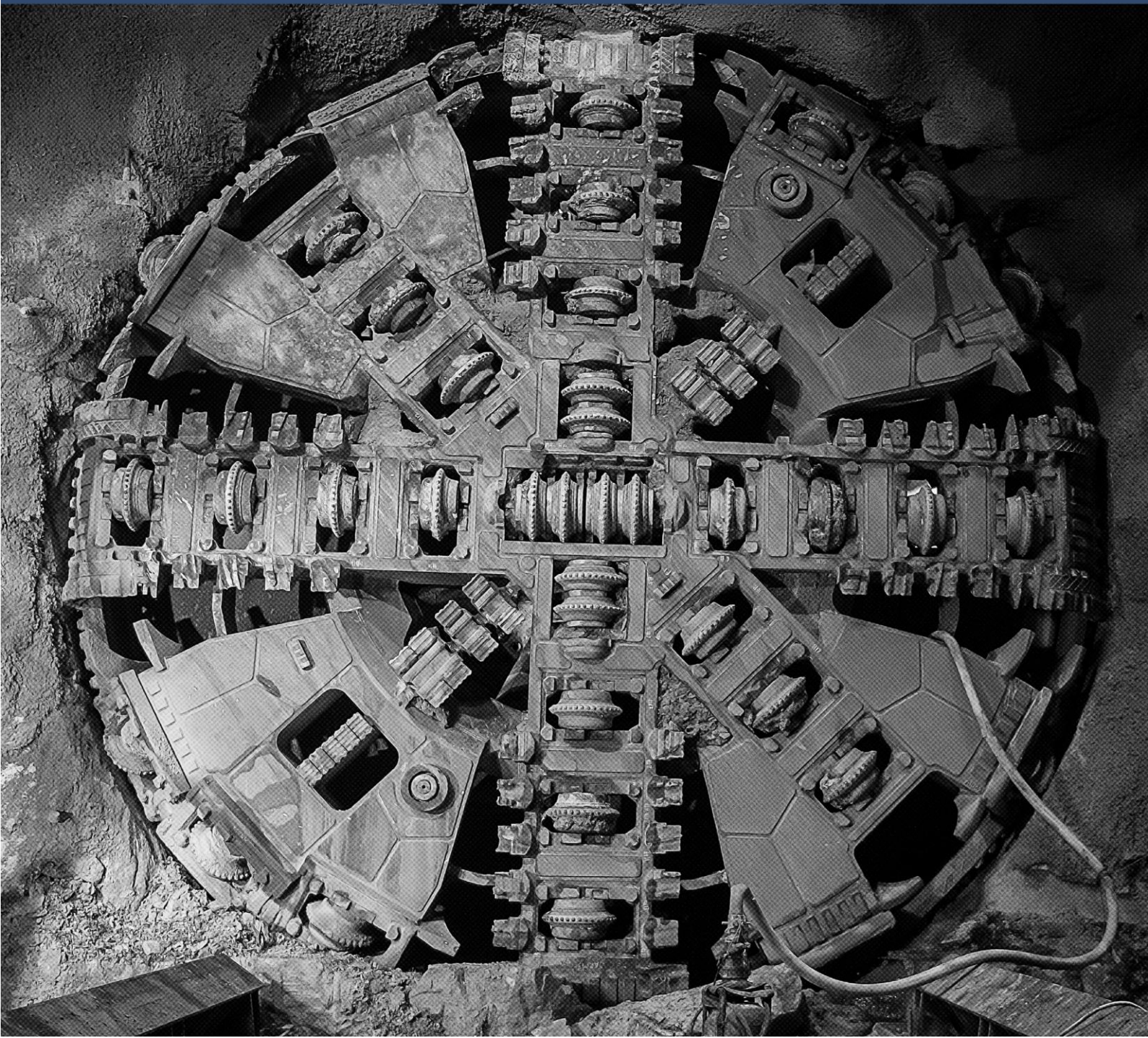


Construction Parking and Access Strategy (Stage 2)

The Bays Worksite

Rev 03



Construction Parking & Access Strategy (Stage 2)

The Bays Worksite

Document number	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009
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Document approval

Rev	Date	Prepared by	Reviewed by	Comments	Approved by
00	16/11/23	██████████ ██████████	██████████		██████████
01	22/12/23	██████████	██████████	Addressing comment from Rev 00	██████████
02	18/1/24	██████████	██████████	Close out comments for Rev 1 attached	██████████
03	13/2/24	██████████	██████████	Close out DPHI comments for Rev 2 attached	██████████
Signature:		██			██

Compliance

Table 1: Compliance matrix

ID	Requirement	Reference
Infrastructure Approval Conditions		
D77	All vehicles associated with the CSSI (including light vehicles and heavy vehicles) must be managed to:	Refer below
(a)	minimise parking on public roads;	Section 6.1
(b)	minimise idling and queueing on state and regional roads	Section 6.2, Section 6.5
(c)	not carry out marshalling of construction vehicles near sensitive land user(s)	Section 6.5
(d)	not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided; and	Section 8.2, Section 8.3
(e)	ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	Section 6.4
D78	Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off-street parking changes during construction of the CSSI. The Construction Parking and Access Strategy must include, but not necessarily be limited to:	This strategy has been prepared in accordance with this condition and describes how JCG JV will manage construction parking impacts and marshalling activities
(a)	achieving the requirements of Condition D77 above	Refer to the above compliance assessment of Condition D77
(b)	confirmation and timing of the removal of on and off-street parking associated with construction of the CSSI	No parking removal required.
(c)	parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events	Section 4.2, Section 5.4
(d)	consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction	Section 1.3

(e)	assessment of the impacts on and off-street parking stock taking into consideration, outcomes of consultation with affected stakeholders and considering the impacts of other major projects in the locality and special events	Section 3, Section 4.1, Section 4.2
(f)	identification of practicable mitigation measures to manage impacts to stakeholders as a result of on and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes;	Section 1.3 Section 4.1 Section 6
(g)	mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures	Section 7
(h)	details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites	Section 3.6
(i)	provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	Section 7.3
(j)	provision of reporting of monitoring results to the Planning Secretary and relevant Councils at six (6) monthly intervals.	Section 7.4
D83	The Proponent must maintain emergency vehicle access, in consultation with TfNSW, relevant Councils and emergency services at all times throughout the CSSI. Measures must be outlined in the Construction Parking and Access Strategy required under Condition D78 above.	Section 8.5
Revised Environmental Management Measures		
TT10	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities.	Section 1.3.4
TT11	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by:	Refer below
(a)	Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety	Section 6.4
(b)	Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers	Section 8.1
(c)	Providing community education and awareness about sharing the road safely with heavy vehicles	Section 8.2
(d)	Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking	Section 6.6
(e)	Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.	Section 6.4
TT15	Where existing cyclist facilities (e.g. bicycle parking) would be temporarily unavailable to facilitate construction activities, suitable replacement facilities would be provided for this duration.	Section 8.3

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Acronyms

Table 2: Acronyms

Acronym	Definition
CJP	Customer Journey Planning
CoA	Condition of Approvals
CPAS	Construction Parking and Access Strategy
CTMF	Construction Traffic Management Framework
CTMP	Construction Traffic Management Plan
CTP	Central Tunnelling Package
CSSI	Critical State Significant Infrastructure
DPE	Department of Planning and Environment
EIS	Environmental Impact Assessment
ETP Works	Eastern Tunnelling Package Works
JCG JV	John Holland, CPB Contractors and Ghella Joint Venture
PMP	Pedestrian Movement Plan
REMMs	Revised Environmental Management Measures
TCaWS	Traffic Control at Work Site
TCG	Traffic Control Group
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
The Project	Eastern Tunnelling Package Works
TTLG	Traffic and Transport Liaison Group
VMP	Vehicle Movement Plan
VMS	Variable Message Sign
WCX-3B	WestConnex 3B

Part A: Overview

1. Introduction

1.1. Purpose

This Construction Parking and Access Strategy (Stage 2) (CPAS) is applicable to the construction of the Sydney Metro West - Eastern Tunnelling Package (ETP Works or the Project). This CPAS describes how John Holland CPB Ghella Joint Venture (JCG) will identify and mitigate impacts resulting from on and off-street parking changes during construction of the Project.

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

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

1.2. Scope

The scope of this Stage 2 CPAS is limited to the Bays construction site only. The CPAS for other construction sites of the Project, including Pyrmont East, Pyrmont West, Hunter Street East and Hunter Street West has been separately prepared during Stage 1 which has obtained approval from the relevant stakeholders.

1.3. Consultation

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

Nearby construction developments, including but not limited to, Sydney Metro West – Central Tunnelling Package (CTP) and WestConnex 3B (WCX-3B), would be continuously consulted to inform the parking management strategies while minimising the parking impacts surrounding the construction site.

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

1.3.1. Traffic and Transport Liaison Group Meetings

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

1.3.2. Traffic Control Group Meetings

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

1.3.3. Community consultation

JCG JV acknowledges the community concerns in regard to the impacts to on-street parking availability surrounding the Project. Changes to the parking arrangements resulted from the

proposed works will be communicated to affected stakeholders, including residents and business owners. Methods of communication with relevant stakeholders include:

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

1.3.4. Consultation with councils

Ongoing consultations will be undertaken with Inner West council to discuss the associated parking impacts resulted from the proposed works.

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

JCG JV will work with Inner West Council to introduce parking restrictions adjacent to the work site and compound or appropriate residential parking schemes.

2. Project overview

2.1. Background

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

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

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

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

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

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

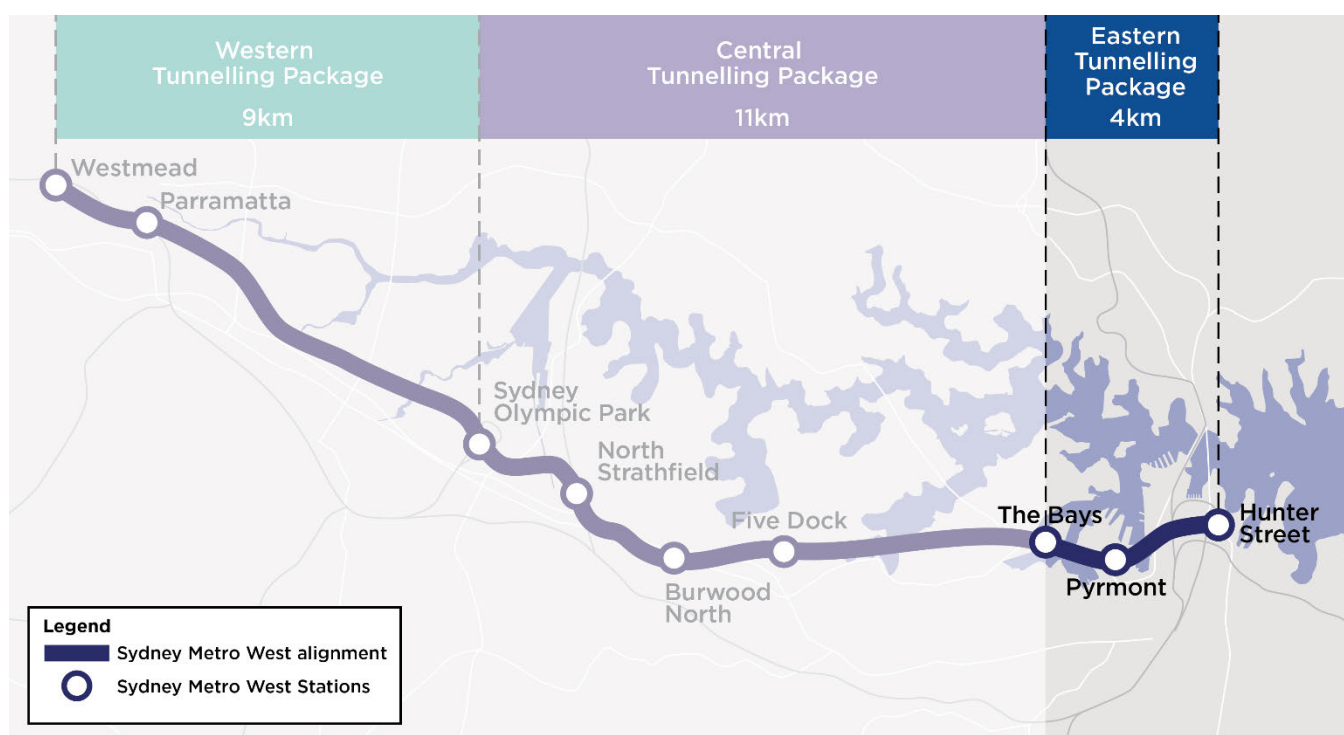


Figure 1: Overview of the Sydney Metro West between The Bays and Sydney CBD (Source: EIS)

2.2. Project scope

The ETP Works (construction) involves the delivery of the following:

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

2.3. Project phasing

Reflecting the outcomes of a detailed environmental risk assessment, the ETP Works will be delivered through a phased approach. This approach, detailed in the Phasing Report, includes Low Impact Works as defined under the SSI 19238057 Infrastructure Approval and the activity-based phases for construction (Table 3).

Table 3: Overview of ETP Works phasing

Phase	Description	Indicative timing	Environmental documentation	Consultation and approvals
Low Impact Works	Activities defined as Low Impact Works under SSI 19238057 Infrastructure Approval, including survey work, investigations, utility relocations, installation of environmental controls and initial demolition works	Project award to May 2023	<ul style="list-style-type: none"> ▪ Low Impact Works Plan ▪ Low Impact Works DNVIS 	<ul style="list-style-type: none"> ▪ ER endorsement

EASTERN TUNNELLING PACKAGE

Phase	Description	Indicative timing	Environmental documentation	Consultation and approvals
Preliminary Works	Including works within the existing Hunter Street East acoustic shed, and critical enabling works which are required to be conducted outside of standard hours	March to May 2023	<ul style="list-style-type: none"> ▪ Preliminary CEMP ▪ Environmental Procedures ▪ Hunter Street East acoustic shed works DNVIS ▪ Project-wide Out of Hours Works DNVIS 	<ul style="list-style-type: none"> ▪ Stakeholder consultation ▪ ER endorsement
Tunnelling, Excavation and Associated Works (addressed in this Sub-plan)	Including the Preliminary Works (not completed prior to approval of the final CEMP), demolition of existing industrial premises, site establishment, piling and shaft excavation, tunnelling, and decommissioning	May 2023 onward	<ul style="list-style-type: none"> ▪ CEMP ▪ Sub-plans ▪ Environmental Procedures ▪ DNVISs (TBA) 	<ul style="list-style-type: none"> ▪ Stakeholder consultation ▪ ER endorsement ▪ DPE approval (as determined by the Phasing Report)

3. The Bays construction site and parking demand

3.1. Site information

The Bays construction site will facilitate the TBM operation and tunnelling activities.

The extent of the site boundary is shown in Figure 2.

Construction activities will be undertaken concurrently at the Bays CTP and ETP worksites during site establishment works in 2023 and 2024 whereas WestConnex Rozelle Interchange works will be concurrent in 2023 only. A number of Western Harbour Tunnel construction sites are located in Rozelle, within close proximity of the subject site. Low volume of HV movements anticipated to begin in July 24. Forecasted traffic volumes indicates that the Western Harbour Tunnel project proposed truck movements will start to ramp up in October 25, following completion of ETP tunnelling works.

Follow-up site establishment of the Bays ETP construction site after the handover commenced in May 2023 and will continue through to March 2024. Tunnelling operations are anticipated to commence in May 2024 until May 2025, with backend works and demolition works expected to complete in July 2025. The total duration of the project is anticipated to be 41 months.

Construction activities which will be undertaken at the Bays construction site include:

- Site Establishment
 - Establishment of an acoustic shed for stockpiling and loading of tunnel spoil
 - Establishment of a segment storage shed, inclusive of a gantry crane for unloading and materials handling to the shaft floor
 - Establishment of a Slurry Treatment Plant (STP) for the processing TBM slurry
 - Establishment of a grout plant to service the TBM
 - Establishment of parking and truck marshalling areas
 - Site levelling works
 - Installation of tunnelling infrastructure
- TBM Assembly and Tunnel Excavation
 - Delivery and assembly of two slurry TBMs
 - Launch and operation of two TBMs excavating twin tunnels from the Bays through to Pymont and Hunter Street (Sydney CBD)
 - TBM support operations, including grout production, materials handling, slurry treatment
 - Cross passage excavation and lining
 - Deliveries including 16,000 tunnel segments, grout and sodium silicate
- Back-end Works and Demobilisation
 - Construction of the tunnel invert
 - Demobilisation of TBM equipment and support equipment
 - Demolition of acoustic sheds

3.2. Site layout

The Bays construction site comprises the following key features as shown in the site layout in Figure 2:

- A station box located east-west across the CTP and ETP sites has been established by the CTP Contractor. Upon handover, the CTP Contractor will retain occupation of the eastern half of the station box, and the northern portion of the current CTP site.
- To the south and south-west of the station box, a high voltage switch yard, workshop store, water treatment plant, slurry treatment plant, segment storage shed and grout plant will be established.
- To the east of the station box, vent fans and compressors will be established.
- The existing four site gates along Port Access Road will continue to be utilised
- A stair bridge across Port Access Road between the site office and TBM tunnel site.

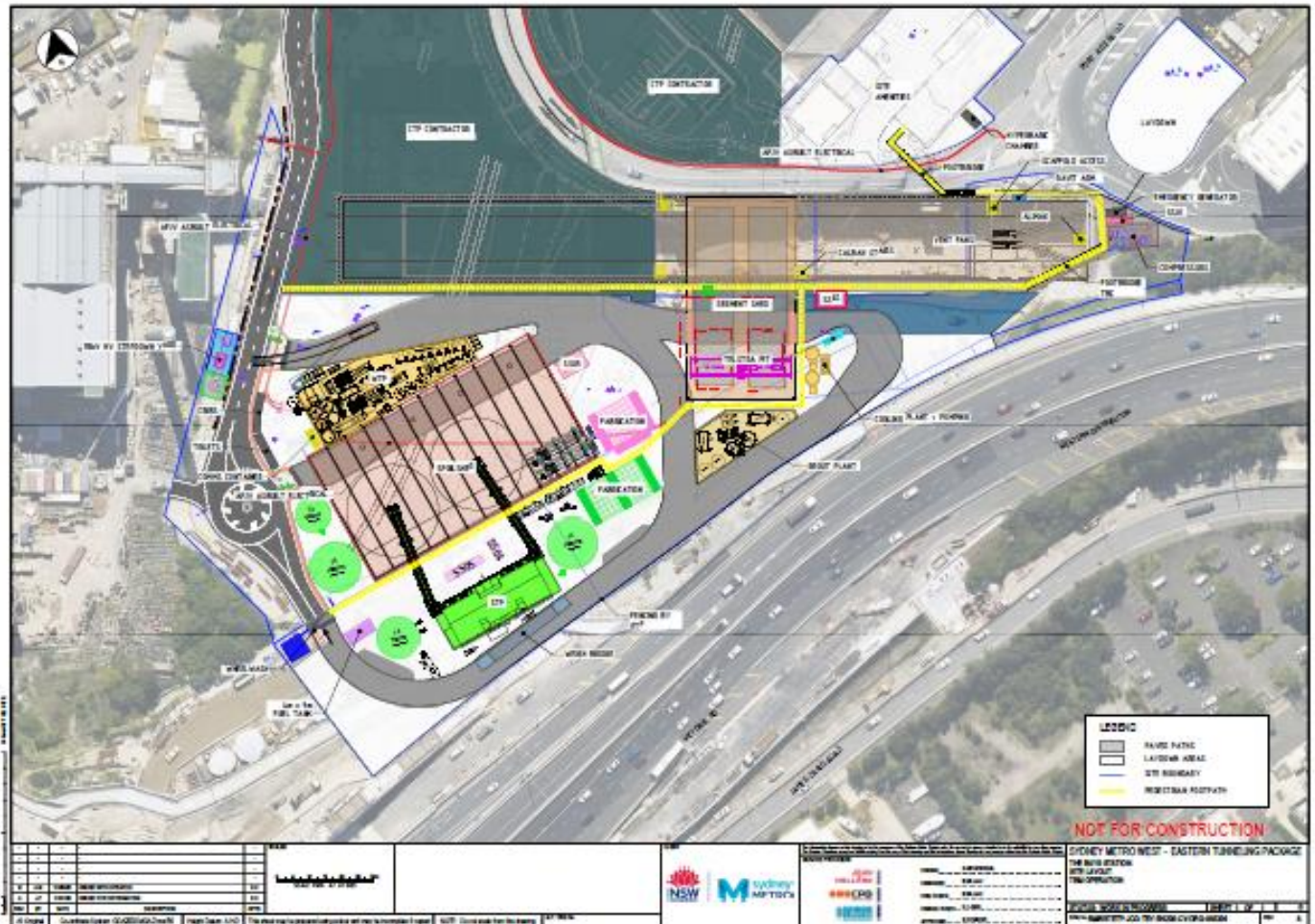


Figure 2: The Bays Construction Site Layout

3.3. Public transport infrastructure

Light rail services can be accessed at Rozelle Bay Light Rail stop, which is located at approximately 1.4km walking distance (18-minute walk) from the Bays ETP site. It forms part of the L1 Dulwich Hill Line, which provides a connection between Central and Dulwich Hill via Pyrmont Bay, Convention, the Star Sydney, John Street Square, Fish Market and Wentworth Park.

The bus services travelling along Victoria Road, The Crescent, Robert Street and City West Link close to the site and light rail services operating at Rozelle Bay Light Rail Stop are detailed in Table 4. The existing bus and light rail services network within the vicinity of the Bays construction site are illustrated in Fig 3, Walking and Cycling Routes are shown in Figure 4.

This map illustrates the bus routes and stations along the approach to the Sydney Harbour Bridge. Key locations include Rozelle, Lilyfield, Balmain, Pyrmont, and Glebe. Major roads shown are Victoria Rd, Darling St, Balmain Rd, and the City West Link. Bus routes are color-coded and labeled with numbers: 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000. Stations are marked with 'B' for bus and 'L' for light rail. The map also shows the 'The Bays Site' and 'Pyrmont' area.

Table 4: Public transport services and frequencies

Public Transport	Route No.	Route Description	Typical Weekday Service Frequencies (No. of Services)	
			AM Peak (7:00am – 9:00am)	PM Peak (4:00pm – 6:00pm)
Light Rail	L1	Dulwich Hill to Central	12-15	12-15
Bus	433	Balmain Gladstone Park to Central Pitt St	6	5
	437	Five Dock to City QVB via City West Link	12	8
	441	Birchgrove to City Art Gallery via QVB (Loop Service)	7	6
	442	Balmain East Wharf to City QVB (Loop Service)	26	14
	500X	West Ryde to City Hyde Park (Express Service)	12	22
	501	Parramatta to Central Pitt St via Victoria Rd	9	15
	502	Cabarita Wharf to Drummoyne and City Town Hall	12	9
	503	Drummoyne to City Town Hall (Loop Service)	13	9
	504	Chiswick to City Domain	6	10
	505	Woolwich to City Town Hall	4	4
	506	Macquarie University to City Domain via East Ryde	15	13
	507	Meadowbank to Gladesville & City Hyde Park	11	12

It is anticipated that the bus stop located on Victoria Road near Hornsey Street will be reopened, at the end of November 23, following completion of the WestConnex 3B project. This bus stop would be serviced by the existing bus routes, providing connection between Drummoyne, Rozelle, Balmain, Hunters Hill and the Sydney CBD.

This bus stop is located within walking distance (approx. 1.2km) from the Bays tunnelling site, and a slightly shorter distance from the Bays ETP site office. A pedestrian footpath connection will be provided between this bus stop and the Bays ETP site via Victoria Road and Sommersville Road. Hence, it is expected that there would be some uptake in bus mode share utilising this bus stop, which will be operational during the construction works at the Bays ETP site.

3.4. Construction workforce parking

JCG JV have a staged lease agreement with the NSW Port Authority for land on Glebe Island. The first stage of the lease agreement from Sept 2023 to February 2024, includes 5000m² of land utilised for workforce parking and truck marshalling. From February 2024, the lease area will be extended to approx. 6500m², to service the increased parking demand required for the TBM mobilisation and tunnelling operation workforce.

Provision of this designated parking area located 330m walk from the site offices, will encourage the workforce to use the allocated parking in preference of parking in the local streets of Rozelle. Due to the restricted access through Victoria Rd and Robert St, the approximate walking distance from the Rozelle area to the site offices is 1.3km

The proposed workforce of up to 240 construction staff and contractors will be required on site, day and night shift, at any one-time during the tunnelling operation. It is expected that sufficient parking spaces are available to accommodate the parking demand.

It is expected that there would be some construction workers accessing the site by public transport, cycling, and carpooling. These alternative and sustainable transport modes will be strongly encouraged amongst construction workforce to minimise the number of vehicles on the road network. These initiatives will be introduced and stressed on during the site induction trainings and toolbox talks.

Shuttle bus services will operate as required between Glebe Island designated parking area and The Bays worksite.

Based on the above, the construction workforce parking demand is expected to be less, with some uptake in public transport, cycling, carpooling and remote work. Assuming 20% of construction workers using the alternative transport mode and remote working arrangement, and 80% travelling to / from the Bays ETP site by private vehicle (driving alone), the car parking demand at the Bays ETP site can be summarised and presented in Table :

Table 5: The Bays Parking Demand

Construction Stage	Shift Period	Construction Parking Demand	Total Construction Parking Demand
Site Establishment	Day Shift	72	104
	Night Shift	32	
TBM Assembly & Tunnel Excavation	Day Shift	145	240
	Night Shift	95	
Backend works & Site Demolition	Day Shift	72	104
	Night Shift	32	

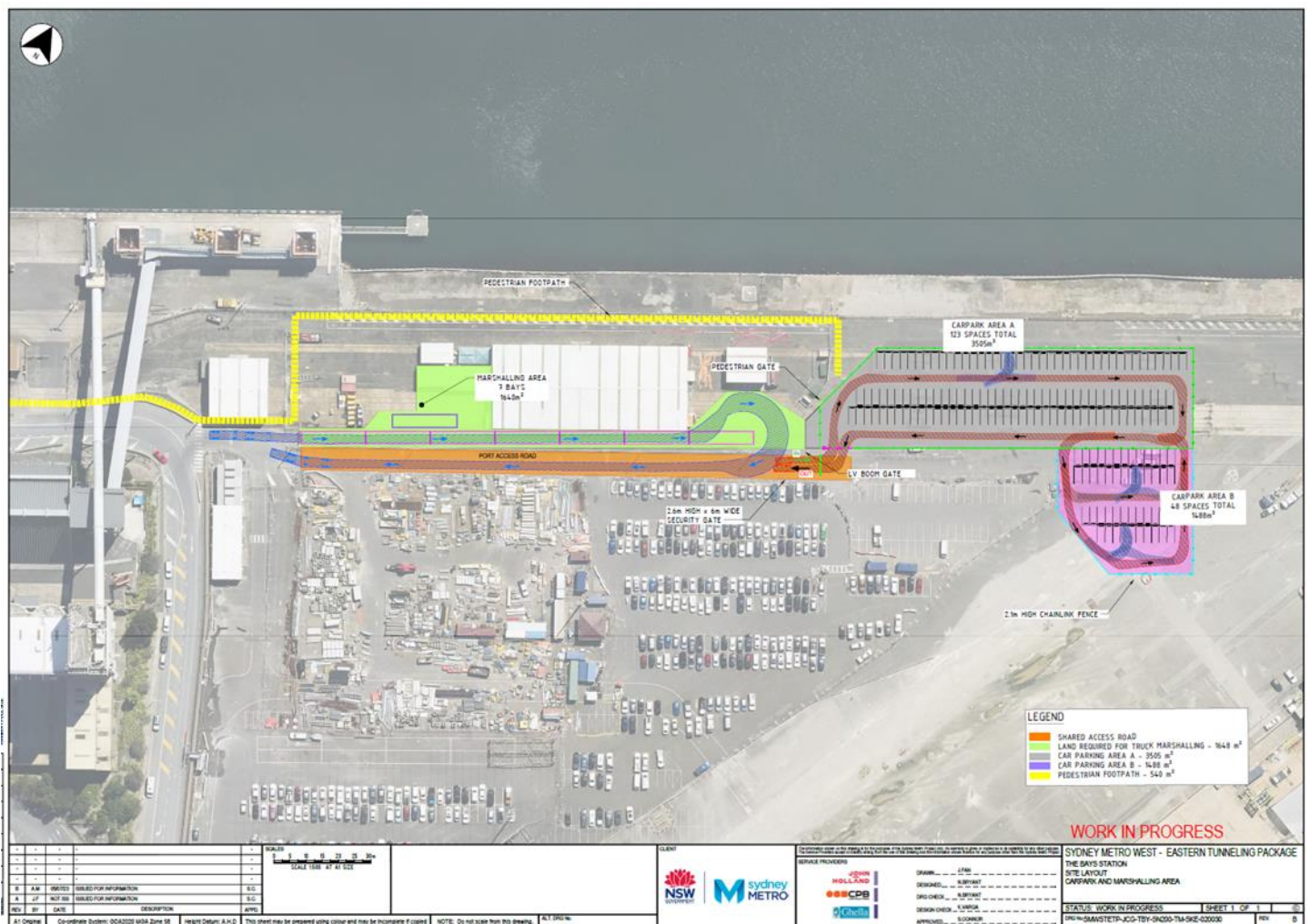
JCG JV have leased a 5000m² block on Glebe Island from the NSW Port Authority for the Stage 1 works, which the lease agreement is valid until January 2024. This leased area has been used for construction worker parking and truck marshalling, comprising at least 123 car parking spaces, 7 marshalling bays and a truck turnaround area.

JCG JV also have an agreement with the NSW Port Authority to extend the leased area for Stage 2 works from January 2024. The extension is required to accommodate the peak construction workforce during the TBM assembly and tunnel excavation works. An additional 1,488m² land area will be leased for Stage 2 works, which would provide 48 additional car spaces. There would be a total of at least 171 car spaces for construction workforce parking during Stage 2 works.

Based on the above, the proposed car parking agreement on Glebe Island is sufficient to accommodate the peak construction workforce associated with the Bays ETP site, accounting for any overlapping between day shift workers and night shift workers. There will be one hour gap between one worker's shift finishing and the next shift commencing. This will alleviate the parking demands during the shift changes.

It is noted that Glebe Island also accommodates car parking for the construction workforce of the adjacent CTP and WCX-3B sites. The proposed car parking area for ETP construction workforce would not impact the car parking arrangements of these adjacent projects. In particular, the leased parking area for the ETP site is separate from the parking area dedicated for the adjacent CTP and WCX-3B sites, which would continue to operate concurrently with the ETP site until the completion of each respective project. The indicative layout of the Glebe Island parking arrangement is shown in Figure .

Figure 4: Car Park and Truck Marshalling Layout on Glebe Island



3.5. Truck marshalling area

A truck marshalling area is provided within the leased block area from the NSW Port Authority on Glebe Island. The marshalling area could accommodate up to seven heavy vehicle bays and include an area to facilitate heavy vehicles turning around onto Port Access Road.

The truck marshalling area is illustrated in the green shade in Fig 4.

3.6. Shuttle bus service

A shuttle bus service will be available to transport construction workforce from the proposed parking area on Glebe Island to the Bays ETP site, including site offices.

The shuttle bus service would generally run in the period leading up to the construction start time for day shifts and night shifts. The service would also run in the period when the day shifts and night shifts conclude to transport workers from the Bays ETP site to the car parking area on Glebe Island.

The estimated travel distance between the site and the car park area is approximately 300m (1 minute travel time) to the Bays eastern site (offices) and approximately 1km (2 to 3-minute travel time) to the Bays western site (tunnel site). Generally, the shuttle services will service both sites in a loop route.

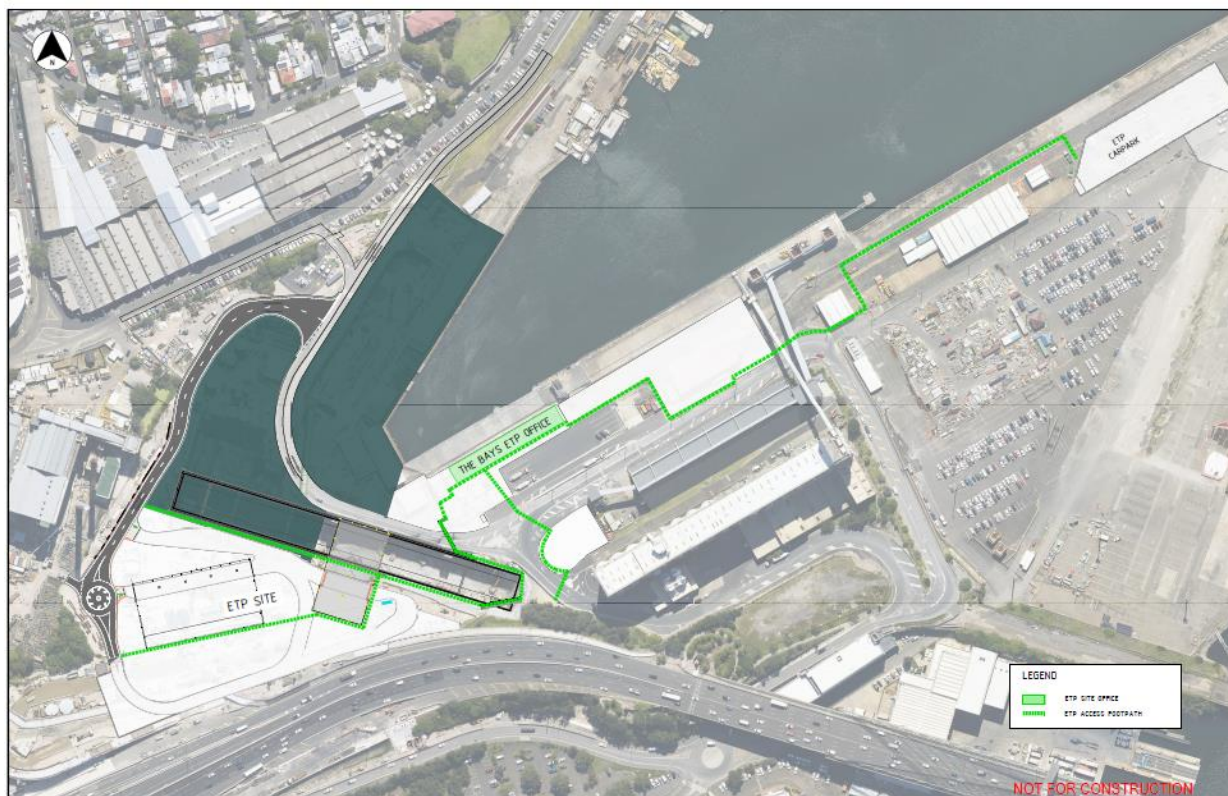
For construction workers who prefer to walk between the car park area and the Bays ETP site, they will be advised to utilise the barrier-protected delineated footpath and use caution when walking near construction traffic.

The approximate walking distance and duration from the car park area to the Bays ETP site are as follows:

- Eastern Construction Site: 300m walking distance (5-minute walk)
- Western Construction Site: 500m walking distance (8-minute walk)

The Pedestrian Movement Plan for the Bays ETP site is illustrated in Fig 5.

Figure 5: Pedestrian Movement Plan



4. Construction parking impacts

4.1. Parking impacts

The Bays ETP site is located within the private NSW Port Authority land, away from the public road network. The construction works within the Bays ETP site will not require any parking removals on the public road network in the vicinity of the site.

The closest on-street parking spaces to the Bays ETP site are located in Rozelle area, along Robert Street and the roads to the north of it. There will be no direct pedestrian access provided off Robert Street or Victoria Road to the Bays ETP site. Of note, the existing gate connecting Robert Street and the Bays ETP site compound (comprising CTP, WCX-3B and ETP sites) will only be used in the events of emergency or in association with the delivery of the Rozelle power supply from the Rozelle sub-transmission substation to the Bays metro station construction site.

Based on this, the approximate walking distance from the Rozelle area to The Bays ETP site is approximately 1.3km or greater via Sommersville Road. Given the long walking distance, it is expected

that construction workers are unlikely to park on the surrounding streets and walk to the site especially given that sufficient car parking will be provided within Glebe Island across all stages of the proposed works at the Bays ETP site. As a result, no overflow of parking is expected to occur on the surrounding roads. Given that the proposed marshalling area is located away from sensitive land uses, no adverse impacts are expected on the surrounding road network and local residents. The marshalling area will reduce the likelihood of construction trucks idling and queuing on state and regional roads. Heavy vehicle marshalling on Glebe Island during after-hours will be advised that considerations must be given to the local residents and to reduce noise levels to a minimum.

JCG JV has undertaken a review of other major projects in the locality that may result in cumulative parking impacts. Referencing the NSW Government Major Projects planning portal and consultation with Inner West Council, no projects were identified that proposed parking removal.

4.2. Special events

Review of the Inner West Council, Leichhardt Oval and Sydney Cricket Ground for special events near the Bays ETP site shows no planned events surrounding the site vicinity. As all construction worker parking will be contained within Glebe Island, no impacts on surrounding on-street parking during special events are expected from the proposed construction works and the proposed car parking arrangements.

Ongoing liaison with NSW Port Authority would be undertaken to manage the impacts on any upcoming special events, which take place within Glebe Island. Appropriate communication and traffic management measures will be implemented if required to manage the impacts of JCG JV works on the events.

5. Existing parking demand and availability

5.1. Survey methodology

In response to Condition D18(c), parking surveys have been undertaken to get an overview of the existing on-street parking demand during the peak hour, off-peak hours and weekend periods in the roads surrounding the Bays construction site.

The parking survey scope was developed in consultation with TfNSW, SM and CJP and included the car parking spaces in close proximity to the Bays ETP site.

The survey recorded the parking inventory in terms of parking restrictions and parking supply, number of occupied parking spaces in hourly intervals from the start of the survey at 6:00am until the end of the survey at 8:00pm across seven consecutive days, which include five weekdays and the weekend. The parking survey was conducted between Friday 3rd March 2023 to Thursday 9th March 2023. The survey captured normal school days and weekend, which provides representation of the parking occupancy during typical weekdays and weekend.

5.2. Survey scope

The parking survey scope adopted for the Project includes the roads north of the Bays construction site as they are located within close proximity to the Bays ETP site, as compared to other roads within the area. Roads to the east of Victoria Road were excluded from the survey as they are located closer to the Western Harbour Tunnel site and the WestConnex site and are likely to service their respective construction workforce and activities.

The surveyed roads includes Robert Street, Parsons Street, Mansfield Street, Crescent Street, Moore Lane and Mullens Street as shown in Figure 6. The majority of the on-street parking spaces are unrestricted on these roads. There are no commercial off-street parking facilities in the immediate vicinity of the Bays site.



Figure 6: Parking Survey Scope for the Bays (Basemap Source: Nearmap, accessed on 13/12/2022)

5.3. Parking supply

There are a total of 421 possible parking spaces within the surveyed area. While the majority of the on-street parking is unrestricted, the following parking restrictions were also noted:

- Unrestricted Parking
- 2P - 8am-6pm, Mon-Fri, Permit Holders Excepted
- 2P - 6am-4pm, Mon-Fri, Permit Holders Excepted
- No Parking - 6:30am-9:30am, Mon-Fri
- No Stopping - 3pm-7pm, Mon-Fri
- Truck Zone - 7am-7pm, Mon-Sat
- Disabled Parking

Table shows the total car parking supply within the parking survey area, broken down into each road segment with their restrictions noted.

Table 6: Recorded Parking Supply for the Bays Parking Survey

Road Name / Location	Parking Restriction	Number of Parking Spaces
Mansfield Street between Crescent Street and Mullens Street (northern side)	Unrestricted	19
Mansfield Street between Crescent Street and Mullens Street (southern side)	Unrestricted	17
Mansfield Street between Mullens Street and Robert Street (northern side)	2P - 8am-6pm, Mon-Fri (PHE)	26
	Unrestricted	7
Mansfield Street between Mullens Street and Robert Street (southern side)	Unrestricted	44
Mullens Street between Mansfield Street and Robert Street (eastern side)	No Parking - 6:30am-9:30am, Mon-Fri	20
	Unrestricted	3
Mullens Street between Mansfield Street and Robert Street (western side)	2P - 8am-6pm, Mon-Fri (PHE)	6
	Unrestricted	6
Robert Street between Mullens Street and Mansfield Street (northern side)	2P - 6am-4pm, Mon-Fri (PHE)	14
	Disabled Parking	1
	Unrestricted	49
Robert Street between Mullens Street and Mansfield Street (southern side)	Unrestricted	93
	Truck Zone - 7am-7pm, Mon-Sat	2
Robert Street between Crescent Street and Mullens Street (northern side)	No Stopping - 3pm-7pm, Mon-Fri	9
Parsons Street between Crescent Street and Mullens Street (northern side)	2P - 8am-6pm, Mon-Fri (PHE)	8
	Unrestricted	15
Parsons Street between Crescent Street and Mullens Street (southern side)	Unrestricted	19
	No Parking - 8am-6pm, Mon-Sun	1
Moore Lane between Mansfield Street and Parsons Street (eastern side)	2P - 8am-6pm, Mon-Fri (PHE)	3
Crescent Street between Mansfield Street and Robert Street (eastern side)	Unrestricted	12
	Disabled Parking	1
	2P - 8am-6pm, Mon-Fri (PHE)	20
Crescent Street between Mansfield Street and Robert Street (western side)	2P - 8am-6pm, Mon-Fri (PHE)	21
	Unrestricted	5

5.4. Existing parking demand

Condition D78(c) requires a parking survey to be conducted to cover peak and off-peak periods, school pick-up and drop-off periods and weekend periods. The time periods informing the assessment have been adopted as outlined in Table 7.

There is no public school or high school within the vicinity of the surveyed area. However, Inner Sydney Montessori School is located in Smith Street approximately 170m north of Mansfield Street (170m outside of the survey area). According to the school's website, the school provides education services for pre-school (2-6 years old) and primary school (Kindergarten to Year 6).

The school has a dedicated pick-up / drop-off zone along the school frontage on Smith Street. It is expected that the unrestricted on-street parking spaces in Smith Street and Rosser Street would accommodate most, if not all, of the staff parking.

On this basis, it is envisaged that the survey parking area would not be noticeably impacted during the school pick-up and drop-off periods. Hence, this parking analysis excludes the school pick-up and drop-off periods.

Table 7: Parking Survey Periods

Time Period	Survey Period	
Weekday Peak	Weekday 6am – 10am	Weekday 3pm – 8pm
Weekday Off-peak	Weekday 10am – 3pm	-
Weekend	Saturday 6am – 8pm	Sunday 6am – 8pm

The car parking occupancy survey results are shown in Table and Table for weekday and weekend respectively. The peak occupancy of the on-street parking spaces are analysed based on the survey periods as shown in Table 7.

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

Table 8: Weekday Parking Demand

Road Name/Location	Total Space Available	Average Peak Parking Demand (During Permitted Parking Time)								
		Weekday (6am-10am)			Off Peak (10am-3pm)			Weekday (3pm-8pm)		
		Parking Occupancy	Occupancy Rate	Vacancy	Parking Occupancy	Occupancy Rate	Vacancy	Parking Occupancy	Occupancy Rate	Vacancy
Mansfield Street between Crescent Street and Mullens Street (northern side)	19	17	89%	2	16	84%	3	16	84%	3
Mansfield Street between Crescent Street and Mullens Street (southern side)	17	16	92%	1	16	92%	1	16	93%	1
Mansfield Street between Mullens Street and Robert Street (northern side)	33	24	73%	9	26	79%	7	24	72%	9

Road Name/Location	Total Space Available	Average Peak Parking Demand (During Permitted Parking Time)								
		Weekday (6am-10am)			Off Peak (10am-3pm)			Weekday (3pm-8pm)		
		Parking Occupancy	Occupancy Rate	Vacancy	Parking Occupancy	Occupancy Rate	Vacancy	Parking Occupancy	Occupancy Rate	Vacancy
Mansfield Street between Mullens Street and Robert Street (southern side)	44	38	86%	6	39	90%	5	32	74%	12
Mullens Street between Mansfield Street and Robert Street (eastern side)	23	5	23%	18	21	90%	2	19	81%	4
Mullens Street between Mansfield Street and Robert Street (western side)	12	11	92%	1	12	97%	0	10	83%	2
Robert Street between Mullens Street and Mansfield Street (northern side)	64	59	93%	5	59	93%	5	50	78%	14
Robert Street between Mullens Street and Mansfield Street (southern side)	95	93	98%	2	91	96%	4	86	90%	9
Robert Street between Crescent Street and Mullens Street (northern side)	9	9	100%	0	9	100%	0	3	29%	6
Parsons Street between Crescent Street and Mullens Street (northern side)	23	22	94%	1	21	91%	2	20	88%	3
Parsons Street between Crescent Street and Mullens Street (southern side)	20	19	93%	1	19	93%	1	17	84%	3
Moore Lane between Mansfield Street and Parsons Street (eastern side)	3	3	93%	0	2	73%	1	3	93%	0
Crescent Street between Mansfield Street and Robert Street (eastern side)	33	27	81%	6	26	78%	7	25	75%	8

Road Name/Location	Total Space Available	Average Peak Parking Demand (During Permitted Parking Time)								
		Weekday (6am-10am)			Off Peak (10am-3pm)			Weekday (3pm-8pm)		
		Parking Occupancy	Occupancy Rate	Vacancy	Parking Occupancy	Occupancy Rate	Vacancy	Parking Occupancy	Occupancy Rate	Vacancy
Crescent Street between Mansfield Street and Robert Street (western side)	26	22	84%	4	23	87%	3	21	80%	5

Table 9: Weekend Parking Demand

Road Name/Location	Total Spaces Available	Peak Parking Demand (During Permitted Parking Time)					
		Saturday (6am – 8pm)			Sunday (6am – 8pm)		
		Parking Occupancy	Occupancy Rate	Vacancy	Parking Occupancy	Occupancy Rate	Vacancy
Mansfield Street between Crescent Street and Mullens Street (northern side)	19	16	84%	3	16	84%	3
Mansfield Street between Crescent Street and Mullens Street (southern side)	17	16	94%	1	17	100%	0
Mansfield Street between Mullens Street and Robert Street (northern side)	33	24	73%	9	19	58%	14
Mansfield Street between Mullens Street and Robert Street (southern side)	44	28	64%	16	20	45%	24
Mullens Street between Mansfield Street and Robert Street (eastern side)	23	16	70%	7	2	9%	21
Mullens Street between Mansfield Street and Robert Street (western side)	12	11	92%	1	7	58%	5
Robert Street between Mullens Street and Mansfield Street (northern side)	64	56	88%	8	50	78%	14
Robert Street between Mullens Street and Mansfield Street (southern side)	95	93	98%	2	87	92%	8

Robert Street between Crescent Street and Mullens Street (northern side)	9	3	33%	6	2	22%	7
Parsons Street between Crescent Street and Mullens Street (northern side)	23	20	87%	3	19	83%	4
Parsons Street between Crescent Street and Mullens Street (southern side)	20	17	85%	3	16	80%	4
Moore Lane between Mansfield Street and Parsons Street (eastern side)	3	2	67%	1	2	67%	1
Crescent Street between Mansfield Street and Robert Street (eastern side)	33	27	82%	6	26	79%	7
Crescent Street between Mansfield Street and Robert Street (western side)	26	22	85%	4	23	88%	3

5.5. Summary of parking survey results

On weekdays, the average peak occupancy is observed at 12pm, with an 88% occupancy rate, as detailed in Table for the off-peak period (10am – 3pm). The average occupancy across the five surveyed weekdays ranges between 69% and 88%, showing consistent parking demand across the weekdays.

During the weekend, the peak parking occupancy is observed on Saturday, with a peak occupancy of 80% compared to the 73% peak occupancy on Sunday. The peak occupancy on Saturday is observed at 10am, where the peak occupancy on Sunday is observed at 8pm.

Overall, the survey results indicate the peak parking demand is high along the surveyed roads during the week, with moderate peak parking demand on the weekend. This moderate to high parking demand is primarily due to residential parking as most dwellings do not have parking spaces within the properties.

It is envisaged that the proposed car park area on Glebe Island would contain the parking demand without imposing adverse parking impacts on the surrounding roads.

Table 10: Summary of Parking Survey Results

Parking Occupancy	Survey Period				
	Weekday*			Weekend	
	Weekday 6am – 10am	Weekday 10am – 3pm	Weekday 3pm – 8pm	Saturday 6am – 8pm	Sunday 6am – 8pm
Parking Occupancy Range	79% - 84%	84% - 88%	69% - 77%	70% - 80%	67% - 73%
Average Peak Occupancy	88% (12pm)			80% (10am - Saturday)	

Note: * - The weekday occupancy rate represents the average occupancy across the five surveyed weekdays.

6. Mitigation measures

6.1. Minimise parking on public roads

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

- Establish a communication strategy to encourage the use of public transport, and cycling.
- Inform and encourage workers to use the leased car parking area on Glebe Island and shuttle bus services between the car parking area and the work site.
- Provide workers with information related to the nearest bus stops and light rail stops (Section 3.3) to enable workers to make an informed decision about their transport options when working on the Project.
- Encourage carpooling amongst the construction workforce.
- Educate workers (through inductions, toolbox talks and pre-start meetings) on haulage routes, parking and community issues.
- Encourage the use of apps such as “Opal Travel” for transport services and timetables

On-street parking around the Bays construction site is unlikely to be utilised by construction workers, considering the sufficient car parking provided on Glebe island and the long distance walk from the surrounding unrestricted parking to the construction site.

6.2. Minimise idling and queuing

JCG JV will advise construction vehicle drivers during induction training (physical or virtual) that idling and queuing on state and regional roads must be minimised. Construction vehicles are to utilise the marshalling area located on Glebe Island, which could accommodate up to seven heavy vehicles at any one time.

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

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

6.3. Spoil disposal locations

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

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

Table 11: Potential Spoil Disposal Locations

Disposal Site Name	Address	Approximate Distance from the ETP Project
AWJ, Kemps Creek	Kemps Creek	50km
Cleanaway, Kemps Creek	Kemps Creek	50km
Aussie, Strathfield	Strathfield	15km
Cleanaway, Lucas Heights	Lucas Heights	45km
Hi Quality, Yatla	Yatla Qtd	900km
Cleanaway, St Marys	St Marys	45km
Nepean Business Park	Penrith	55km
Qube	Moorebank	40km

6.4. Real time monitoring

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

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

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

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

6.5. Marshalling of construction vehicles

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

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

6.6. Driver Training

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

- Relevant licence and approval conditions
- Permissible hours of work and peak hour restrictions
- Project specific controls to manage the risk of spills during haulage

- Nominated heavy vehicle haulage routes (as per the CTMP) and truck marshalling areas
- Site access and egress points
- Communications protocols
- Noise management controls
- Parking restrictions and vehicle idling
- Dust suppression measures
- Safe driving practices
- Site layouts
- Stockpile management
- Sensitive receiver locations
- Roles and responsibilities.

7. Monitoring and reporting

7.1. Monitoring of mitigation measures

Monitoring to assess the effectiveness of this CPAS will be carried out by the Project team on local roads where on-street parking is likely to be impacted. Monitoring will involve 6 monthly inspections to confirm the following:

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

7.2. Corrective measures

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

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

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

- Project toolbox talks and pre-start meetings
- Project alerts
- Investigation and implementation of alternative methods to reinforce the parking strategy
- Investigation and implementation of other viable options for staff to use public transport
- Where the owner of an offending vehicle can be identified, warning notices will be issued
- Reassessment and planning of works to further minimise the impacts of construction vehicles on surrounding streets
- Documentation of actions in weekly and monthly internal reports.

7.3. Contingency measures

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

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

- Investigating revised car parking arrangements for the construction workforce
- Revising site induction and toolbox talk content to better encourage the use of active and public transport and communicate designated and prohibited locations for construction workforce parking

- Amending carpooling communications to encourage an increase in participation rates
- Implementing disciplinary process for repeated non-conformances.

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

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

7.4. Reporting

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

8. Access control and safety

8.1. Construction site access

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

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

8.2. Managing pedestrians

As The Bays construction site is situated away from the surrounding public road network, no public pedestrian activities are expected within the vicinity of the site. The pedestrian footpath is closed off at Sommerville Road with a gate and warning sign in place to prevent any unauthorised entry. All pedestrian activities within the vicinity of The Bays ETP site would stem from the construction workforce on-foot accessing the site compound, including the workforce of the adjacent CTP and WCX-3B projects.

Notwithstanding the above, ETP truck drivers will be advised to stay alert for any pedestrians travelling on roads that form parts of the construction site access routes. Community education and awareness about sharing the road safely with heavy vehicles will also be provided.

Construction workforce will be strongly encouraged to use the barrier-protected delineated pedestrian walkway available throughout the site, where possible. Barrier-protected delineated walkway provides pedestrian connectivity between the eastern part of the site and the site amenities on the western part of the site. During the site establishment stage, when the footbridge across Port Access Road is not available, pedestrians will be directed to use designated crossings across Port Access Road and use caution when crossing the road. Following the completion of the footbridge, pedestrians could cross Port Access Road without interfering with the construction traffic on the road. This information will be advised through induction training, toolbox talks and pre-start meetings, as required.

When further changes are required for pedestrian footpaths and crossing facilities in the immediate vicinity of the site, JCG JV will discuss with the TCG, adjacent construction sites and relevant road authorities prior to undertaking any works or changes to the nearby pedestrian facilities.

8.3. Managing cyclists

No public cycling activities are expected in the vicinity of The Bays ETP site due to the restricted public access to Port Access Road. Warning signage is available at the intersection of Sommerville Road / Port Access Road to prevent any unauthorised entries.

It is expected that some construction workers would cycle to work. Bicycle parking will be provided on site to support active travel and reduce the number of vehicles on the road network.

Workers cycling to work will be advised of the limited surrounding cycling infrastructure and use caution when travelling along vehicles on the roads. Workers driving to work and truck drivers will also be advised to watch out for cyclists on the roads. This will be undertaken through induction training and toolbox talks, as required.

During the project inductions, all HV drivers are made aware of the pedestrian and cyclist activities along their haulage routes. Pre starts and Tool boxing also includes safety awareness messages regarding pedestrians and cyclist activities along the projects haulage routes.

8.4. Access to businesses and adjacent construction sites

Access to adjacent construction sites, including the CTP and WestConnex sites, and other business within the NSW Port Authority land will be maintained at all times. When unavoidable, an alternative access and mitigation measures will be provided in consultation with the associated business owners and projects prior to any impacts occurring. Directions for businesses and adjacent construction sites will be communicated prior to the impacts, with relevant signage to be installed.

No adverse impacts are expected to traffic to / from the adjacent construction sites. Construction vehicles already on the roads will have right of way and queuing on the NSW Port Authority roads will be avoided, where practicable, to minimise delays of the adjacent construction sites.

8.5. Emergency access

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

9. Conclusion

The CPAS and associated parking survey results have determined that:

- The proposed workforce of up to 240 construction staff and contractors will be required on site, day and night shift, at any one-time during the tunnelling operation. It is expected that sufficient parking spaces are available to accommodate the parking demand.
- An area on Glebe Island has been leased from the NSW Port Authority to accommodate construction workforce parking and truck marshalling area.
- A 3,505m² leased area will be available for use in Stage 1, with an in-principle agreement to extend the lease area to include an additional 1,488m² for Stage 2. The extension is required to accommodate the peak construction workforce during the TBM assembly and tunnel excavation stage. During Stage 1, the leased area accommodates 7 marshalling bays and 123 car parking spaces, with an additional 48 car spaces (total 171 car spaces) to be available during Stage 2.
- All construction workforce parking will be sufficiently accommodated within the leased area on Glebe Island, with no workforce parking to be expected to overflow onto the surrounding on-street parking. This can also be attributed to the long walking distance between the surrounding on-street parking area and the Bays ETP site.
- Construction workforce will be transported from the Glebe Island parking area to The Bays ETP site via private shuttle buses, as required.
- All construction workers will be encouraged to use the public transport and cycling to travel to and from the Bays construction site through induction training, toolbox talks and pre-start meetings.
- Construction workers who choose to drive will be strongly encouraged to carpool and use the dedicated parking area on Glebe Island and avoid any on-street parking. Similar shift times and grouping workers into teams would also be reinforced to increase the carpooling uptake.
- Truck marshalling area will be provided on Glebe Island, located away from sensitive land and road users. In addition, truck marshalling would also be performed at spoil dump sites to manage the truck movements and reduce likelihood of trucks idling and queuing on the surrounding roads.
- No impacts on pedestrians, cyclists and adjacent residents are expected due to the location of the Bays ETP site away from public pedestrians, cyclists and residents. Notwithstanding this, construction workers will be advised to look out for any pedestrians and cyclists traveling on the roads that form part of the construction access route.
- Minimal impacts are expected on the adjacent construction worksites, including the CTP site and the WestConnex site, and other businesses located within the NSW Port Authority corridor. General access and emergency access to the surrounding sites and properties will be maintained at all times.
- There are 421 possible on-street parking spaces within the parking survey area near the Bays ETP site, most of which are restricted parking.
- The average on-street parking occupancy across the five weekdays varies between 69% and 88%, with the average peak parking demand observed at 12pm during the off-peak period.
- The peak on-street parking occupancy on Saturday is approximately 85% at 10am, compared to the peak occupancy of 73% on Sunday at 8pm.
- It is envisaged that the proposed car park area on Glebe Island would contain the parking demand without imposing adverse parking impacts on the surrounding roads.

Part C Appendices

Appendix A

Parking Survey Data

**R.O.A.R. DATA****Reliable, Original & Authentic Results**

Mob.0418-239019



Client : TTPP
 Job No/Name : 7817 ROZELLE Parking Surveys
 Day/Date : Friday / 3rd March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
1	Mansfield St North / Side	Unrestricted	5	4	4	4	4	4	4	4	4	4	4	4	3	3	4	4
2	Mansfield St North / Side	Unrestricted	14	12	13	14	11	9	11	12	12	12	11	11	10	11	12	11
3	Mansfield St South / Side	Unrestricted	4	4	4	4	3	3	2	3	2	4	4	3	1	2	4	4
4	Mansfield St South / Side	Unrestricted	13	12	10	10	10	10	11	12	13	13	10	9	10	11	13	13
5	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	7	4	5	5	4	5	5	4	5	6	5	4	4	4	6	6
6	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	6	3	4	5	4	4	3	4	5	5	3	3	5	6	6	6
7	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	8	8	7	7	5	7	5	6	7	8	8	8	7	6	6	7
8	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	3	2	2	2	1	1	3	3	3	3	3	3	3	3	3	3
9	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	2	0	0	0	0	0	1	2	1	1	1	1	0	1	1	1
10	Mansfield St East / Side	Unrestricted	7	2	4	4	5	5	5	5	6	6	3	4	3	4	5	5
11	Mansfield St West / Side	Unrestricted	5	5	5	5	5	5	5	5	5	4	4	4	4	4	5	5
12	Mansfield St South / Side	Unrestricted	39	23	27	29	31	33	32	34	34	34	27	23	21	25	27	25
13	Mullens St East / Side	NP (6.30am - 9.30am) M - F	20	0	0	0	0	12	15	17	14	12	16	12	13	9	4	2
14	Mullens St East / Side	Unrestricted	3	3	3	3	3	3	3	3	3	3	3	3	1	0	0	0
15	Mullens St West / Side	2P (8 - 6pm) M-F (PHE)	6	5	5	5	6	6	4	5	5	4	5	6	5	5	5	5
16	Mullens St West / Side	Unrestricted	6	6	4	4	5	6	5	5	3	2	2	2	3	4	4	3
17	Robert St North / Side (90°)	2P (6am - 4pm) M-F	11	11	11	10	11	11	8	9	10	10	6	4	6	7	7	6
18	Robert St North / Side (90°)	Disabled	1	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0
19	Robert St North / Side (90°)	2P (6am - 4pm) M-F	3	2	2	2	3	3	3	3	2	1	1	1	1	0	0	0
20	Robert St North / Side (90°)	Unrestricted	37	25	30	33	34	35	35	35	34	34	30	27	27	26	26	26
21	Robert St North / Side	Unrestricted	12	10	11	11	12	12	12	10	11	11	12	12	12	12	12	12
Sub-Total Vehicles Parked			212	141	152	158	158	175	173	182	180	178	159	145	139	143	150	144
Sub-Number of Vacant Spaces				71	60	54	54	37	39	30	32	34	53	67	73	69	62	68
Sub % of Capacity Used				66.5%	71.7%	74.5%	74.5%	82.5%	81.6%	85.8%	84.9%	84.0%	75.0%	68.4%	65.6%	67.5%	70.8%	67.9%

**R.O.A.R. DATA****Reliable, Original & Authentic Results**

Mob.0418-239019



Client : TTPP
 Job No/Name : 7817 ROZELLE Parking Surveys
 Day/Date : Friday / 3rd March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
22	Robert St South / Side (90 ⁰)	Unrestricted	39	30	37	39	39	38	39	37	38	35	37	39	39	39	38	39
23	Robert St South / Side (90 ⁰)	Unrestricted	50	48	50	50	49	48	49	49	47	44	47	48	48	48	47	48
24	Robert St South / Side	Truck Zone (7am - 7pm) M - Sat	2	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1
25	Robert St South / Side	Unrestricted	4	4	4	4	4	4	4	4	4	4	2	3	3	3	2	2
26	Robert St North / Side	NS (3pm - 7pm) M - F	9	5	6	8	9	7	9	9	7	6	0	0	0	0	0	3
27	Parsons St North / Side	2P (8 - 6pm) M-F (PHE)	8	6	7	6	5	6	7	7	6	6	4	5	6	6	6	6
28	Parsons St North / Side	Unrestricted	15	15	15	15	15	15	12	13	13	13	13	13	12	13	11	12
29	Parsons St South / Side	Unrestricted	17	15	16	16	16	16	16	15	14	15	13	11	13	11	11	11
30	Parsons St South / Side	NP (8am - 6pm) Everyday	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	Parsons St South / Side	Unrestricted	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2
32	Moore Ln East / Side	2P (8 - 6pm) M-F (PHE)	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2
33	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	13	10	9	7	8	8	9	11	10	10	9	9	10	10	11	12
34	Crescent St West / Side	Unrestricted	5	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5
35	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	8	4	6	7	6	7	5	6	7	8	6	7	5	5	7	6
36	Crescent St East / Side	Unrestricted	12	8	10	10	10	10	10	10	10	10	10	10	8	7	7	7
37	Crescent St East / Side	2P (8 - 6pm) M-F (PHE)	20	13	12	14	18	17	17	16	15	14	11	12	14	16	16	15
38	Crescent St East / Side	Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Vehicles Parked			209	168	182	185	188	185	186	186	180	173	161	167	168	168	166	171
TOTAL Vehicles Parked			421	309	334	343	346	360	359	368	360	351	320	312	307	311	316	315
TOTAL Number of Vacant Spaces				112	87	78	75	61	62	53	61	70	101	109	114	110	105	106
TOTAL % of Capacity Used				73.4%	79.3%	81.5%	82.2%	85.5%	85.3%	87.4%	85.5%	83.4%	76.0%	74.1%	72.9%	73.9%	75.1%	74.8%

**R.O.A.R. DATA****Reliable, Original & Authentic Results**

Mob.0418-239019



Client : TTPP

Job No/Name : 7817 ROZELLE Parking Surveys

Day/Date : Saturday / 4th March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
1	Mansfield St North / Side	Unrestricted	5	4	4	3	4	4	3	3	3	4	3	3	4	4	4	4
2	Mansfield St North / Side	Unrestricted	14	12	12	7	8	10	9	9	9	11	10	10	11	11	12	12
3	Mansfield St South / Side	Unrestricted	4	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4
4	Mansfield St South / Side	Unrestricted	13	13	13	11	11	11	10	9	9	9	9	9	11	12	12	12
5	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	7	5	6	6	6	6	6	6	6	6	6	6	5	5	5	5
6	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	6	4	4	4	3	3	4	5	5	4	4	4	5	5	5	5
7	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	8	6	6	7	5	4	4	5	5	6	7	8	8	8	8	8
8	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	3	3	3	1	2	2	2	3	3	3	3	3	3	3	3	3
9	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	2	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
10	Mansfield St East / Side	Unrestricted	7	5	5	4	4	5	4	4	4	4	3	2	4	5	5	5
11	Mansfield St West / Side	Unrestricted	5	3	3	3	3	4	3	3	3	3	3	3	4	5	5	5
12	Mansfield St South / Side	Unrestricted	39	25	23	21	20	20	19	19	23	28	28	28	27	28	27	28
13	Mullens St East / Side	NP (6.30am - 9.30am) M - F	20	0	1	5	13	16	13	9	9	8	7	5	2	1	2	1
14	Mullens St East / Side	Unrestricted	3	0	1	3	3	3	3	3	3	3	3	3	0	0	0	0
15	Mullens St West / Side	2P (8 - 6pm) M-F (PHE)	6	6	6	5	4	4	4	5	5	5	4	4	4	4	4	4
16	Mullens St West / Side	Unrestricted	6	5	4	3	4	5	2	2	3	4	4	4	4	3	4	3
17	Robert St North / Side (90 ⁰)	2P (6am - 4pm) M-F	11	9	10	11	10	10	8	7	9	10	8	7	5	4	3	2
18	Robert St North / Side (90 ⁰)	Disabled	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
19	Robert St North / Side (90 ⁰)	2P (6am - 4pm) M-F	3	0	0	3	2	2	2	2	1	1	0	0	0	0	0	0
20	Robert St North / Side (90 ⁰)	Unrestricted	37	28	30	30	30	30	28	29	29	29	28	27	27	27	28	29
21	Robert St North / Side	Unrestricted	12	10	11	12	11	11	11	11	11	11	10	10	10	10	10	10
Sub-Total Vehicles Parked			212	141	146	143	147	154	139	138	145	154	145	141	139	140	142	141
Sub-Number of Vacant Spaces				71	66	69	65	58	73	74	67	58	67	71	73	72	70	71
Sub % of Capacity Used				66.5%	68.9%	67.5%	69.3%	72.6%	65.6%	65.1%	68.4%	72.6%	68.4%	66.5%	65.6%	66.0%	67.0%	66.5%

**R.O.A.R. DATA****Reliable, Original & Authentic Results**

Mob.0418-239019



Client : TTPP
 Job No/Name : 7817 ROZELLE Parking Surveys
 Day/Date : Saturday / 4th March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
22	Robert St South / Side (90 ⁰)	Unrestricted	39	38	38	39	39	39	38	38	38	37	37	37	36	36	36	36
23	Robert St South / Side (90 ⁰)	Unrestricted	50	49	49	49	47	48	48	49	49	49	49	49	48	48	48	48
24	Robert St South / Side	Truck Zone (7am - 7pm) M - Sat	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
25	Robert St South / Side	Unrestricted	4	4	4	4	4	4	3	3	2	1	1	2	2	2	2	2
26	Robert St North / Side	NS (3pm - 7pm) M - F	9	0	0	3	3	5	5	5	4	4	3	2	1	0	0	0
27	Parsons St North / Side	2P (8 - 6pm) M-F (PHE)	8	8	8	7	7	7	7	8	7	8	7	6	6	6	6	7
28	Parsons St North / Side	Unrestricted	15	12	12	12	11	13	14	13	13	12	12	12	11	11	11	12
29	Parsons St South / Side	Unrestricted	17	11	13	16	16	16	13	14	14	13	13	11	10	10	11	12
30	Parsons St South / Side	NP (8am - 6pm) Everyday	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	Parsons St South / Side	Unrestricted	2	1	1	1	1	2	2	1	2	1	1	1	1	2	1	1
32	Moore Ln East / Side	2P (8 - 6pm) M-F (PHE)	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
33	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	13	8	8	11	9	8	8	8	7	7	7	7	8	10	10	12
34	Crescent St West / Side	Unrestricted	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
35	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	8	5	5	6	7	8	5	6	6	5	5	7	5	4	5	5
36	Crescent St East / Side	Unrestricted	12	8	8	8	8	9	8	8	7	7	7	6	6	6	7	7
37	Crescent St East / Side	2P (8 - 6pm) M-F (PHE)	20	19	19	14	14	16	14	12	12	12	12	12	12	12	14	14
38	Crescent St East / Side	Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Vehicles Parked			209	171	173	178	174	183	173	173	169	164	162	160	154	155	159	164
TOTAL Vehicles Parked			421	312	319	321	321	337	312	311	314	318	307	301	293	295	301	305
TOTAL Number of Vacant Spaces				109	102	100	100	84	109	110	107	103	114	120	128	126	120	116
TOTAL % of Capacity Used				74.1%	75.8%	76.2%	76.2%	80.0%	74.1%	73.9%	74.6%	75.5%	72.9%	71.5%	69.6%	70.1%	71.5%	72.4%

**R.O.A.R. DATA****Reliable, Original & Authentic Results**

Mob.0418-239019



Client : TTPP

Job No/Name : 7817 ROZELLE Parking Surveys

Day/Date : Sunday / 5th March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
1	Mansfield St North / Side	Unrestricted	5	4	4	4	3	3	3	3	3	2	3	4	3	3	4	4
2	Mansfield St North / Side	Unrestricted	14	12	11	11	10	10	10	10	10	10	10	9	10	12	12	12
3	Mansfield St South / Side	Unrestricted	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
4	Mansfield St South / Side	Unrestricted	13	13	13	12	12	11	11	11	10	10	10	11	11	11	12	12
5	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	7	4	4	4	4	4	5	5	5	5	5	5	5	6	5	6
6	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	6	4	4	3	3	3	3	3	5	6	5	5	5	5	5	5
7	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	8	8	7	7	5	4	5	5	6	7	6	6	6	6	7	7
8	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	3	1	1	1	1	1	2	2	2	2	2	3	3	3	3	3
9	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	2	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
10	Mansfield St East / Side	Unrestricted	7	2	2	2	2	3	2	2	3	4	4	5	5	6	6	5
11	Mansfield St West / Side	Unrestricted	5	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4
12	Mansfield St South / Side	Unrestricted	39	16	16	17	17	17	16	16	21	26	26	25	27	28	28	28
13	Mullens St East / Side	NP (6.30am - 9.30am) M - F	20	1	2	1	1	7	9	7	5	3	1	1	1	1	1	1
14	Mullens St East / Side	Unrestricted	3	0	0	1	1	2	2	2	2	2	0	0	0	0	0	0
15	Mullens St West / Side	2P (8 - 6pm) M-F (PHE)	6	4	4	4	4	4	4	4	4	5	5	5	6	6	5	5
16	Mullens St West / Side	Unrestricted	6	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2
17	Robert St North / Side (90 ⁰)	2P (6am - 4pm) M-F	11	0	5	8	8	9	9	10	8	7	5	2	0	0	0	0
18	Robert St North / Side (90 ⁰)	Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	Robert St North / Side (90 ⁰)	2P (6am - 4pm) M-F	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
20	Robert St North / Side (90 ⁰)	Unrestricted	37	29	29	30	30	30	29	29	29	28	28	29	29	29	29	29
21	Robert St North / Side	Unrestricted	12	11	11	11	11	11	9	9	9	10	10	11	11	11	11	11
Sub-Total Vehicles Parked			212	119	123	126	122	129	128	127	131	136	130	131	132	138	139	139
Sub-Number of Vacant Spaces				93	89	86	90	83	84	85	81	76	82	81	80	74	73	73
Sub % of Capacity Used				56.1%	58.0%	59.4%	57.5%	60.8%	60.4%	59.9%	61.8%	64.2%	61.3%	61.8%	62.3%	65.1%	65.6%	65.6%



R.O.A.R. DATA

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Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
22	Robert St South / Side (90 ⁰)	Unrestricted	39	36	36	36	36	37	37	37	36	36	37	38	38	39	39	39
23	Robert St South / Side (90 ⁰)	Unrestricted	50	48	48	48	48	48	45	45	45	44	45	47	47	48	48	48
24	Robert St South / Side	Truck Zone (7am - 7pm) M - Sat	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
25	Robert St South / Side	Unrestricted	4	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2
26	Robert St North / Side	NS (3pm - 7pm) M - F	9	0	0	0	2	4	3	3	3	3	3	3	3	0	0	0
27	Parsons St North / Side	2P (8 - 6pm) M-F (PHE)	8	7	7	7	8	7	8	5	5	6	6	7	7	8	8	8
28	Parsons St North / Side	Unrestricted	15	10	10	12	11	11	12	11	11	12	11	11	11	11	11	11
29	Parsons St South / Side	Unrestricted	17	13	13	14	15	16	16	14	15	12	14	15	14	13	13	13
30	Parsons St South / Side	NP (8am - 6pm) Everyday	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	Parsons St South / Side	Unrestricted	2	1	1	1	1	1	1	1	1	2	1	2	1	1	1	1
32	Moore Ln East / Side	2P (8 - 6pm) M-F (PHE)	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
33	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	13	13	11	9	10	11	9	8	8	8	7	7	9	12	12	12
34	Crescent St West / Side	Unrestricted	5	5	5	5	5	5	5	5	4	4	4	4	4	4	4	4
35	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	8	5	5	5	5	4	3	2	2	2	6	6	6	6	5	5
36	Crescent St East / Side	Unrestricted	12	7	7	7	7	7	6	6	6	7	7	7	7	6	7	7
37	Crescent St East / Side	2P (8 - 6pm) M-F (PHE)	20	19	17	15	12	11	14	15	17	19	14	12	12	11	14	15
38	Crescent St East / Side	Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Vehicles Parked			209	169	165	164	165	168	164	157	158	160	160	164	164	164	167	168
TOTAL Vehicles Parked			421	288	288	290	287	297	292	284	289	296	290	295	296	302	306	307
TOTAL Number of Vacant Spaces				133	133	131	134	124	129	137	132	125	131	126	125	119	115	114
TOTAL % of Capacity Used				68.4%	68.4%	68.9%	68.2%	70.5%	69.4%	67.5%	68.6%	70.3%	68.9%	70.1%	70.3%	71.7%	72.7%	72.9%

**R.O.A.R. DATA****Reliable, Original & Authentic Results**

Mob.0418-239019



Client : TTPP
 Job No/Name : 7817 ROZELLE Parking Surveys
 Day/Date : Monday / 6th March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
1	Mansfield St North / Side	Unrestricted	5	4	3	3	4	4	4	4	4	4	3	4	3	4	4	4
2	Mansfield St North / Side	Unrestricted	14	13	12	13	14	13	13	12	11	11	9	7	7	6	12	13
3	Mansfield St South / Side	Unrestricted	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
4	Mansfield St South / Side	Unrestricted	13	12	12	12	10	11	10	12	12	12	8	9	10	10	12	12
5	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	7	4	4	3	4	5	4	3	1	3	2	1	4	6	5	5
6	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	6	4	5	5	6	6	6	6	4	6	5	5	4	5	6	6
7	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	8	5	4	4	6	7	6	6	6	7	8	7	5	5	6	6
8	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	3	2	1	2	3	3	3	3	2	3	3	2	1	1	3	3
9	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	2	0	0	1	0	1	1	1	1	1	1	1	0	1	0	1
10	Mansfield St East / Side	Unrestricted	7	5	5	6	5	6	6	6	5	6	4	4	3	2	2	3
11	Mansfield St West / Side	Unrestricted	5	5	5	5	5	5	5	5	5	5	5	5	4	3	4	4
12	Mansfield St South / Side	Unrestricted	39	24	29	34	33	33	34	36	35	34	30	28	24	21	22	22
13	Mullens St East / Side	NP (6.30am - 9.30am) M - F	20	2	0	0	0	10	15	17	14	15	13	12	7	2	2	2
14	Mullens St East / Side	Unrestricted	3	3	3	3	3	3	3	3	3	3	3	3	1	0	0	0
15	Mullens St West / Side	2P (8 - 6pm) M-F (PHE)	6	5	5	5	6	6	6	5	5	6	5	5	5	5	4	5
16	Mullens St West / Side	Unrestricted	6	3	5	6	6	6	6	6	5	4	5	6	5	4	4	4
17	Robert St North / Side (90°)	2P (6am - 4pm) M-F	11	11	10	11	11	10	11	11	9	7	5	6	7	9	9	7
18	Robert St North / Side (90°)	Disabled	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0
19	Robert St North / Side (90°)	2P (6am - 4pm) M-F	3	2	1	2	2	2	3	3	2	1	1	1	3	3	2	2
20	Robert St North / Side (90°)	Unrestricted	37	30	31	33	33	33	33	33	30	31	28	30	25	27	27	27
21	Robert St North / Side	Unrestricted	12	11	11	11	10	11	11	11	11	10	11	11	10	10	10	11
Sub-Total Vehicles Parked			212	149	150	164	166	180	185	188	170	174	154	152	133	129	139	141
Sub-Number of Vacant Spaces				63	62	48	46	32	27	24	42	38	58	60	79	83	73	71
Sub % of Capacity Used				70.3%	70.8%	77.4%	78.3%	84.9%	87.3%	88.7%	80.2%	82.1%	72.6%	71.7%	62.7%	60.8%	65.6%	66.5%

**R.O.A.R. DATA****Reliable, Original & Authentic Results**

Mob.0418-239019



Client : TTPP
 Job No/Name : 7817 ROZELLE Parking Surveys
 Day/Date : Monday / 6th March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
22	Robert St South / Side (90 ⁰)	Unrestricted	39	39	39	39	38	37	35	33	30	31	33	36	33	32	33	35
23	Robert St South / Side (90 ⁰)	Unrestricted	50	49	49	49	49	47	49	49	47	44	45	45	48	48	49	49
24	Robert St South / Side	Truck Zone (7am - 7pm) M - Sat	2	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1
25	Robert St South / Side	Unrestricted	4	4	4	4	4	4	4	4	3	2	2	3	2	2	2	1
26	Robert St North / Side	NS (3pm - 7pm) M - F	9	4	7	9	9	9	9	8	7	5	0	0	0	0	0	2
27	Parsons St North / Side	2P (8 - 6pm) M-F (PHE)	8	7	7	6	6	6	7	7	6	6	7	7	7	7	7	7
28	Parsons St North / Side	Unrestricted	15	14	14	14	15	15	15	15	15	14	13	13	14	13	14	14
29	Parsons St South / Side	Unrestricted	17	15	17	17	15	16	16	16	14	15	16	16	16	15	16	16
30	Parsons St South / Side	NP (8am - 6pm) Everyday	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
31	Parsons St South / Side	Unrestricted	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
32	Moore Ln East / Side	2P (8 - 6pm) M-F (PHE)	3	2	2	2	2	2	1	2	2	2	1	1	2	2	3	3
33	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	13	11	10	11	10	10	12	13	11	10	10	11	10	10	11	11
34	Crescent St West / Side	Unrestricted	5	5	5	5	5	5	5	5	5	5	5	5	5	4	5	5
35	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	8	6	6	6	6	6	7	8	7	6	5	5	3	4	7	7
36	Crescent St East / Side	Unrestricted	12	8	9	10	10	9	9	10	8	8	8	8	8	8	8	8
37	Crescent St East / Side	2P (8 - 6pm) M-F (PHE)	20	18	18	18	15	14	14	15	14	16	17	18	15	14	16	17
38	Crescent St East / Side	Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Vehicles Parked			209	185	190	194	187	183	185	187	171	166	164	170	166	162	174	178
TOTAL Vehicles Parked			421	334	340	358	353	363	370	375	341	340	318	322	299	291	313	319
TOTAL Number of Vacant Spaces				87	81	63	68	58	51	46	80	81	103	99	122	130	108	102
TOTAL % of Capacity Used				79.3%	80.8%	85.0%	83.8%	86.2%	87.9%	89.1%	81.0%	80.8%	75.5%	76.5%	71.0%	69.1%	74.3%	75.8%

**R.O.A.R. DATA****Reliable, Original & Authentic Results**

Mob.0418-239019



Client : TTPP

Job No/Name : 7817 ROZELLE Parking Surveys

Day/Date : Tuesday / 7th March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
1	Mansfield St North / Side	Unrestricted	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
2	Mansfield St North / Side	Unrestricted	14	12	12	12	10	11	10	11	11	10	9	8	6	10	10	11
3	Mansfield St South / Side	Unrestricted	4	4	4	4	3	3	4	4	4	4	4	2	2	3	4	4
4	Mansfield St South / Side	Unrestricted	13	12	11	11	10	11	11	12	12	11	11	9	7	9	11	11
5	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	7	6	5	6	5	4	3	4	4	2	3	3	4	5	5	5
6	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	6	6	6	6	6	6	4	5	5	4	4	5	3	3	5	5
7	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	8	7	6	4	6	6	5	5	5	5	3	3	4	5	5	6
8	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	3	3	2	2	3	3	3	3	3	3	2	3	2	3	3	3
9	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	2	0	0	0	1	1	1	1	1	0	0	1	1	1	0	0
10	Mansfield St East / Side	Unrestricted	7	5	4	4	5	6	5	5	6	6	6	6	4	3	3	3
11	Mansfield St West / Side	Unrestricted	5	4	3	3	5	4	4	4	4	4	5	5	5	4	4	4
12	Mansfield St South / Side	Unrestricted	39	22	29	34	33	35	34	34	30	32	29	26	21	22	22	21
13	Mullens St East / Side	NP (6.30am - 9.30am) M - F	20	2	0	0	0	19	20	20	17	19	17	20	13	3	2	2
14	Mullens St East / Side	Unrestricted	3	3	3	3	3	3	3	3	3	2	2	2	0	0	0	0
15	Mullens St West / Side	2P (8 - 6pm) M-F (PHE)	6	6	6	6	6	6	6	6	6	5	6	6	5	4	5	6
16	Mullens St West / Side	Unrestricted	6	5	6	6	5	6	6	6	5	4	5	6	6	6	6	5
17	Robert St North / Side (90 ⁰)	2P (6am - 4pm) M-F	11	8	10	10	8	10	11	9	7	8	9	10	5	6	6	6
18	Robert St North / Side (90 ⁰)	Disabled	1	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0
19	Robert St North / Side (90 ⁰)	2P (6am - 4pm) M-F	3	2	1	2	3	3	3	3	2	1	1	1	1	1	1	1
20	Robert St North / Side (90 ⁰)	Unrestricted	37	29	31	34	35	34	34	35	33	32	30	31	27	29	30	30
21	Robert St North / Side	Unrestricted	12	12	12	12	12	12	12	12	11	12	10	11	9	9	10	10
Sub-Total Vehicles Parked			212	152	156	164	164	188	184	187	174	169	161	163	129	130	136	137
Sub-Number of Vacant Spaces				60	56	48	48	24	28	25	38	43	51	49	83	82	76	75
Sub % of Capacity Used				71.7%	73.6%	77.4%	77.4%	88.7%	86.8%	88.2%	82.1%	79.7%	75.9%	76.9%	60.8%	61.3%	64.2%	64.6%



R.O.A.R. DATA

Reliable, Original & Authentic Results

Mob.0418-239019



Client : TTPP
Job No/Name : 7817 ROZELLE Parking Surveys
Day/Date : Tuesday / 7th March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
22	Robert St South / Side (90 ⁰)	Unrestricted	39	38	37	38	38	37	38	38	36	34	33	35	33	32	35	37
23	Robert St South / Side (90 ⁰)	Unrestricted	50	49	49	49	49	49	49	49	49	49	48	48	46	45	47	47
24	Robert St South / Side	Truck Zone (7am - 7pm) M - Sat	2	1	1	1	0	1	0	0	0	0	0	0	1	1	1	1
25	Robert St South / Side	Unrestricted	4	4	4	4	4	4	4	3	3	3	3	3	2	2	2	1
26	Robert St North / Side	NS (3pm - 7pm) M - F	9	3	9	9	9	9	9	9	9	9	0	0	0	0	0	3
27	Parsons St North / Side	2P (8 - 6pm) M-F (PHE)	8	7	7	7	7	7	6	6	7	7	7	7	7	7	7	7
28	Parsons St North / Side	Unrestricted	15	15	15	15	14	13	12	13	14	14	14	14	14	13	14	14
29	Parsons St South / Side	Unrestricted	17	17	16	16	17	17	15	16	17	17	17	17	17	14	14	15
30	Parsons St South / Side	NP (8am - 6pm) Everyday	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
31	Parsons St South / Side	Unrestricted	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
32	Moore Ln East / Side	2P (8 - 6pm) M-F (PHE)	3	3	3	3	2	2	1	2	2	2	1	1	2	2	2	3
33	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	13	12	11	10	9	10	12	10	11	11	11	11	11	8	10	10
34	Crescent St West / Side	Unrestricted	5	5	5	5	5	5	5	5	5	5	4	4	5	4	4	4
35	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	8	5	6	7	7	7	6	5	6	6	6	6	6	4	5	5
36	Crescent St East / Side	Unrestricted	12	8	9	10	9	9	9	9	7	9	8	7	8	9	8	9
37	Crescent St East / Side	2P (8 - 6pm) M-F (PHE)	20	18	17	17	14	16	16	14	16	15	14	14	15	12	15	16
38	Crescent St East / Side	Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Vehicles Parked			209	188	192	194	187	189	184	181	184	183	168	169	169	155	166	173
TOTAL Vehicles Parked			421	340	348	358	351	377	368	368	358	352	329	332	298	285	302	310
TOTAL Number of Vacant Spaces				81	73	63	70	44	53	53	63	69	92	89	123	136	119	111
TOTAL % of Capacity Used				80.8%	82.7%	85.0%	83.4%	89.5%	87.4%	87.4%	85.0%	83.6%	78.1%	78.9%	70.8%	67.7%	71.7%	73.6%

**R.O.A.R. DATA****Reliable, Original & Authentic Results**

Mob.0418-239019



Client : TTPP

Job No/Name : 7817 ROZELLE Parking Surveys

Day/Date : Wednesday / 8th March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
1	Mansfield St North / Side	Unrestricted	5	4	4	4	4	4	4	4	5	5	5	5	5	4	5	5
2	Mansfield St North / Side	Unrestricted	14	11	13	13	12	12	10	8	10	13	10	8	10	11	11	13
3	Mansfield St South / Side	Unrestricted	4	3	4	4	4	4	3	3	3	3	3	3	3	3	3	4
4	Mansfield St South / Side	Unrestricted	13	12	10	8	10	11	11	11	11	12	11	9	7	9	12	12
5	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	7	5	6	6	7	7	5	4	4	5	4	3	4	6	5	4
6	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	6	5	5	5	5	5	4	5	5	4	5	5	6	6	6	6
7	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	8	5	6	6	5	6	6	6	6	7	6	6	5	5	6	5
8	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	3	2	2	2	3	3	3	3	3	3	2	3	3	3	3	2
9	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	2	0	0	0	0	1	1	0	1	1	0	1	1	1	0	1
10	Mansfield St East / Side	Unrestricted	7	1	4	4	6	6	6	6	6	6	6	5	3	3	3	4
11	Mansfield St West / Side	Unrestricted	5	4	3	4	5	5	5	5	4	5	4	5	3	3	5	4
12	Mansfield St South / Side	Unrestricted	39	24	28	30	32	34	35	35	33	31	25	27	26	24	23	24
13	Mullens St East / Side	NP (6.30am - 9.30am) M - F	20	5	0	0	0	13	19	17	20	16	18	16	10	6	4	2
14	Mullens St East / Side	Unrestricted	3	3	3	2	3	3	3	3	2	2	3	3	2	0	0	0
15	Mullens St West / Side	2P (8 - 6pm) M-F (PHE)	6	5	4	4	3	4	4	4	5	4	5	5	3	1	2	4
16	Mullens St West / Side	Unrestricted	6	5	5	5	6	6	5	5	6	4	4	4	3	3	3	5
17	Robert St North / Side (90 ⁰)	2P (6am - 4pm) M-F	11	6	7	7	7	6	7	9	7	8	7	8	10	11	11	9
18	Robert St North / Side (90 ⁰)	Disabled	1	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0
19	Robert St North / Side (90 ⁰)	2P (6am - 4pm) M-F	3	2	3	2	3	3	2	2	2	2	1	2	1	2	2	2
20	Robert St North / Side (90 ⁰)	Unrestricted	37	32	34	34	35	35	34	33	34	32	29	27	26	26	26	26
21	Robert St North / Side	Unrestricted	12	12	12	12	12	12	12	11	11	11	10	10	9	7	7	9
Sub-Total Vehicles Parked			212	146	154	153	163	181	180	175	179	174	158	155	140	134	137	141
Sub-Number of Vacant Spaces				66	58	59	49	31	32	37	33	38	54	57	72	78	75	71
Sub % of Capacity Used				68.9%	72.6%	72.2%	76.9%	85.4%	84.9%	82.5%	84.4%	82.1%	74.5%	73.1%	66.0%	63.2%	64.6%	66.5%

**R.O.A.R. DATA****Reliable, Original & Authentic Results**

Mob.0418-239019



Client : TTPP
 Job No/Name : 7817 ROZELLE Parking Surveys
 Day/Date : Wednesday / 8th March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
22	Robert St South / Side (90 ⁰)	Unrestricted	39	39	39	39	39	39	39	39	36	37	36	35	30	27	27	30
23	Robert St South / Side (90 ⁰)	Unrestricted	50	50	50	50	50	50	50	49	49	48	46	46	40	41	40	40
24	Robert St South / Side	Truck Zone (7am - 7pm) M - Sat	2	1	1	1	0	0	0	1	0	0	0	0	1	1	1	1
25	Robert St South / Side	Unrestricted	4	4	4	4	4	4	4	4	4	4	2	1	1	1	1	2
26	Robert St North / Side	NS (3pm - 7pm) M - F	9	5	7	9	9	9	9	9	9	9	9	0	0	0	0	2
27	Parsons St North / Side	2P (8 - 6pm) M-F (PHE)	8	7	7	7	7	7	7	7	6	6	5	6	6	7	7	7
28	Parsons St North / Side	Unrestricted	15	15	15	15	15	15	14	14	15	15	13	14	13	12	14	13
29	Parsons St South / Side	Unrestricted	17	16	16	16	14	15	16	16	14	16	15	13	14	12	10	13
30	Parsons St South / Side	NP (8am - 6pm) Everyday	1	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0
31	Parsons St South / Side	Unrestricted	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
32	Moore Ln East / Side	2P (8 - 6pm) M-F (PHE)	3	3	3	3	1	1	2	2	3	3	2	2	2	2	1	3
33	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	13	10	12	13	13	13	10	11	10	11	10	9	10	6	7	9
34	Crescent St West / Side	Unrestricted	5	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5
35	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	8	5	6	7	6	6	7	7	8	7	6	5	4	3	4	4
36	Crescent St East / Side	Unrestricted	12	9	9	9	9	9	7	8	7	7	6	8	6	7	7	8
37	Crescent St East / Side	2P (8 - 6pm) M-F (PHE)	20	17	17	17	14	16	15	16	16	18	16	17	15	15	13	15
38	Crescent St East / Side	Disabled	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Sub-Total Vehicles Parked			209	188	193	197	189	192	187	191	184	189	173	163	149	141	139	154
TOTAL Vehicles Parked			421	334	347	350	352	373	367	366	363	363	331	318	289	275	276	295
TOTAL Number of Vacant Spaces				87	74	71	69	48	54	55	58	58	90	103	132	146	145	126
TOTAL % of Capacity Used				79.3%	82.4%	83.1%	83.6%	88.6%	87.2%	86.9%	86.2%	86.2%	78.6%	75.5%	68.6%	65.3%	65.6%	70.1%

**R.O.A.R. DATA****Reliable, Original & Authentic Results**

Mob.0418-239019



Client : TTPP
 Job No/Name : 7817 ROZELLE Parking Surveys
 Day/Date : Thursday / 9th March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
1	Mansfield St North / Side	Unrestricted	5	5	5	5	5	5	5	5	4	4	4	4	3	3	4	4
2	Mansfield St North / Side	Unrestricted	14	13	13	13	12	14	12	14	13	13	10	9	9	8	10	11
3	Mansfield St South / Side	Unrestricted	4	4	4	4	4	4	4	4	4	3	3	3	2	3	3	3
4	Mansfield St South / Side	Unrestricted	13	11	11	11	11	11	9	11	12	12	9	8	9	11	12	12
5	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	7	4	4	4	7	7	7	6	7	5	4	4	4	3	3	4
6	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	6	6	6	5	5	5	4	3	2	4	5	4	3	5	5	4
7	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	8	5	6	6	5	5	4	4	6	6	5	5	4	5	6	6
8	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	3	2	3	3	3	3	2	3	3	3	3	3	3	3	3	3
9	Mansfield St North / Side	2P (8 - 6pm) M-F (PHE)	2	1	1	1	1	0	0	1	1	1	1	1	0	1	1	1
10	Mansfield St East / Side	Unrestricted	7	5	4	4	5	6	6	6	6	6	5	6	5	6	6	5
11	Mansfield St West / Side	Unrestricted	5	4	4	4	5	5	5	5	4	5	3	3	4	5	5	5
12	Mansfield St South / Side	Unrestricted	39	25	33	36	35	35	33	34	32	35	30	28	27	22	24	24
13	Mullens St East / Side	NP (6.30am - 9.30am) M - F	20	2	0	0	0	10	15	18	15	13	15	16	10	7	4	3
14	Mullens St East / Side	Unrestricted	3	3	3	3	3	3	3	3	3	3	3	3	3	1	1	1
15	Mullens St West / Side	2P (8 - 6pm) M-F (PHE)	6	4	5	5	6	6	6	6	5	6	4	4	6	4	5	5
16	Mullens St West / Side	Unrestricted	6	6	6	6	6	6	6	6	6	6	6	6	4	4	6	6
17	Robert St North / Side (90 ⁰)	2P (6am - 4pm) M-F	11	10	8	10	11	11	11	11	11	10	8	9	8	10	9	8
18	Robert St North / Side (90 ⁰)	Disabled	1	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0
19	Robert St North / Side (90 ⁰)	2P (6am - 4pm) M-F	3	2	0	1	2	2	3	3	3	0	1	2	1	2	2	1
20	Robert St North / Side (90 ⁰)	Unrestricted	37	31	33	33	35	35	35	35	32	33	31	30	29	27	26	26
21	Robert St North / Side	Unrestricted	12	12	11	12	12	12	12	12	12	12	12	12	10	9	9	10
Sub-Total Vehicles Parked			212	155	161	167	174	186	183	191	182	181	163	161	144	139	144	142
Sub-Number of Vacant Spaces				57	51	45	38	26	29	21	30	31	49	51	68	73	68	70
Sub % of Capacity Used				73.1%	75.9%	78.8%	82.1%	87.7%	86.3%	90.1%	85.8%	85.4%	76.9%	75.9%	67.9%	65.6%	67.9%	67.0%

**R.O.A.R. DATA****Reliable, Original & Authentic Results**

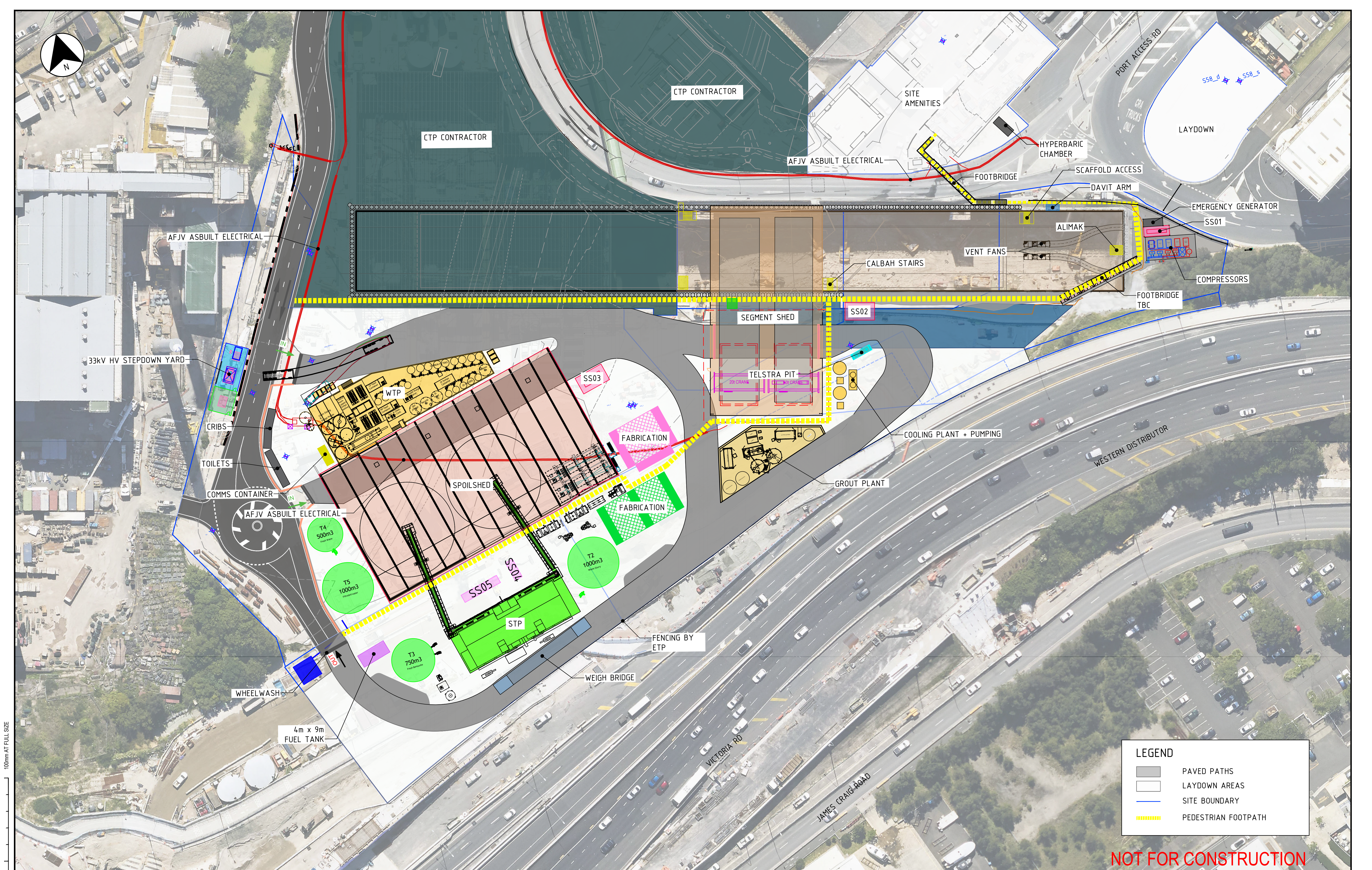
Mob.0418-239019



Client : TTPP
 Job No/Name : 7817 ROZELLE Parking Surveys
 Day/Date : Thursday / 9th March 2023

Area	Location	Restriction	Cap	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
22	Robert St South / Side (90 ⁰)	Unrestricted	39	39	39	39	39	38	39	38	38	38	35	36	32	29	29	29
23	Robert St South / Side (90 ⁰)	Unrestricted	50	50	50	50	50	50	50	50	47	45	45	45	44	43	45	45
24	Robert St South / Side	Truck Zone (7am - 7pm) M - Sat	2	1	1	1	1	1	0	1	0	1	0	0	0	1	1	1
25	Robert St South / Side	Unrestricted	4	4	4	4	4	4	4	4	4	4	3	4	1	2	2	2
26	Robert St North / Side	NS (3pm - 7pm) M - F	9	5	8	8	9	9	9	9	9	9	0	0	0	0	0	3
27	Parsons St North / Side	2P (8 - 6pm) M-F (PHE)	8	7	7	7	7	7	7	7	6	6	7	7	6	7	7	7
28	Parsons St North / Side	Unrestricted	15	13	14	13	14	14	15	15	15	15	14	15	13	13	13	14
29	Parsons St South / Side	Unrestricted	17	15	16	16	16	16	16	16	16	15	13	12	13	13	14	14
30	Parsons St South / Side	NP (8am - 6pm) Everyday	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
31	Parsons St South / Side	Unrestricted	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
32	Moore Ln East / Side	2P (8 - 6pm) M-F (PHE)	3	3	3	3	2	2	2	2	2	2	1	1	0	2	2	3
33	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	13	10	10	10	9	10	9	10	10	11	10	11	10	8	9	9
34	Crescent St West / Side	Unrestricted	5	5	5	5	5	5	5	5	5	5	5	5	5	4	4	4
35	Crescent St West / Side	2P (8 - 6pm) M-F (PHE)	8	4	7	6	6	6	7	7	6	6	6	6	6	5	5	5
36	Crescent St East / Side	Unrestricted	12	8	8	9	10	10	10	10	10	10	9	10	8	6	7	7
37	Crescent St East / Side	2P (8 - 6pm) M-F (PHE)	20	17	19	19	17	19	16	15	16	18	18	19	13	12	14	14
38	Crescent St East / Side	Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Vehicles Parked			209	183	193	192	191	193	191	191	186	187	168	173	154	147	154	159
TOTAL Vehicles Parked			421	338	354	359	365	379	374	382	368	368	331	334	298	286	298	301
TOTAL Number of Vacant Spaces				83	67	62	56	42	47	39	53	53	90	87	123	135	123	120
TOTAL % of Capacity Used				80.3%	84.1%	85.3%	86.7%	90.0%	88.8%	90.7%	87.4%	87.4%	78.6%	79.3%	70.8%	67.9%	70.8%	71.5%

Appendix B The Bays Construction Site Layout



100mm AT FULL SIZE

<table><tr><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>B</td><td>A.M</td><td>21/09/23</td><td>ISSUED WITH UPDATES</td><td>S.C</td></tr><tr><td>A</td><td>J.F</td><td>11/01/23</td><td>ISSUED FOR INFORMATION</td><td>S.C</td></tr><tr><td>REV.</td><td>BY</td><td>DATE</td><td>DESCRIPTION</td><td>APPD.</td></tr></table>					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	B	A.M	21/09/23	ISSUED WITH UPDATES	S.C	A	J.F	11/01/23	ISSUED FOR INFORMATION	S.C	REV.	BY	DATE	DESCRIPTION	APPD.	<p>SCALES</p> 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A1 Original Co-ordinate System: GDA2020 MGA Zone 56 Height Datum: A.H.D This sheet may be prepared using colour and may be incomplete if copied NOTE: Do not scale from this drawing. ALT. DRG No.

Appendix C

Comments Register

REVIEW COMMENTS SHEET

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Sydney Metro West - ETP - Construction Parking and Access Strategy – Stage 2 – The Bays	01.01	S3	01	27/11/2023	TFN	LWILBY	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	4.2 Special events	NA	Consider including the 7 bridges walk that is a major event / generator of pedestrians and may use James Craig Road as they have done in previous years < https://www.7bridgeswalk.com.au/ >.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	4.2 Special events	NA		Observation	Y
				01.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	4.2 Special events	NA	The seven bridge walks are normally run on Sundays. There are no anticipated works planned for Sundays.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	4.2 Special events	NA		Observation	Y
				01.01.01	8/01/2024	TFN	LWILBY				Noted, comment closed.	Observation	Y
												Observation	Y
				02	27/11/2023	TFN	LWILBY	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	8.2 pedestrians Managing	NA	The opening sentence talks about no public pedestrian activities within the vicinity of the site, however the James Craig Road / Sommersville Road shared path is very close to the site and is a significant pedestrian and cyclist generator for the Anzac Bridge access. Consider calling that out as a nearby pedestrian facility.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	8.2 pedestrians Managing	NA		Observation	Y
				02.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	8.2 pedestrians Managing	NA	Section updated, comments included.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	8.2 pedestrians Managing	NA		Observation	Y
				02.01.01	8/01/2024	TFN	LWILBY				Satisfied with rewording, comment closed. Thanks.	Observation	Y
												Observation	Y
				03	27/11/2023	TFN	LWILBY	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	8.3 Managing cyclists	NA	The opening sentence talks about no public pedestrian activities within the vicinity of the site, however the James Craig Road / Sommersville Road shared path is very close to the site and is a significant pedestrian and cyclist generator for the Anzac Bridge access. Consider calling that out as a nearby cyclist facility. Also in the last sentence in this section consider including driver training / awareness of likely cyclist interaction near the port access gates as cyclists travelling towards City West Link / Glebe swing wide from the shared path to travel along Sommersville Rd / James Craig Rd. Thanks.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	8.3 Managing cyclists	NA		Observation	Y
				03.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	8.3 Managing cyclists	NA	Section updated, comments included.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	8.3 Managing cyclists	NA		Observation	Y
				03.01.01	8/01/2024	TFN	LWILBY				Satisfied with rewording, comment closed. Thanks.	Observation	Y
												Observation	Y
				05	6/12/2023	IWC	MHUY	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 3.4	N/A	The parking area provided has a maximum capacity of 171 spaces to accommodate 240 peak employees which is considered acceptable, however as noted in previous comments the use of on-street parking in Robert Street will impact businesses in Robert Street as the parking is in high demand and is critical for the operation of the business units in Robert Street.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 3.4	N/A		Observation	Y
				05.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 3.4	N/A	ETP has no access to Robert St. If workers are to park in Robert St, it is a long walk to the site office. ETP has been providing a shuttle bus service between the onsite parking and the work areas. This encourages workers to utilise the on site parking.	Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 3.4	N/A		Observation	Y
				06	6/12/2023	IWC	MHUY	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 3.4	N/A	The 1hr period between the two shift times will be helpful and anticipate that the double up of parking demand during the changeover time will not occur.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 3.4	N/A		Observation	Y
				06.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 3.4	N/A	Noted	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 3.4	N/A		Observation	Y
				07	6/12/2023	IWC	MHUY	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 3.6	N/A	The report states walking distance from the parking area to the worksite would be in the order of 300-500m. Walking distance from Robert Street would be significantly lower and it is encouraged that a quality Shuttle bus service be provided in order to have the spaces utilised by employees as intended. No further information on the shuttle bus service was provided. It is noted that frequency, operating times and size of the shuttle buses would be critical to ensure good take up of off-street parking.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 3.6	N/A		Observation	Y
				07.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 3.6	N/A	An on site shuttle bus service is provided between the on site car park and the works sites, offices on as needed demand bases. Not all employees arrive or depart at the same times. By providing an adequate shuttle bus service on site, it encourages workers to park within the on site parking spaces provided.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 3.6	N/A		Observation	Y
				08	6/12/2023	IWC	MHUY	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 4.2	N/A	Biennale of Sydney event is proposed for next year March-Jun 2024, which may impact operations of the Sydney Metro ETP.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 4.2	N/A		Observation	Y
				08.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 4.2	N/A	ETP is aware of the upcoming event, it was presented at a TTLG meeting and will also further follow up with the organisers.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 4.2	N/A		Observation	Y
				09	6/12/2023	IWC	MHUY	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 4.1	N/A	Council requests that no access for employees, visitors or contractors be provided from Robert Street at any stages of the project.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 4.1	N/A		Observation	Y
				09.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 4.1	N/A	ETP has no access to Robert St. If workers are to park in Robert St, it is a long walk to the site office. ETP has been providing a shuttle bus service between the onsite parking and the work areas. This encourages workers to utilise the on site parking.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 4.1	N/A		Observation	Y
				10	6/12/2023	IWC	MHUY	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 5.3	N/A	As noted in the CTMP comments, the on-street parking survey and data was captured before the implementation of the Resident Parking Scheme in Rozelle which was undertaken mid 2023.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 5.3	N/A		Observation	Y
				10.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 5.3	N/A	The parking survey has been conducted and reported prior to the Council's ongoing works, including the implementation of a residential parking scheme. And as per previous comments, workers parking will be accommodated on site.	Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 5.3	N/A		Observation	Y
				11	6/12/2023	IWC	MHUY	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 8.3	N/A	Ways to encourage active transport, quality end of trip facilities, secure bicycle storage/parking, transport access guides, would be strongly encouraged to utilise the excellent routes available via Rozelle Parklands.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 8.3	N/A		Observation	Y
				11.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 8.3	N/A	JCG JV encourage construction personnel to travel to/from the site via available public transport services, active transport methods and carpooling. Construction worker parking will be contained within proposed lease area, without affecting other tenants in Glebe Island. Shuttle bus services will operate as required between Glebe Island designated parking area and The Bays worksite.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 8.3	N/A		Observation	Y
				12	6/12/2023	IWC	MHUY	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 7	N/A	Council request that a Community Liaison team be set up to coordinate and relay community concerns, complaints and comments on the project, including a project webpage, contact email and phone number and	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 7	N/A		Observation	Y
				12.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 7	N/A	JCG JV has a very active community team liaising with all relevant stakeholders and community regarding the project, providing webpages email and phone contact	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Section 7	N/A		Observation	Y
				13	6/12/2023	IWC	MHUY	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Whole document	N/A	Any stakeholder comments on these types of projects cannot be provided within two weeks, and any future reviews be allowed with a minimum 28-day timeframe excluding holidays.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Whole document	N/A		Observation	Y
				13.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Whole document	N/A	As per our meeting and Sean Clark's elaboration on the project's procedures. 28 days can not be adhered to.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	Whole document	N/A		Observation	Y
				14	7/12/2023	SMD	SCLARKE	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	General	N/A	A general review should be undertaken of the cross referencing in the report. There are a few examples where the table reference number is missing within the text eg in section 5.4	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	General	N/A		Observation	Y
				14.01	22/12/2023	JCG	KVARGA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	General	N/A	Noted	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002009	General	N/A		Observation	Y

Sydney Metro West - Eastern Tunnelling Package (SSI-19238057), Construction Parking & Access Strategy, The Bays Comments Table

PA	102
Report	Construction Parking and Access Strategy, The Bays Worksite

Date	Contributor	Description
7 February 2024	LM (DPHI)	DPHI Assessment and Comments.

Part A – Conditions of Approval

Comment No.	Condition	Requirement	DPHI Comment	Proponent Response	DPHI comment	Status
1	D77	Construction Parking and Access Management All vehicles associated with the CSSI (including light vehicles and heavy vehicles) must be managed to:	See below:			
2		(a) minimise parking on public roads	<p>Section 6.1 provides mitigation measures to minimise parking on public roads including information, communication and awareness strategies for workforce.</p> <p>The Project has a lease agreement with the NSW Port Authority that provides sufficient workforce parking at Glebe Island.</p> <p>The designated parking area is located within 330m of the ETP worksite with safe pedestrian access provided.</p> <p>A shuttle bus is also in operation that transports workers from the designated parking area at Glebe Island to The Bays Worksite.</p> <p>There is no direct pedestrian access from Roberts St or Victoria Rd to The Bays ETP site so overflow worker parking on surrounding public roads is not expected.</p> <p>SATISFIED.</p>			CLOSED
3		(b) minimise idling and queuing on state and regional roads	<p>Section 3.4, 3.5 and 4.1 provides information regarding truck marshalling.</p> <p>The Project has a lease agreement with NSW Port Authority for worker parking and truck marshalling at Glebe Island.</p> <p>This designated marshalling area allows for marshalling of up to 7 heavy vehicles. There is sufficient area to minimise idling and marshalling of trucks on public roads.</p> <p>SATISFIED.</p>			CLOSED

Comment No.	Condition	Requirement	DPHI Comment	Proponent Response	DPHI comment	Status
4		(c) not carry out marshalling of construction vehicles near sensitive land user(s)	<p>Section 3.4, 3.5 and 4.1 provides information regarding truck marshalling.</p> <p>Truck marshalling is undertaken at the truck marshalling area leased from NSW Ports Authority at Glebe Island and</p> <p>This area is located away from any sensitive users and impacts to local residents and the local road network is not expected.</p> <p>SATISFIED.</p>			<u>CLOSED</u>
5		(d) not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided;	<p>Section 8.1 and 8.2 provides information regarding site access and management of pedestrians.</p> <p>Mitigation measures are provided to address safety of pedestrians and cyclists including truck warning signage, site access points designed and managed under relevant standards, traffic guidance schemes and pedestrian management plans.</p> <p>The Bays construction site is located away from the public road network and no public pedestrian activities are expected near the site.</p> <p>SATISFIED.</p>			<u>CLOSED</u>
6		(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	<p>Section 6.3 and 6.4 covers spoil haulage routes.</p> <p>Real time truck monitoring is used to track and analyse the spoil haulage truck movements to ensure heavy vehicles adhere to the haulage routes.</p> <p>SATISFIED.</p>			<u>CLOSED</u>
7	D78	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off-street parking changes during construction of the CSSI. The Construction Parking and Access Strategy must include, but not necessarily be limited to:	See below:			
8		(a) achieving the requirements of Condition D77 above	<p>Refer to Item numbers 2 to 6 above.</p> <p>Appropriate information provided to address requirements of condition 77.</p> <p>SATISFIED.</p>			<u>CLOSED</u>
9		(b) confirmation and timing of the removal of on and off-street parking associated with construction of the CSSI;	<p>Section 4.1 addresses this requirement.</p> <p>The construction works within The Bays ETP site does not require any parking removals on the public road network in the vicinity of the site.</p> <p>SATISFIED.</p>			<u>CLOSED</u>

Comment No.	Condition	Requirement	DPHI Comment	Proponent Response	DPHI comment	Status
10		(c) parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events;	<p>Section 5 outlines details of the parking survey undertaken.</p> <p>There are no primary or high schools in the vicinity of the surveyed area.</p> <p>All construction worker parking is in the designated area at Glebe Island and will not impact on any special events.</p> <p>SATISFIED.</p>			
11		(d) consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction;	<p>Stakeholder consultation is covered in section 1.3, 4.0 and 5.0.</p> <p>The construction works at The Bays ETP site does not require the removal of car parking spaces on public roads.</p> <p>The CPAS consultation review comments sheet is also provided in Appendix C.</p> <p>SATISFIED.</p>			
12		(e) assessment of the impacts to on and off-street parking stock taking into consideration, outcomes of consultation with affected stakeholders and considering the impacts of other major projects in the locality and special events;	<p>Addressed in sections 3, 4.1 and 4.2 and refer to comments above.</p> <p>SATISFIED.</p>			
13		(f) identification of practicable mitigation measures to manage impacts to stakeholders as a result of on and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes;	<p>Addressed in sections 1.3, 4.1 & 6 and throughout the Strategy.</p> <p>As discussed above, no staged car parking removal or replacement is required as result of construction for The Bays ETP site.</p> <p>As also discussed above, the Project has a lease agreement with the NSW Port Authority that provides sufficient workforce parking at Glebe Island.</p> <p>SATISFIED.</p>			
14		(g) mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures;	<p>Monitoring of mitigation measures and corrective measures are addressed in Section 7.</p> <p>SATISFIED.</p>			
15		(h) details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites;	<p>Section 3.6 provides information regarding the shuttle bus service which transports workers from the designated parking area at Glebe Island to The Bays Worksite.</p> <p>SATISFIED.</p>			
16		(i) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	<p>Contingency measures are appropriately discussed in section 7.3.</p> <p>SATISFIED.</p>			<u>CLOSED</u>

Comment No.	Condition	Requirement	DPHI Comment	Proponent Response	DPHI comment	Status
17		(j) provision of reporting of monitoring results to the Planning Secretary and relevant Councils at six (6) monthly intervals.	<p>Section 7.4 outlines that a CPAS monitoring summary report will be provided to stakeholders. This section does not explicitly state that a CPAS monitoring report will be provided to the DPHI Planning Secretary.</p> <p>DPHI Comment 17.1 – Please provide a commitment in section 7.4 that CPAS monitoring reports will be provided to the Planning Secretary at regular, 6-monthly intervals.</p>	Section 7.4 updated in the report to address the comments.		
18		<p>The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month prior to the commencement of any construction that reduces the availability of existing parking.</p> <p>The approved Construction Parking and Access Strategy must be implemented before and during construction that impact parking and incorporated into the CTMPs.</p>	Refer to the submitted CPAS.			

Appendix D Approvals

Our ref: SSI-19238057-PA-102

[REDACTED]
Director Environment, Sustainability, and Planning
Sydney Metro
PO Box K659
HAYMARKET NSW 1240

Attention: [REDACTED] Manager Environment

29/02/2024

Subject: Sydney Metro West, Eastern Tunnelling Package, The Bays, Construction Parking and Access Strategy

Dear [REDACTED]

Thank you for submitting the "Construction Parking and Access Strategy (Stage 2), The Bays Worksite, Revision 3" dated 13 February 2024 (the CPAS) on 21 February 2024. Thank you also for your response to our request for additional information.

I note the CPAS:

- has been prepared in consultation with Transport for NSW and Inner West Council.
- Involves workforce parking and truck marshalling on Glebe Island in agreement with the NSW Ports Authority.
- has been reviewed by Sydney Metro and no issues have been raised with the department

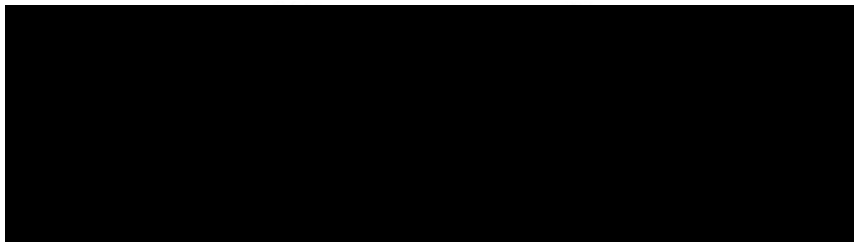
Accordingly, I approve the CPAS under Condition D78 of SSI 19238057 as nominee of the Planning Secretary.

If there are any inconsistencies between the document and the conditions of approval, the conditions prevail.

Please make the document and this letter publicly available on the project website as soon as possible.

If you wish to discuss the matter further, please contact [REDACTED] at [REDACTED]

Yours sincerely



Acting Team Leader - Rail Infrastructure Management
Infrastructure Management

As nominee of the Planning Secretary