment of parking supply in this precinct indicates that 221 parking spaces are available.

The Existing parking occupancies within the portal precinct have been surveyed during various days and times as per detailed within Table 16 and Table 17. The results depict the following:

- Overall occupancies were relatively high ranging from 65% to 70% in the weekday periods, with slightly lower occupancies 64% to 69% in the weekend

Ernest St East Precinct

The site is located between Cammeray Road in the north, Ben Boyd Road in the East and Military Road to the south. The assessment of parking supply in this precinct indicates that 188 parking spaces are available.

Surveys of existing parking occupancies show the following:

- Overall occupancies were relatively low ranging from 42% to 68% in the weekday periods, with slightly lower occupancies (40% to 43%) in the weekend. However, parking was observed to be concentrated on Bent Street, it was observed to have little spare parking capacity in the surveyed periods.

Table 9: Existing parking occupancy by Precinct

Day	Time period	Occupied spaces	Unoccupied spaces	Total available spaces	Parking occupancy
Cammeray Precinct					
Average weekday	8:30am (weekday morning peak / school drop-off)	51	87	138*	37%
	3pm (school pick up)	57	96	153	37%
	5pm (weekday evening peak)	56	92	148*	38%
	10pm (weekday evening off-peak)	49	104	153	32%
Average weekend	12pm (weekend day)	51	102	153	33%
	11pm (weekend evening)	40	113	153	26%
Northern Precinct					
Average weekday	8:30am (weekday morning peak / school drop-off)	42	29	71	59%
	3pm (school pick up)	41	30	71	58%
	5pm (weekday evening peak)	41	30	71	58%
	10pm (weekday evening off-peak)	41	30	71	58%
Average weekend	12pm (weekend day)	36	35	71	51%
	11pm (weekend evening)	33	38	71	46%
Portal Precinct					
Average Weekday	8:30 (weekday morning peak / school drop-off)	146	75	221	66%
	3pm (school pick up)	155	66	221	70%
	5pm (weekday evening peak)	149	72	221	68%
	10pm (weekday evening peak)	144	77	221	65%
Average weekend	12pm (weekend day)	142	79	221	64%
	11pm (weekend evening)	144	77	221	65%
Ernest St East Precinct					
Average Weekday	8:30 (weekday morning peak / school drop-off)	114	74	188	61%
	12:30 (weekday Midday)	82	106	188	44%
	3pm (school pick up)	79	109	188	42%
	5pm (weekday evening peak)	128	60	188	68%

Day	Time period	Occupied spaces	Unoccupied spaces	Total available spaces	Parking occupancy
	10pm (weekday evening peak)	80	108	188	43%
Average weekend	12pm (weekend day)	64	119	183	40%
	11pm (weekend evening)	78	105	183	43%

**Note: Some parking spaces are unavailable as they are in the loading zones or restricted parking on school days at that time period.*

Appendix D: Evaluation of mitigation options

Evaluation of Mitigation Measures for Portal Precinct

Table 10: Portal Precinct Mitigating Evaluation

Reference	Mitigation Strategy/Measure	To implement (Yes/No)	No. of spaces affected	Comments
Impact minimisation measures				
1.	Staged removal of parking	Yes	Removal of up to 53 spaces staged	Limit parking loss through staged removal by planning works so parking can be removed in stages and reinstated whilst other sections of work are undertaken. Refer Figure 4-5 Staged Parking Space Removal for the Portal Precinct.
2.	Provision for construction worker parking	Yes	Varies	Worker parking will be provided at the Rosalind St (WFU9) and Cammeray Golf Course (WFU8) construction support sites. There will be approximately 32 parking spaces available for workers in the North Zone construction support sites. Workers also encouraged to use public transport or shuttle bus.
Impact mitigation measures				
3.	Nearby spare on-street parking capacity	Yes	Removal of up to 53 spaces staged	Based on parking surveys, the average spare capacity remaining on a weekday after impact would be 13 spaces. On a weekend, capacity after impact would be 24 spaces. Therefore, the surrounding streets that are within reasonable walking distance will have spare availability for residents/visitors. Residents /visitors have the choice to utilise this spare on-street parking capacity.
4.	Provision of temporary residential parking permit/entitlement within residential parking scheme	No	NA	NSC have advised there is already an oversupply of permits in the system and the provision of additional permits would not provide a good community outcome. Therefore, additional residential parking permits are not able to be obtained on residents' behalf from Council.
5.	Consideration of changes to local area parking management/restrictions (subject to consultation with North Sydney Council where applicable)			
	• Disabled	No	NA	There are no dedicated disabled parking spaces on Cammeray Ave, Moodie Street or Moodie Lane. All drivers have access to the available on-street parking
	• Service/Loading	No	NA	There are no Loading Zones servicing properties on Cammeray Ave, Moodie Street or Moodie Lane.
	• Car share	No	NA	There are no dedicated car share parking spaces on Cammeray Ave, Moodie Street or Moodie Lane. The nearest car share space is on the western side of Lytton Street, which will not be impacted.
	• School drop-off & pick-up	No	Up to 40 spaces staged	The removal of spaces north of Ernest St may impact parents / guardians dropping off and picking up students at ANZAC Park Public School on school days as the Cammeray Ave parkers seek alternate parking locations nearby. On Anzac Ave there is a total of 42 spaces. On a weekday the average number of unoccupied spaces is 9. The average week day unoccupied spaces in the Portal Precinct is estimated to be 66. Less the total displaced parking of up to 53 spaces across the entire precinct, yields an average of 13 spare unoccupied spaces still available during weekdays. As there would still be some available parking in the neighbouring streets and given the short term 1/4P and 5 minute parking available on Anzac Ave for school days, additional allowances for school drop-off and pick-up are not considered necessary.
	• Residential permit parking	Yes	Up to 27 resident permit spaces	On Cammeray Ave, there will be up to 18 resident permit parking spaces (Area 20) to be removed and a further four permit spaces to be removed on Anzac Ave and Rosalind St. On Moodie St and Moodie Lane a total of five resident permit parking spaces (Area 20) will be removed. Therefore, a total of 27 permit parking spaces are to be removed across the precinct. NSC records indicate 2 residents on Cammeray Ave have residential parking permits and 22 residents have permits in the Ernest St - Moodie St - Falcon St area. Figure 4-5 estimates that there would always be surplus of residential parking permit spaces with 38 to 65 spaces available throughout construction staging. The resident permit doesn't guarantee accessibility to on-street parking outside their property and residents can seek parking in neighbouring streets. With 40 remaining permit spaces in the

Reference	Mitigation Strategy/Measure	To implement (Yes/No)	No. of spaces affected	Comments
				Cammeray/Anzac/Rosalind area and 32 remaining permit spaces on Moodie St, there is sufficient resident permit car parking capacity. Mitigation is not considered warranted.
	Short-term	No	27 spaces impacted	Replacement of the 2P metered parking in the adjacent neighbourhood streets is not considered practical. Parking surveys indicate there is spare on-street parking capacity in the nearby connecting neighbourhood streets and the parking demand can be absorbed into the neighbouring streets (refer Appendix B). Moreover, most of the parking in nearby streets is already designated 2P parking. Replacement is not considered necessary.
	Long-term / unrestricted	No	26 spaces impacted	The average level of usage of the 18 unrestricted car parking spaces on Cammeray Ave on a weekday is 12 during the daytime and 13 at night. On the weekend six spaces are occupied on average during the daytime and nine spaces at night. With 67% occupancy during the weekday and 33-50% occupancy on the weekend, parking surveys show moderate level of occupation of the long-term (unrestricted) parking during the weekday and low to moderate occupancy on weekends. The difference is likely associated with commuter parking. The eight unrestricted parking spaces along the frontage 235-243 Ernest St are located on a busy regional road and are subject to Clearway conditions in the AM period. Spare parking capacity and unrestricted parking is available in the adjacent neighbouring streets (eg. Lytton St and Moodie St). The unrestricted parking doesn't provide a critical purpose as residents would have reasonable access to on-street parking elsewhere on the neighbourhood streets. Replacement of existing parking with unrestricted on-street parking in the adjacent neighbourhood streets would reduce availability of 2P residential permit parking and is not considered warranted.
Offset measures				
6.	Access to temporary alternative resident car park	No	0	Residents with an A20 resident permit eligibility can park in the neighbourhood streets as there is spare on-street parking capacity. There are no feasible locations for an off-street car park in the surrounding area.
7.	Provision of replacement secure off-street parking in nearby local parking station	No	0	There is no existing off -street parking station that is easily accessible and within a reasonable walking distance to the Cammeray Ave

Evaluation of Mitigation Measures for Ernest St East Precinct

Table 11: Ernest St East Precinct Mitigating Evaluation

Reference	Mitigation Strategy/Measure	To implement (Yes/No)	No. of spaces affected	Comments
Impact minimisation measures				
1.	Staged removal of parking	Yes	12 spaces staged daily	Parking on Ernest St outside the bus depot would only be removed between 2pm and 8pm Mon-Fri. Therefore, the 12 parking spaces will still be available outside Clearway times, ie. 8pm-6am and 10am-2pm Monday to Friday and on weekends (spaces were not utilised following reassessment) It is not practical to stage the removal of parking spaces on Merlin St. Swept path assessment indicates the requirement to remove all six spaces on Merlin St to maintain access & egress at all times.
2.	Provision for construction worker parking	Yes	Varies	Some worker parking will be provided at the Cammeray Golf Course (WFU8) construction support site where there will be up to 16 parking spaces available. Workers also encouraged to use public transport or shuttle bus.
Impact mitigation measures				
3.	Nearby spare on-street parking capacity	Yes	18 spaces	Based on parking surveys, there is minimal spare capacity on Merlin Street and Ernest Street (east of Merlin St), particularly during the AM peak period. High occupancy on Merlin St and Ernest St west of Park Ave places some restriction on residents /visitors access to on-street parking within the immediate area. Parking surveys show greater availability more broadly across the precinct, however, with 40% availability of spaces during the busy AM peak period and 32-58% availability at other times on weekdays. The surrounding streets within reasonable walking distance therefore have spare availability of on-street parking for residents/visitors. Residents /visitors have the choice to utilise this spare on-street parking.
4.	Provision of temporary residential parking permit/entitlement within residential parking scheme	No	NA	NSC have advised there is already an oversupply of permits in the system and the provision of additional permits would not provide a good community outcome. Therefore, additional residential parking permits are not able to be obtained on residents' behalf from Council.
5.	Consideration of changes to local area parking management/restrictions (subject to consultation with North Sydney Council where applicable)			
	• Disabled	No	NA	There are no dedicated disabled parking spaces on Merlin St or Ernest St between Ben Boyd Rd and Park Ave. All drivers have access to the available on-street parking
	• Service/Loading	No	NA	There are no Loading Zones servicing properties on Merlin St or Ernest St between Ben Boyd Rd and Park Ave.
	• Car share	No	NA	There are no dedicated car share parking spaces on Merlin St or Ernest St between Ben Boyd Rd and Park Ave.
	• School drop-off & pick-up	No	NA	There are no schools nearby Merlin St or Ernest St between Ben Boyd Rd and Park Ave.
	• Residential permit parking	Yes	5 permit spaces	On Merlin St there are five Area 27 resident permit parking spaces and one unrestricted space to be removed. NSC records indicate 12 residents on Merlin St and Ernest St west of Park Ave have a residential parking permit. With 20 remaining resident permit parking and 17 unrestricted parking spaces on Merlin St and Ernest St west of Park Ave there is sufficient resident permit car parking supply. There are no designated resident parking spaces on Ernest St outside the North Sydney Bus Depot. The parking spaces are primarily used by the North Sydney Bus depot staff, bus drivers and commuters who are considered long-term parkers. Alternative parking of 4P, 8P and unrestricted parking is available in the Ernest St (east) Precinct neighbourhood streets.
	• Short-term	No	5 x 1P spaces	Replacement of the five 1P resident permit holder parking spaces on Merlin St in the adjacent streets is not considered necessary. Ernest St East Precinct has a range of kerb side parking facilities (4P, 8P and unrestricted parking) and the parking surveys show spare on-street parking capacity across the precinct (69 -119 spaces) weekdays and (114 -124 spaces) on weekends. The spare on-street parking capacity in nearby neighbourhood streets could absorb the minor flow-on short-term demand of five spaces from Merlin St.
	• Long-term / unrestricted	No	NA	Only one unrestricted parking space is proposed to be impacted on Merlin Street and therefore the provision of replacement unrestricted parking is not considered warranted.

Reference	Mitigation Strategy/Measure	To implement (Yes/No)	No. of spaces affected	Comments
Offset measures				
6.	Access to temporary alternative resident car park	No	NA	Residents on Merlin St with an Area 27 resident permit may park on the remainder of Merlin St or Ernest St between Park Ave and Merlin St. While there is no spare capacity AM in Area 27, there is some spare on-street parking capacity weekdays 10:00 to 06:00 and on weekends. There are no feasible locations for an off-street car park in the nearby surrounding area.
7.	Provision of replacement secure off-street parking in nearby local parking station	No	NA	There is an off -street parking station approximately 350 m from the nearest residence on Merlin St. Given spare on-street parking capacity closer to the affected area, access to this parking station is not considered necessary.

Appendix E: Parking Consultation Summary Report June 2025

Table 12 - June 2025 extending on-street parking removal timeframe table:

Precinct	Street	No. spaces removed	Approved (A) or Proposed (P)	Current approved timeframe	Proposed impact	Figure reference
Cammeray	Ernest Street	10 ¹	A	31 March 2026	31 March 2026	Figure 4-1
Ernest St East	Merlin Street	6	A	31 March 2026	31 June 2026	Figure 4-2
	Ernest Street	12	A	31 March 2026		
	TOTAL	18				
Portal	Rosalind Street	3	A	31 March 2026	31 December 2026	Figure 4-3 Figure 4-4
	Anzac Avenue	1	A	31 March 2026		
	Cammeray Avenue	36	A	31 March 2026		
	Ernest Street	8	A	31 March 2026		
	Moodie Street	4	A	31 March 2026		
	Moodie Lane	1	A	31 March 2026		
	TOTAL	53				

June 2025 extending on-street parking removal timeframe consultation

1. Community consultation notification of extended timeframe

a) Cammeray Precinct

- A community notification will be issued to adjacent residents at least 5 days prior to any removal of this on-street parking on Ernest Street between Merlin Street and Park Avenue. As of June 2025, this on-street parking is available for community use but will be temporarily removed later in 2025.

b) Ernest Street East

- Merlin Street between Falcon Street and Ernest Street: A community notification will be issued to residents at least 5 days prior to the extension of on-street parking removal past the currently approved period to 31 December 2025.
- Ernest Street between Park Avenue and Ben Boyd Road – no on-street parking required.

c) Portal Precinct

- A contractual work variation has been approved in the portal precinct which will extend the duration of work in this area. This will also extend the duration of on-street parking removal in this area. A community notification will be issued to residents at least 5 days prior to the extension of on-street removal past the currently approved period to 31 December 2025.

2. North Sydney Council consultation notification of extended timeframe

Ernest Street precinct consultation email June 2025 for the extension of the temporary removal of up to **10 spaces on the northern side of Ernest Street between Merlin Street and Park Avenue**. This approval expired on **30 June 2025**. We have proposed an extension of this approval to **31 March 2026**. These spaces are not currently removed by the project and are available for community use. They will need to be temporarily removed at a later date. The community will be notified in advance in line with our community notification requirements.

Power, Sarah

From: Power, Sarah
Sent: Wednesday, 18 June 2025 6:13 PM
To: Eoin Cunningham
Cc: Fitzpatrick, Adam; openspace_infrastructure@northsydney.nsw.gov.au
Subject: Warringah Freeway Upgrade | Construction Parking and Access Strategy update | June 2025

Dear Eoin,

Please be advised that the Warringah Freeway Upgrade project plans to extend its Construction Parking and Access Strategy (CPAS) approval for on-street parking removal in Cammeray.

The approval for the temporary removal of up to 10 spaces on the northern side of Ernest Street between Merlin Street and Park Avenue expires on 30 June 2025.

We have proposed an extension of this approval to 31 March 2026.

These spaces are not currently being used by the project and are available for community use. We will require their temporary removal to complete work in this area at a later date.

We will notify adjacent residents ahead of any temporary parking removal in line with our requirements.



Image from CPAS: Ernest Street – up to 10 on-street parking spaces on the northern side of Ernest Street

Please let us know if Council has any comments on the extension of the on-street parking removal impacts to include in our updated CPAS report being submitted to the Department of Planning, Housing and Infrastructure (DPHI).

Please let me know if you need further information.

Kind regards
Sarah

Sarah Power
 Stakeholder and Community Relations Manager



WARRINGAH FREEWAY UPGRADE
 Level 4, 116 Miller Street, North Sydney, NSW 2060, Australia

Consultation with NSC on the extension of on street parking removal currently approved up to **31 December 2025** in the Ernest Street East and Portal precincts, **separate to the 10 spaces on the**

northern side of Ernest Street between Merlin Street and Park Avenue, will be addressed with North Sydney Council in Q4 2025, prior to the current approval lapsing.

Appendix F: North Sydney Council consultation on CPAS North September 2025

Chemney, Howard

From: Eoin Cunningham <Eoin.Cunningham@northsydney.nsw.gov.au>
Sent: Tuesday, 23 September 2025 5:45 PM
To: Fitzpatrick, Adam
Cc: Lise Maddocks; Alan Sun; Todd Lyall; Sam Schubert; Chemney, Howard
Subject: RE: NSC Review Request - CPAS North Zone

CAUTION: This email originated from outside of the Organisation.

Hi Adam

Apologies for the delay. No comments from North Sydney.

Regards

Eoin



Eoin Cunningham

Service Unit Manager Traffic & Transport Operations

P +61 2 9936 8497

Eoin.Cunningham@northsydney.nsw.gov.au



How inclusive is North Sydney?

Have your say to shape
the Disability Inclusion
Action Plan 2026–2030



From: Fitzpatrick, Adam <Adam.Fitzpatrick@cpbdtijv.com.au>

Sent: Tuesday, 9 September 2025 12:48 PM

To: Open Space & Infrastructure <OpenSpace_Infrastructure@northsydney.nsw.gov.au>

Cc: Eoin Cunningham <Eoin.Cunningham@northsydney.nsw.gov.au>; Lise Maddocks <lise.maddocks@transport.nsw.gov.au>; Alan Sun <alan.sun@transport.nsw.gov.au>; Todd Lyall <todd.lyall@transport.nsw.gov.au>; Sam Schubert <sam.schubert@transport.nsw.gov.au>; Chemney, Howard <Howard.Chemney@cpbdtijv.com.au>

Subject: NSC Review Request - CPAS North Zone

CAUTION: Do not click links or open attachments unless you recognise the sender and know the content is safe.

[Attention Eoin Cunningham](#)

Good afternoon Eoin,

CPBDTIJV is currently in the process of updating our Construction Parking & Access Strategy: North Zone (CPAS North).

The Department of Planning (DPHI) has requested that we consult with North Sydney Council on the most recent revision of the document, which is attached for your consideration.

Could you kindly review and provide any comments by 23 September 2025.

Thanking you in anticipation.

Cheers,
Adam

Adam Fitzpatrick
Project Manager



WARRINGAH FREEWAY UPGRADE

Level 4, 116 Miller Street, North Sydney, NSW 2060, Australia

M +61 402 791 351

E Adam.Fitzpatrick@cpbditjv.com.au

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Appendix G: North Sydney Council consultation on CPAS North January 2026

Chemney, Howard

Subject: FW: CPAS North consultation with NSC
Attachments: CPAS North Zone.pdf

From: Paul Davidson <Paul.Davidson@northsydney.nsw.gov.au>

Sent: Wednesday, January 21, 2026 5:48 PM

To: Fitzpatrick, Adam <Adam.Fitzpatrick@cpbdtijv.com.au>

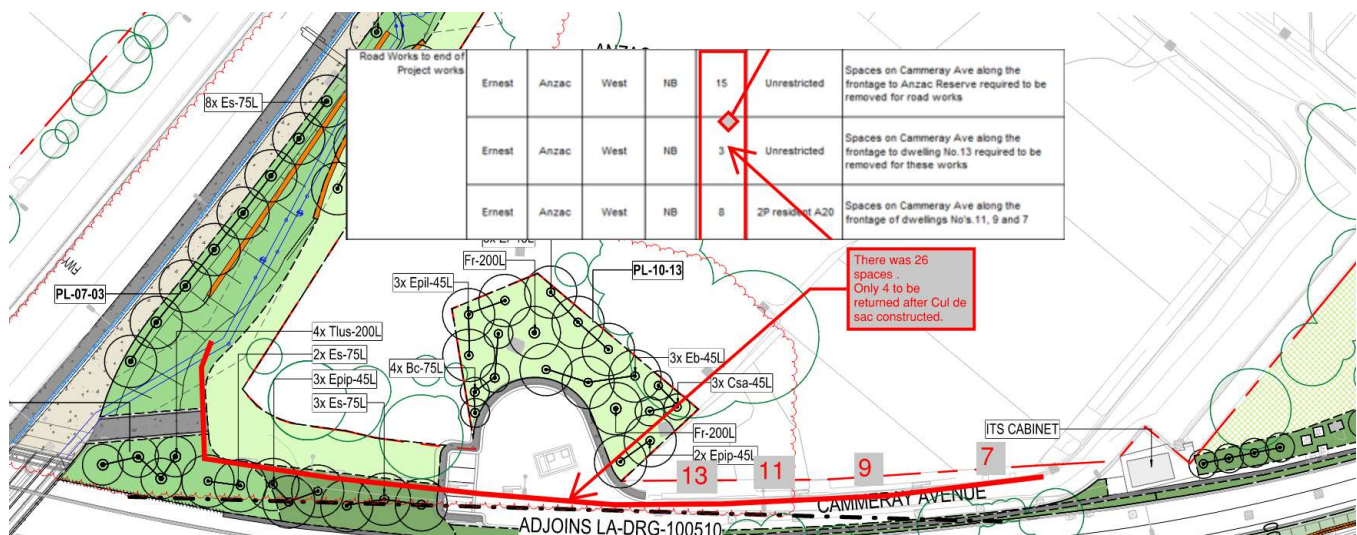
Subject: RE: CPAS North consultation with NSC

CAUTION: This email originated from outside of the Organisation.

Adam,

See attached markup comments on Table 3 and Table 6 and Figure 4-5.

26 spaces removed on Cammeray Ave, Portal Precinct until 31 Dec 2026 then 4 returned in cul-de-sac.



Regards



Paul Davidson
Transport Assets Officer

P +61 2 9936 8349 | M +61 449 881 056
Paul.Davidson@northsydney.nsw.gov.au





From: Fitzpatrick, Adam <Adam.Fitzpatrick@cpbdtijv.com.au>

Sent: Monday, 12 January 2026 9:17 AM

To: Open Space & Infrastructure <OpenSpace_Infrastructure@northsydney.nsw.gov.au>

Cc: Paul Davidson <Paul.Davidson@northsydney.nsw.gov.au>; Eoin Cunningham <Eoin.Cunningham@northsydney.nsw.gov.au>; Mia Stubis <Mia.Stubis@northsydney.nsw.gov.au>; Lise Maddocks <lise.maddocks@transport.nsw.gov.au>; Alan Sun <alan.sun@transport.nsw.gov.au>; Chemney, Howard <Howard.Chemney@cpbdtijv.com.au>

Subject: FW: CPAS North consultation with NSC

CAUTION: Do not click links or open attachments unless you recognise the sender and know the content is safe.

ATTENTION: Paul Davidson

Good morning Paul,

Trusting you had a great Christmas and New Year.

Please find attached our "Construction Parking and Access Strategy : North Zone" which has been updated to include confirmed extended timeframes including the addition of the Ernest Street ATL and associated changed parking impacts (works to be completed by 31 December 2026).

To facilitate a more expedient review, I've attached a Word file c/w tracked changes.

Could you kindly provide any comments at your earliest convenience but no later than Wednesday 27 January 2026.

Thanks,
Adam

Adam Fitzpatrick
Project Manager



WARRINGAH FREEWAY UPGRADE

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no change to # of spaces in Cammeray Precinct Section 4.1.2

no change to # of spaces as Cammeray Ave new cul-de-sac to be constructed This affects 26 spaces

Table 3: Rapid assessment of parking spaces to be removed in the North Zone

Assessment criteria	Precinct		
	Cammeray	Ernest St East	Portal
Number of spaces currently approved	10	0	40
Current approval expiry	31 March 2026	31 March 2026	31 March 2026
How many parking spaces are proposed to be removed under this CPAS?	10	18	13
Total parking spaces proposed to be impacted	10	18	53
How many parking spaces are proposed/approved to be removed by others (Stages 1 and 3)?	N/A	N/A	N/A
Proposed timeframe for impact	31 March 2026	31 March 2026	31 March 2026
Where addressed in CPAS	Section 4.1.2	Section 4.1.3	Section 4.1.4

10

26

10

43

Table 6: Summary of proposed and approved parking impacts

Precinct	Street	No. spaces removed	Approved (A) or Proposed (P)	Current approved timeframe	Proposed impact	Figure reference
Cammeray	Ernest Street	10	A	31 March 2026	31 March 2026	Figure 4-1
Ernest St East	Merlin Street	6	A	30 June 2026	30 June 2026	Figure 4-2
	Ernest Street	12	A	30 June 2026		
	TOTAL	18				
Portal	Rosalind Street	3	A	31 December 2026	31 December 2026	Figure 4-3 Figure 4-4
	Anzac Avenue	1	A	31 December 2026		
	Cammeray Avenue	14	A	31 December 2026		
	Ernest Street	8	A	31 December 2026		
	Moodie Street	4	A	31 December 2026		
	Moodie Lane	1	A	31 December 2026		
	TOTAL	53				

26 up to 31 Dec 2026

43

Change to 2025/2026

Portal Precinct - Construction Zone & Activity								2023					2024				2025				
Zone	Start	End	Side	Portal Aspect	Spaces (##)	Type	Comment	Dec. Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Rosalind St	Miller	Anzac	North	EB	3	2P Resident A20	Access/egress to WFU9														
Anzac Ave	Rosalind	Ernest	East	EB	1	2P Resident A20	Access/egress on Anzac Ave														
Cammeray Ave - staging below	Ernest	Anzac	West	NB & WB	15-36	Unrestricted & 2P resident A20	As below:														
Tree Removal & Landscaping	Ernest	Anzac	West	NB	15	Unrestricted	Spaces to be temporarily removed on Cammeray Ave along frontage to Anzac Park														
Green Park Drainage	Ernest	Anzac	West	NB	36	Unrestricted & 2P resident A20	Spaces on Cammeray Ave between Ernest St and Anzac Ave Reserve required to be removed for drainage works														
Piling	Ernest	Anzac	West	NB	36	Unrestricted & 2P resident A20	Spaces on Cammeray Ave between Ernest St and Anzac Ave Reserve required to be removed for piling works														
Remove & Reinstall noise wall	Ernest	Anzac	West	NB	36	Unrestricted & 2P resident A20	Spaces on Cammeray Ave between Ernest St and Anzac Ave Reserve required to be removed for noise wall works														
Road Works to end of Project works	Ernest	Anzac	West	NB	15	Unrestricted	Spaces on Cammeray Ave along the frontage to Anzac Reserve required to be removed for road works														
	Ernest	Anzac	West	NB	3	Unrestricted	Spaces on Cammeray Ave along the frontage to dwelling No.13 required to be removed for these works														
	Ernest	Anzac	West	NB	8	2P resident A20	Spaces on Cammeray Ave along the frontage of dwellings No's.11, 9 and 7														
Ernest St	Freeway	Moodie St	South	WB	8	Clearway 6-10am Unrestricted	Falcon St ATL. Truck marshalling to manage constrained access into Moodie St/Ln shared with public vehicles														
Moodie St	Ernest	Moodie Ln	West	NB	4	2P Resident A20	Falcon St ATL. Enable HV access to site.														
Moodie Ln	Moodie St	cul-de-sac	East	SB	1	2P Resident A20	Falcon St ATL. Enable HV access to site.														
Staged removal of resident and resident permit spaces								40	40	40	40	40	40	53	53	53	53	43	27	27	27
Resident parking spaces available during construction in affected streets								40	40	40	40	40	40	72	72	72	72	72	72	72	72
Residual (+) or shortfall (-) of resident permit parking spaces								38	38	38	38	38	38	65	65	65	65	65	65	65	65

extend

43 up to 31 Dec 2026. After 22 permanently removed.

Figure 4-5: Staged Parking Space Removal - Portal Precinct

26-4 returned in cul-de-sac once cul-de-sac done=22