



Construction Parking & Access Strategy

Project Name: WestConnex New M5

Project number:	15.7020.2597
Document number:	M5N-ES-PLN-PWD-0040
Revision date:	24/05/19
Revision:	13



Document Approval

Rev.	Date	Prepared by	Reviewed by	Recommended by	Approved by	Remarks
01	05/12/16	CDS-JV				
02	19/12/16	CDS-JV				
03	12/12/17	CDS-JV				
04	27/02/18	CDS-JV				
05	07/03/18	CDS-JV				
06	21/03/18	CDS-JV				
07	10/09/18	CDS-JV				
08	26/09/18	CDS-JV				
09	28/09/18	CDS-JV				
10	01/02/19	CDS-JV				
11	01/04/19	CDS-JV				
12	08/05/19	CDS-JV				
13	24/05/19	CDS-JV				
Signature:						

Construction Parking & Access Strategy



Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Commercial Director is responsible for updating this plan to reflect changes to the WestConnex New M5 Project, legal and other requirements, as required.

Amendments

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

Revision Details

Revision	Details
00	Issued for Approval DPE
01	Update to address DPE comments
02	Update to address additional DPE comments
03	Update to address actions resulting from ER audit
04	Update to include impacts at Tempe Recreation Reserve
05	Update to address M5 AT and RMS comments. For submission to DPE.
06	Update to include additional 6 spaces identified to be impacted at Tempe. For submission to DPE.
07	Update to address DPE comments regarding the permanent loss of parking within the SSI footprint during construction
08	Update to address M5 AT comments. For submission to DPE.
09	Rev 08 retracted due to errors. Resubmission to DPE.
10	Update to address DPE comments. For submission to DPE
11	Update to address DPE comments. Resubmission to DPE
12	Update to address DPE comments and include additional construction parking impacts (Applebee Street).
13	Update to address additional DPE comments



Contents

1. Introduction.....	6
1.1. Project Description.....	6
1.2. Scope of Strategy	7
2. Existing Parking Supply & Utilisation.....	9
2.1. Local Roads Area	9
2.2. Tempe Recreation Reserve	11
3. Impacts to Existing Parking.....	12
3.1. Local Roads Works.....	12
3.2. Tempe Recreation Reserve	16
4. Consultation.....	17
4.1. Affected stakeholders	17
4.2. Communication and Consultation Activities	17
5. Mitigation Methods.....	19
5.1. Ongoing communication and engagement	19
5.2. Staging Removal	19
5.3. Management of Project Staff Parking and Transport.....	22
5.4. Temporary Parking Restrictions.....	23
5.5. Alternative parking arrangements	24
6. Monitoring, Reporting & Contingencies.....	26
6.1. Monitoring.....	26
6.2. Corrective Action	26
6.3. Reporting	27
6.4. Contingencies	27
7. Conclusion.....	28
Appendix A - Map of Local Roads Works.....	29
Appendix B - Sample Survey.....	31
Appendix C - Summary of Responses from Resident Survey.....	33
Appendix D - Summary of Responses from Business Survey.....	40
Appendix E - Summary of Impacts and Mitigations	44
Appendix F - Project Staff information	52
Appendix G – RMS Available Land	56
Appendix H – Indicative Parking Location Plans.....	58

1. Introduction

1.1. Project Description

WestConnex is one of the NSW Government's key infrastructure projects which aims to ease congestion, create jobs and connect communities. It is the largest integrated transport and urban revitalisation project in Australia.

The 33 kilometre project was a key recommendation of the State Infrastructure Strategy released in October 2012. It brings together a number of important road projects which together form a vital link in Sydney's Orbital Network. They include a widening of the M4 east of Parramatta, a duplication of the M5 East and new sections of motorway to provide a connection between the two key corridors.

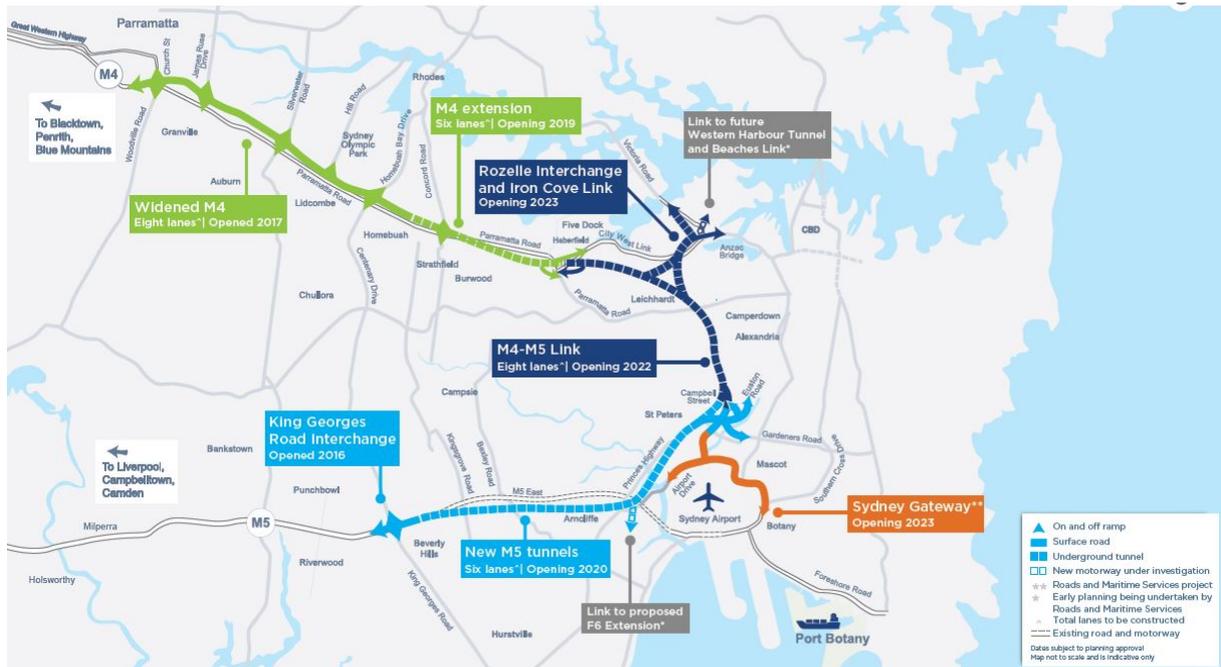


Figure 1: WestConnex project map

WestConnex will support Sydney's long term growth and boost the city's economic productivity. It will:

- Provide quicker, more reliable trips between Western Sydney and the Port Botany/Sydney Airport precinct to support Sydney's urban freight task
- Help distribute traffic across the wider road network, removing bottlenecks and relieving congestion for local trips
- Provide better connections along the M4 and M5 corridors to cater for the forecast growth in employment and population along these routes
- Allow urban revitalisation and increase opportunities for active and public transport along and across Parramatta Road.

The WestConnex project includes a number of stages:

- Stage 1a – M4 Widening
- Stage 1b – M4 East
- Stage 2 – New M5
- Stage 3 – M4-M5 Link

In November 2015, the Sydney Motorway Corporation (SMC) awarded the CPB Dragados Samsung Joint Venture (CDS-JV) the contract for the design and construction of Stage 2 – New M5. The New M5 will run from the existing M5 East corridor at Beverly Hills via a tunnel to St Peters, providing improved access to the airport, south Sydney and Port Botany precincts.

Key features of the New M5 include:

- New twin tunnels which are higher, wider and flatter, which will more than double capacity along the M5 East corridor and provide motorway access to north of Sydney Airport
- A new interchange at an industrial site at St Peters, which reduces the impact on nearby residential areas

- Connections from the interchange to key roads in the area, including Campbell Road/Street, Euston Road and across the canal to Bourke Road
- Widening of Campbell Road/Street and Euston Road through existing road widening reservations
- Western tunnel entry and exit points at Kingsgrove.

Stage 2 of WestConnex is being accelerated following an historic funding agreement signed by the Australian and New South Wales Governments in May 2014.

This has allowed work to start on the M5 - King Georges Road Interchange upgrade.

The duplication of the M5 East corridor will improve travel times and reliability for the 100,000 motorists which use this key route every day.

It will allow for improved movement of freight to and from the Port Botany area and provide an express route between Western Sydney and Sydney Airport once WestConnex is completed.

1.2. Scope of Strategy

This Strategy outlines the Construction Parking and Access Strategy for the New M5. The strategy is required under the Conditions of Approval (CoA), specifically Condition D50. Condition D50 provides for the following:

D50: The Proponent must prepare and implement a Construction Parking and Access Strategy to further identify and effectively mitigate impacts resulting from on- and off-street parking changes during construction of the SSI. The Strategy must include, but not necessarily be limited to –

- a) confirmation and timing of the removal of on- and off-street parking associated with construction of the project,*
- b) comprehensive parking surveys of all parking spaces to be removed to determine current demand during peak, off-peak, school drop off and pickup, and weekend periods,*
- c) consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction*
- d) assessment of the impacts of changes to on- and off-street parking stock taking into consideration outcomes of consultation with affected stakeholders.*
- e) identification of mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant councils to introduce parking restrictions adjacent to work sites and compounds,*
- f) mechanisms for monitoring over appropriate intervals to determine the effectiveness of implemented mitigation measures,*
- g) provision of contingency measures should the results of mitigation monitoring indicate implemented measures are ineffective,*
- h) provision of reporting of monitoring results to the Secretary and relevant councils at appropriate intervals;*

This Strategy addresses the temporary removal of parking required for construction of the New M5. Revision 01 of the strategy was approved by the Department of Planning and Environment on 23 December 2016. This revision of the strategy addresses the temporary removal of parking required for construction as well as the permanent loss of parking which have been identified during the detailed design phase. Permanent parking losses will commence during the construction period and continue into project operations. The impact of construction works on parking is primarily limited to the Local Roads aspect of the Project. The location of the Local Roads component of the project has been provided in Appendix A. In summary:

- No impact on parking will occur as a result of construction works at Kingsgrove, Bexley and St Peters Interchange



- Minor short-term impacts will occur at an off-street public carpark located at Tempe Recreation Reserve associated with the Arncliffe construction activities
- Minor short-term impacts will occur at off-street private parking at Bunnings Warehouse and Delta Group, associated with the St Peters construction activities
- Access to both residences and business, including loading areas for businesses, will be maintained at all times for the duration of construction on the project.

Table 1 below shows where each requirement in relation to condition D50 has been addressed in this Strategy.

Table 1: Conditions of Approval Clause D50 compliance

Reference	Requirements	Where addressed
a)	confirmation and timing of the removal of on- and off-street parking associated with construction of the project	Table 5, Appendix E
b)	comprehensive parking surveys of all parking spaces to be removed to determine current demand during peak, off-peak, school drop off and pickup, and weekend periods	Sections 2, 3 and 4
c)	consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction	Section 4 Appendix B Appendix C Appendix D
d)	assessment of the impacts of changes to on- and off-street parking stock taking into consideration outcomes of consultation with affected stakeholders	Section 3 Section 5 Appendix B Appendix C Appendix D Appendix E
e)	identification of mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant councils to introduce parking restrictions adjacent to work sites and compounds	Section 5 Appendix E Appendix G
f)	mechanisms for monitoring over appropriate intervals to determine the effectiveness of implemented mitigation measures	Section 6
g)	provision of contingency measures should the results of mitigation monitoring indicate implemented measures are ineffective	Section 6
h)	provision of reporting of monitoring results to the Secretary and relevant councils at appropriate intervals	Section 6

2. Existing Parking Supply & Utilisation

2.1. Local Roads Area

The following describes the existing parking stock in and around the local roads area. A broad parking survey was undertaken to assess the approximate existing stock and utilization of parking in the local roads area (St Peters) prior to any construction impacts on parking. The survey was undertaken for street / road locations in the surrounding area of the local roads scope of works, this included roads affected and unaffected by the temporary loss of parking as a result of construction works.

The parking surveys were carried out on the following days:

- Tuesday 17 May 2016 6:00am-6:00pm
- Wednesday 18 May 2016 6:00am-6:00pm
- Thursday 19 May 2016 6:00am-6:00pm
- Saturday 21 May 2016 9:00am-6:00pm
- Sunday 22 May 2016 9:00am-6:00pm

Results of the survey are shown in Tables 2 and 3.

Table 2: Weekday parking survey results

Location	Side	Supply	AM Peak Weekday (7am-10am)		PM Peak Weekday (3pm-6pm)	
			Average Occupancy	Average Occupancy (%)	Average Occupancy	Average Occupancy (%)
Albert Street	NE	25	23	92%	20	80%
Albert Street	SW	19	19	100%	18	95%
Unwins Bridge Road	SE	31	6	19%	5	16%
Unwins Bridge Road	NW	41	8	20%	7	17%
Brown Street	SE	29	18	62%	17	59%
Brown Street	NW	37	24	65%	22	59%
Florence Street	SE	38	27	71%	25	66%
Florence Street	NW	42	30	71%	28	67%
St Peters Street	SE	22	15	68%	13	59%
St Peters Street	NW	20	13	65%	12	60%
Hutchinson Street	NW	36	26	72%	21	58%
Princes Highway	SE	32	13	41%	6	19%
Princes Highway	NW	12	5	42%	2	17%
Campbell Road	NE	56	33	59%	29	52%
Campbell Road	SW	36	22	61%	19	53%
Euston Road	NW	140	102	73%	69	49%
Euston Road	SE	103	75	73%	50	49%
Gardeners Road	South	39	34	87%	23	59%
Gardeners Road	North	42	37	88%	24	57%
Bunnings Carpark (Mascot)	N/A	215	112	52%	124	58%
Delta Group Carpark (Alexandria)	N/A	16	16	100%	17	106%
Huntley Street	NE	7	5	71%	4	57%
Huntley Street	SW	7	5	71%	4	57%
Barwon Park Road	West	9	8	89%	5	56%

Construction Parking & Access Strategy



Barwon Park Road	East	14	14	100%	9	64%
Burrows Road	SE	48	40	83%	31	65%
Burrows Road	NW	54	46	85%	35	65%
May Street	NW	28	24	86%	21	75%
May Street	SE	23	19	83%	16	70%
TOTAL		1221	819	67%	676	55%

Table 3: Weekend parking survey results

Location	Side	Supply	Saturday 9am-6pm		Sunday 9am-6pm	
			Average Occupancy	Average Occupancy (%)	Average Occupancy	Average Occupancy (%)
Albert Street	NE	25	14	56%	16	64%
Albert Street	SW	19	13	68%	9	47%
Unwins Bridge Road	SE	31	12	39%	12	39%
Unwins Bridge Road	NW	41	17	41%	17	41%
Brown Street	SE	29	16	55%	19	66%
Brown Street	NW	37	21	57%	24	65%
Florence Street	SE	38	23	61%	23	61%
Florence Street	NW	42	26	62%	26	62%
St Peters Street	SE	22	16	73%	14	64%
St Peters Street	NW	20	15	75%	12	60%
Hutchinson Street	NW	36	24	67%	23	64%
Princes Highway	SE	32	17	53%	4	13%
Princes Highway	NW	12	6	50%	1	8%
Campbell Road	NE	56	17	30%	19	34%
Campbell Road	SW	36	11	31%	13	36%
Euston Road	NW	140	38	27%	32	23%
Euston Road	SE	103	28	27%	24	23%
Gardeners Road	South	39	26	67%	20	51%
Gardeners Road	North	42	27	64%	21	50%
Bunnings Carpark (Mascot)	N/A	215	133	62%	129	60%
Delta Group Carpark (Alexandria)	N/A	16	8	50%	4	25%
Huntley Street	NE	7	4	57%	4	57%
Huntley Street	SW	7	5	71%	5	71%
Barwon Park Road	West	9	5	56%	6	67%
Barwon Park Road	East	14	9	64%	10	71%
Burrows Road	SE	48	25	52%	23	48%
Burrows Road	NW	54	29	54%	26	48%
May Street	NW	28	25	89%	21	75%
May Street	SE	23	19	83%	16	70%



TOTAL		1221	629	52%	573	47%
--------------	--	-------------	------------	------------	------------	------------

In summary the broader survey (provided for in tables 2 and 3) indicated the following available spaces around the local roads vicinity:

- During the week:
 - AM peak there are approximately **402** available spaces within the Local Roads area
 - PM peak there are approximately **545** available spaces within the Local Roads area
- On the weekends:
 - Saturdays there are approximately **592** available spaces within the Local Roads area
 - Sundays there are approximately **592** available spaces within the Local Roads area

2.2. Tempe Recreation Reserve

The following describes the existing parking stock at Tempe Recreation Reserve. A parking survey was undertaken to assess the utilisation of parking at the Reserve carpark prior to any construction impacts on parking. A total of 201 parking spaces are currently available at the carpark.

The parking survey was carried out on the following days:

- Saturday 17 February 2018 9:00am-6:00pm
- Sunday 18 February 2018 9:00am-6:00pm
- Monday 19 February 2018 7:00am-9:00pm
- Tuesday 20 February 2018 7:00am-9:00pm
- Wednesday 21 February 2018 7:00am-9:00pm

Results of the survey are shown in Table 4.

Table 4: Tempe Reserve parking survey results

Day	Supply	Daily Occupancy			AM Peak* Average Occupancy	PM Peak* Average Occupancy
		Max	Average	Average (%)		
Weekend						
Saturday	201	76	55	27%	N/A	N/A
Sunday	201	176	94	47%	N/A	N/A
Weekday						
Monday	201	33	19	9%	7%	24%
Tuesday	201	34	21	10%	13%	20%
Wednesday	201	50	30	15%	15%	59%
Average	201	39	23	11%	12%	10%

* Weekday AM Peak = 7am – 10am; PM Peak = 6pm – 9pm

In summary the survey indicated the following available spaces around the local roads vicinity:

- During the week:
 - AM peak there are approximately **170** available spaces within the carpark
 - PM peak there are approximately **82** available spaces within the carpark
- On the weekends:
 - Saturdays there are approximately **146** available spaces within the carpark
 - Sundays there are approximately **107** available spaces within the carpark



3. Impacts to Existing Parking

3.1. Local Roads Works

Parking provisions in the Local Roads area of the project will be temporarily reduced to allow safe access to construction compounds and to accommodate construction of the local road upgrades. These temporary construction parking losses may become permanent depending on the nature of the change. The indicative temporary and permanent changes to on-street parking are summarised in Table 55. Minimal off-street parking is affected by the project. See Appendix H for parking location plans.

The management measures associated with both residential and business impacted users are covered off in section 5 and Appendices C and D of this Strategy. An overall summary of the location, scope of works impacting the location, duration of impact and mitigation has been provided in Appendix E.

Construction Parking & Access Strategy



Table 5: Proposed temporary and permanent changes to parking provision

Location	Side	Pre-construction Supply	Parking temporarily lost during construction phase only	Parking permanently lost during construction and operational phases	Total parking impact during construction phase	Expected date of parking to be removed	Expected date to return temporary lost parking	Total Parking available after Project Completion
Albert Street	NE	25	25	1	25	06/2017	10/2019	24
Albert Street	SW	19	0	19	19	06/2017	N/A	0
Unwins Bridge Road	NW	31	20	10	30	01/2019	10/2019	21
Unwins Bridge Road	SE	41	16	0	16	03/2019	07/2019	41
Brown Street	SE	29	4	5	9	06/2017	10/2018	24
Brown Street	NW	37	4	5	9	06/2017	10/2019	32
Florence Street	SE	38	4	5	9	06/2017	10/2018	33
Florence Street	NW	42	4	5	9	06/2017	10/2018	37
St Peters Street	SE	22	4	5	9	06/2017	10/2018	17
St Peters Street	NW	20	4	5	9	06/2017	10/2018	15
Church Street	SE	21	4	5	9	06/2017	10/2018	16
Church Street	NW	21	4	5	9	06/2017	10/2018	16
Hutchinson Street	NW	36	6	0	6	01/2019	06/2019	36

Construction Parking & Access Strategy



Location	Side	Pre-construction Supply	Parking temporarily lost during construction phase only	Parking permanently lost during construction and operational phases	Total parking impact during construction phase	Expected date of parking to be removed	Expected date to return temporary lost parking	Total Parking available after Project Completion
Princes Highway	SE	32	8	16	24	05/2019	10/2019	16
Princes Highway	NW	12	12	0	12	04/2019	05/2019	12
Campbell Road	NE	56	0	56	56	06/2018	N/A	0
Campbell Road	SW	36	0	36	36	06/2018	N/A	0
Euston Road	NW	140	45	13	58	06/2017	11/2018	127
Euston Road	SE	103	45	16	61	06/2017	11/2019	87
Gardeners Road	South	39	28	11	39	07/2018	10/2021	28
Gardeners Road	North	42	22	20	42	07/2018	10/2021	22
Bourke Road	NE	10	10	0	10	02/2019	12/2019	10
Venice Street	East	N/A	N/A	N/A	NA	N/A	06/2019	23
Bunnings Carpark (off-street) (Mascot)	N/A	240	10	0	10	07/2018	10/2019	240
Delta Group Carpark (off-street) (Alexandria)	N/A	16	10	6	16	07/2018	10/2021	10
Huntley Street	NE	7	5	2	7	07/2018	10/2019	5
Huntley Street	SW	7	5	2	7	07/2018	10/2019	5

Construction Parking & Access Strategy



Location	Side	Pre-construction Supply	Parking temporarily lost during construction phase only	Parking permanently lost during construction and operational phases	Total parking impact during construction phase	Expected date of parking to be removed	Expected date to return temporary lost parking	Total Parking available after Project Completion
Barwon Park Road	West	9	0	9	9	06/2017	10/2019	0
Barwon Park Road	East	14	0	14	14	06/2017	N/A	0
Burrows Road	SE	48	21	27	48	06/2017	10/2019	21
Burrows Road	NW	54	29	25	54	06/2017	10/2019	29
12 Burrows Road	South	20	20	0	20	02/2019	09/2019	20
May Street	NW	28	1	20	21	07/2018	05/2019	8
May Street	SE	23	1	12	13	07/2018	05/2019	11
Tempe Reserve	West	201	15	0	15	03/2018	06/2018	201
Applebee Street	NW	10	10	0	10	05/2019	07/2019	10
TOTAL		1529	396	355	750			1197

Table 63 of Volume 2B Appendix G of the EIS provides the estimate number of lost car parking spaces as a result of temporary construction works. The estimated loss provided in the EIS was indicative impact of 620 on-street parking losses and 71 off-street parking losses.

The maximum temporary losses estimated for the project following detailed design is 361 on-street car parking spaces as well as an additional 35 off-street car parking spaces. The number of on-street parking spaces lost for operation has been minimized during detailed design in accordance with Condition E42. The maximum combined loss of parking during the construction phase in the Local Roads Works areas (ie temporary plus permanent) amounts to 750 spaces inclusive of off-street parking impacts.

3.2. Tempe Recreation Reserve

Parking provisions at Tempe Recreation Reserve will be temporarily affected to accommodate a construction compound for additional drilling and grouting activities as described in the Tempe Site-specific Ancillary Facilities Management Plan (SSAFMP). Nine car spaces will be required for the additional grouting area. A further six spaces will be impacted in order to provide a car turning area (for cars to turn-around given access to the exit will be cut-off). Therefore a total of 15 spaces within the carpark will be occupied for up to ten weeks between March and June 2018. Access to the carpark will also be modified for establishment of the construction compound. No on-street parking would be affected by the works. The results of the parking survey indicate that sufficient parking exists to accommodate public parking needs during the proposed works.

It is noted that various sports groups will utilise the sports facilities at Tempe Reserve at different times throughout the year and use of the carpark may vary accordingly. Consultation with Council and the relevant sports groups is being undertaken and is described further in the Tempe SSAFMP. Consultation and monitoring of impacts will continue to manage potential changes in use throughout the construction period. Management measures associated with impacts to carpark users are provided in Sections 5 and 6 of this Strategy. Additional mitigation measures are also provided in the Tempe SSAFMP. An overall summary of the location, scope of works impacting the location, duration of impact and mitigation has been provided in Appendix H.

4. Consultation

CDS-JV has adopted a well-coordinated and targeted approach to consult with affected stakeholders following the principles and processes outlined in the approved Community Communication Strategy.

The aims of this consultation approach are to:

- Inform affected stakeholders of the need to remove some on-street parking stock during construction
- Gain an understanding of affected stakeholders' current use of existing on- and off-street parking stock and the impact of removing this parking
- Provide an opportunity for affected stakeholders to provide feedback on the removal of on- and off-street parking and possible mitigation measures
- Communicate the final mitigation measures following consultation.

4.1. Affected stakeholders

CDS-JV has undertaken consultation with residents and businesses located along the sections of street where on-street parking will be removed during construction.

In addition to consulting with affected residents and businesses, CDS-JV also consulted with the following stakeholders:

- Inner West Council (IWC)
- City of Sydney (CoS)
- Road and Maritime Services (RMS)
- City of Sydney Netball Association
- USyd Sports

4.2. Communication and Consultation Activities

CDS-JV used the following communication and consultation activities to achieve the aims of this approach.

4.2.1. Resident and business surveys for Local Roads Works

A written survey was administered with affected residents and businesses to gain an understanding of current parking availability, current use of existing on-street parking stock and the impact of removing this parking in the Local Roads Works areas. Refer to Appendix C and Appendix D for the resident and business survey summary results respectively.

The survey was undertaken between 11 July and 12 August 2016 by door-knock. If required, a copy of the survey questionnaire was left with the stakeholder to complete and return using a pre-paid envelope or via email. In instances where a stakeholder was not available at the time of the door-knock a "sorry we missed you card" was left at the property, along with a copy of the survey and pre-paid envelope.

In total 530 survey questionnaires were distributed to residents and businesses. One hundred and eighty seven (187) completed surveys were returned to the project, 66% of the completed surveys were from residents and 34% were from businesses.

The key findings of the resident survey were:

- The majority of residents have one (41%) or two (44%) vehicles per household.
- Over 50% of properties do not have off-street parking spaces within their property.
- 87% of residents currently have difficulty finding on-street parking in their street. The main reasons residents cited for these difficulties include workers from nearby businesses and building developments and train/airport commuters using the parking spaces, lack of parking restrictions or resident parking schemes in their streets and many properties not having off-street parking spaces.
- The main impacts residents believe will result from the temporary removal of on-street parking include:
 - Increased difficulty in getting parking in their street and near their properties/making the existing parking situation worse
 - Accessibility to properties and logistics, particularly for the elderly and residents with medical conditions and children

- Personal safety and vehicle security if required to park further away
- Make it difficult for family and friends to visit due to lack of parking.

The key findings of the business survey were:

- 65% of businesses have 1 to 10 off-street parking spaces within their property.
- 70% of businesses use on-street parking and this is used by their employees, customers/clients and for deliveries. The majority of these businesses use between 1 and 5 on-street parking spaces. There are two businesses, one located on Euston Road and the other on Burrows Road, who have 50+ employees and customers using on-street parking.
- 62% of businesses do not believe there are alternate transport options for them to use during the temporary removal of parking.
- The main impacts businesses believe will result from the temporary removal of on-street parking include:
 - Loss of business due to customers finding it difficult to get parking nearby
 - Employee retention and timeliness to work
 - Accessibility to business for employees, customers and deliveries

4.2.2.Roads and Maritime Services / Councils

Both Roads and Maritime Services (RMS) and Councils (City of Sydney / Inner West Council) have been consulted regarding car parking as part of the regular interface meetings. The main focus on the consultation has been discussions around the availability of land for use as by the project to accommodate parking for affected business and residences in addition to potential assistance with car parking restrictions. The outcomes of the consultation process is addressed in sections 5.4 and 5.5 of this Strategy.

5. Mitigation Methods

The project has developed a number of mitigation measures to manage the impacts on parking provided in in section 3 of this strategy.

A summary table of impact management has been provided in Appendix E of this Strategy. The summary table addresses the following:

- Location and number of impacted car spaces.
- The date and duration of the impact
- The mitigation applied to the impacted area

The mitigation strategies, including those provided in Appendix E, are discussed in detail as follows:

5.1. Ongoing communication and engagement

As detailed in the Community Communication Strategy Appendix B: Community, Environment and Business Issues Mitigation Strategy, the following engagement and communication activities will be implemented to keep stakeholders informed and engaged throughout the delivery of the Project:

- Regular communication materials: community and business notification letterbox drops regarding temporary parking removal, construction updates/newsletters, email updates and website
- Face-to-face consultation including: stakeholder briefings/information sessions, one-on-one meetings
- Regular 'health checks' with affected or directly impacted stakeholders
- Tailored communication for specific stakeholder groups as required
- VMS and static signage
- Internal communication to ensure staff are aware of permitted parking areas and impacts including inductions, toolbox sessions and pre-start meetings
- Consultative groups – Traffic and Transport Liaison Group and Councils – regular interface meeting and briefings
- Community forums – quarterly updates
- Dedicated community relations (Place Manager) for each project area
- Free-call 1800 community information line and enquiries and complaint email mailbox and prompt responses to any enquiries or complaints received.

5.2. Staging Removal

In order to mitigate parking losses through the complete temporary removal of parking in the local roads area, CDS-JV have staged the works to facilitate staged removal of car parks. The staged removal of parking can be facilitated in two main scopes of work for the local roads area. These scopes are:

- Staged removal for side roads / tie-in works, and
- Staged removal of parking along Euston Road.

5.2.1. Side roads and tie-in works

Current side roads / tie-in pavement design (Figure 2) indicates profiling/ removal of the existing asphalt surface will be required with this replaced with a new layer of hot mix asphalt. The intention is to mill and replace the existing asphalt road pavement in one or two consecutive shifts. If additional shifts are required, the works will be staggered, leaving the area trafficable and safe at the end of each shift. While the construction works are being undertaken in these locations, CDS-JV will provide temporary alternative parking spaces where available due to the loss of parking on account of the tie-in pavement construction.

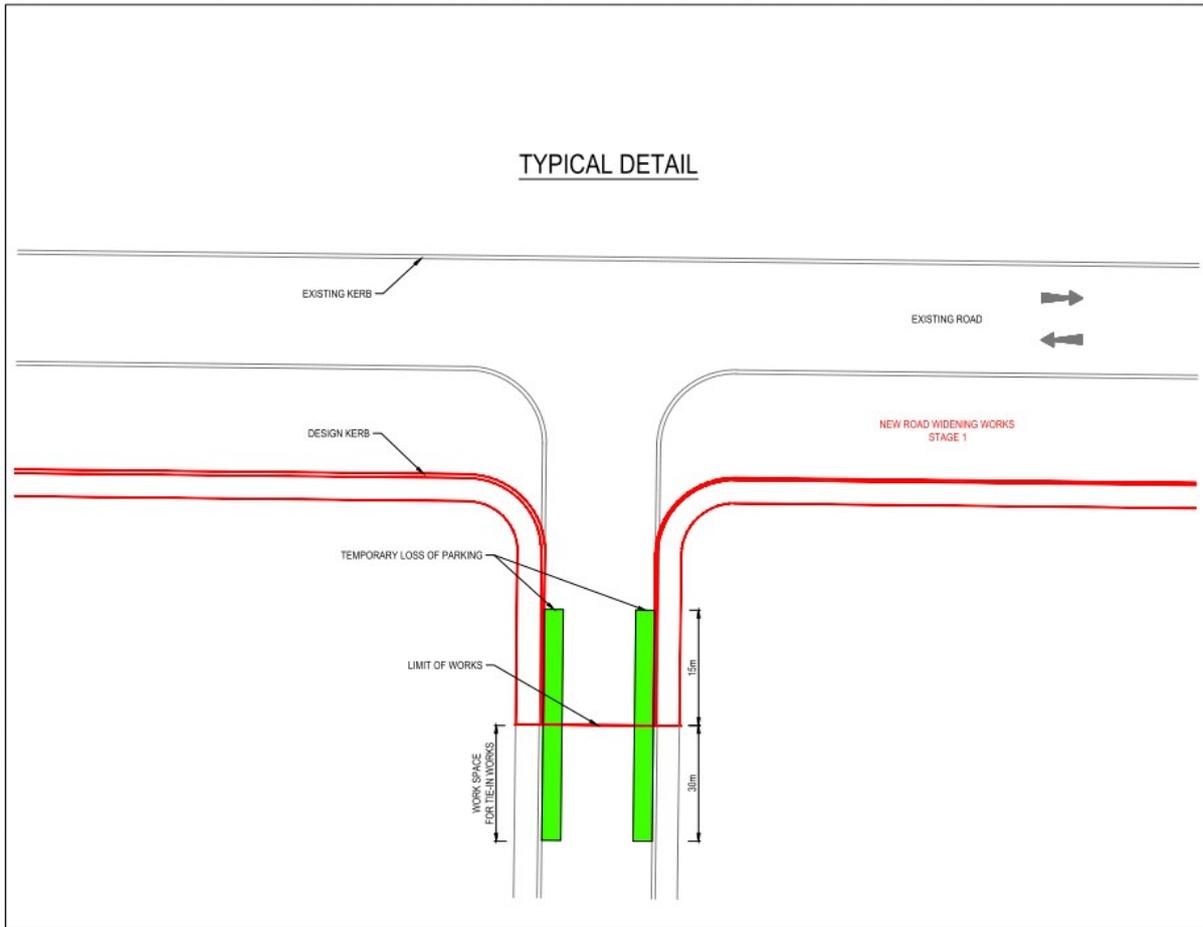


Figure 2: Typical details for side road and tie-in works

5.2.2. Staging removal - Euston Road

The temporary removal of parking in Euston Road will be undertaken over two stages. The stages are as follows:

Stage 1 – Construction of the western portion of Euston Road (Figure 3). All parking on the western side of Euston Road will be removed when this stage is implemented. The parking spaces on the eastern side of the Euston Road will remain as temporary parking for the duration of construction of Stage 1.



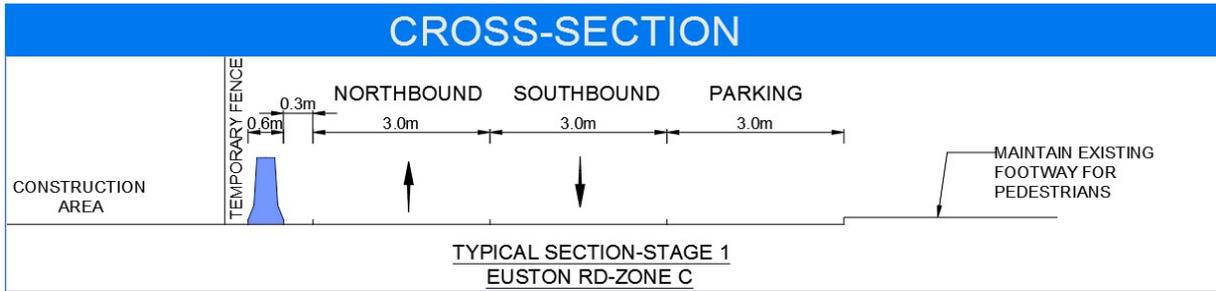


Figure 3: Stage 1 Construction Works in Euston Road

Stage 2 - Construction of the eastern portion of Euston Road (Figure 4). In this stage all the temporary parking provided during the construction of Stage 1 will be removed in order to facilitate the reconstruction of the existing Euston Road pavement. Temporary parking spaces will be provided on the newly constructed pavement on the western side of Euston Road.

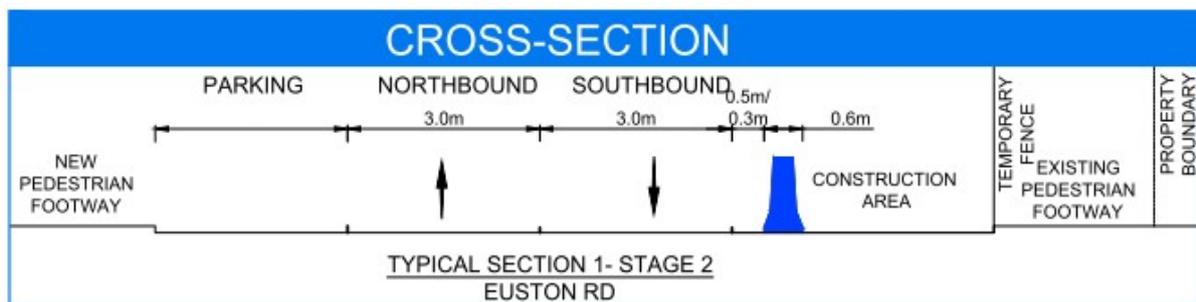
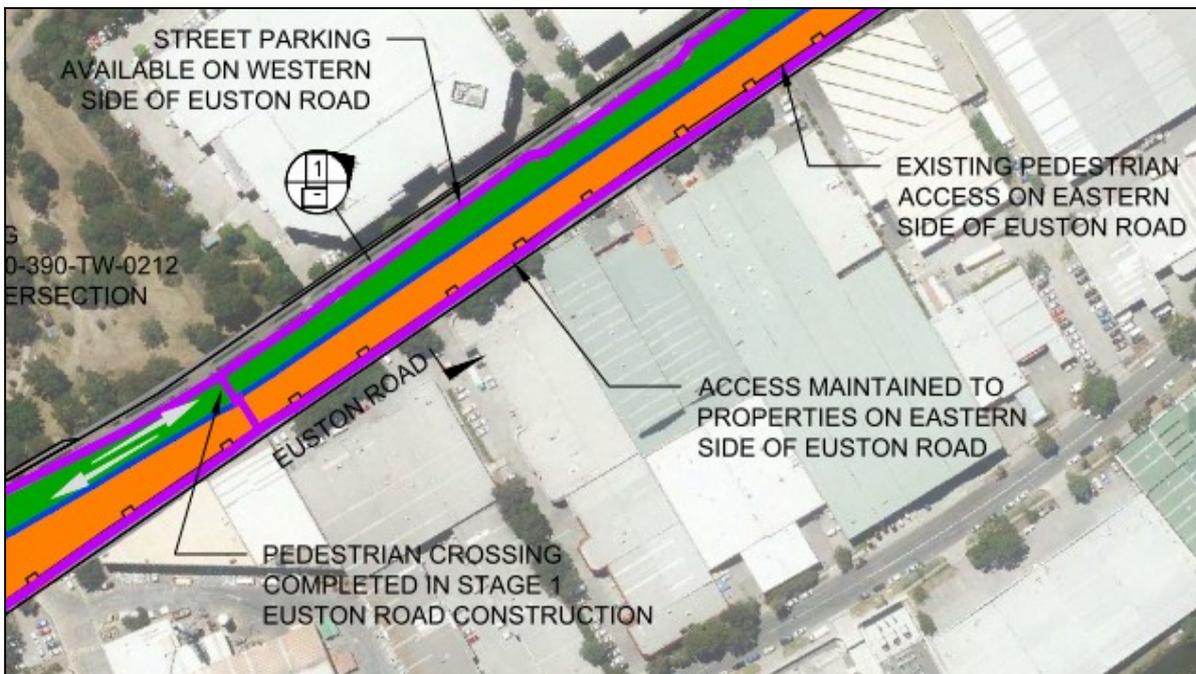


Figure 4: Stage 2 Construction Works in Euston Road

Following stage 2, all parking will be removed in order to finalize Euston road in its permanent traffic configuration (refer to indicative configuration in Figure 5). The full removal will be addressed in the Operational Parking and Access Strategy required under condition E42 of the Conditions of Approval (CoA).

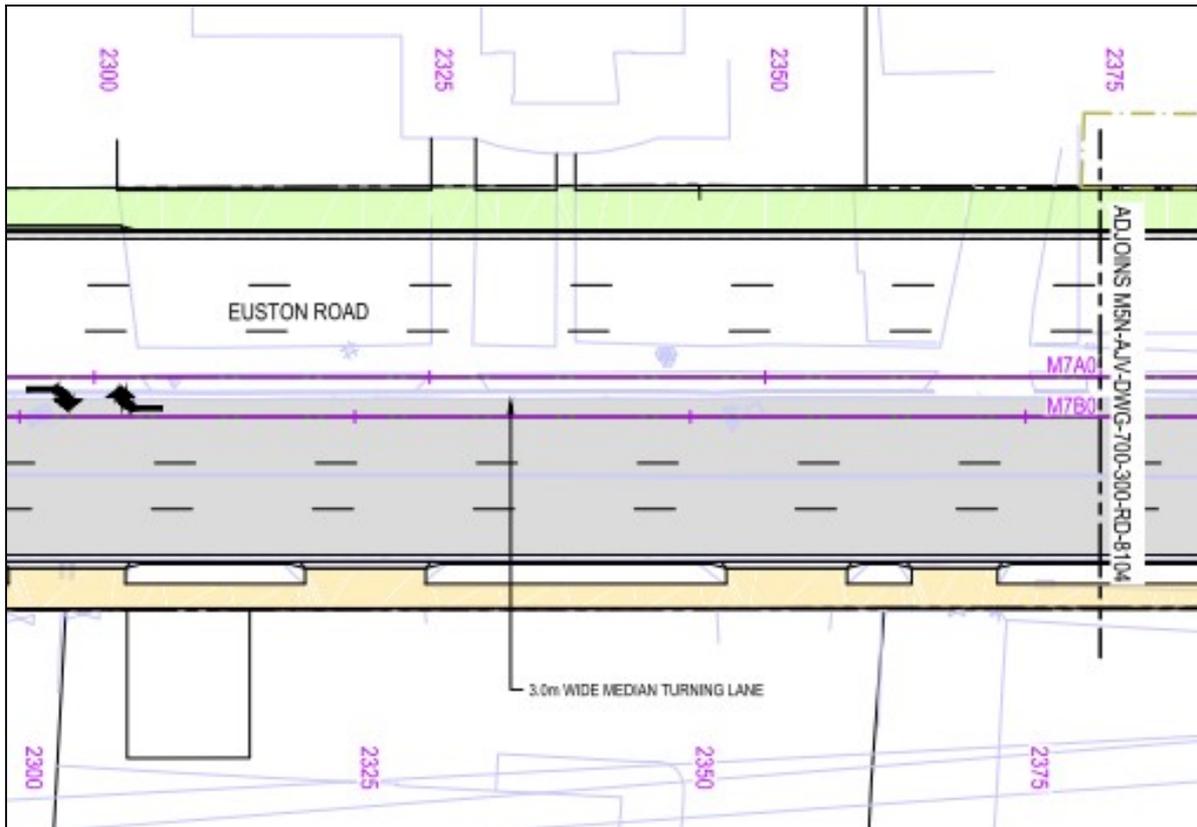


Figure 5: Permanent Configuration of Euston Road

5.3. Management of Project Staff Parking and Transport

CDS-JV have put in place several strategies to minimise the number of project staff driving to and parking at the site. This will ensure that as many parking spaces as possible remain open for local residents, employees and visitors. These include:

- Ensuring project staff are encouraged to use a variety of transport methods to commute to and from work on a daily basis. These include:
 - Encourage the use of public transport to and from the project including the provision of information packages to staff on available modes and locations of public transport relative to the local Roads construction area (refer to Appendix F)
 - Encourage share ride / private transport (for example one car multiple users)
 - Provision of bicycle storage and change facilities on site
- Continual reinforcement of parking strategy requirements as part of inductions, weekly meeting and prestart meetings.
- Implementation of a warning and enforcement system to staff for ongoing parking offences.
- Development of a number of management measures including:
 - Development of an Internal Parking Strategy for the St Peters site (section 5.3.1)
 - Provision of a Chartered Bus Service from Mascot Train Station and around SPI site (section 5.3.3)
 - Provision of an internal bus service within the St Peters construction site (section 5.3.3)
 - Implementation of temporary parking restrictions in collaboration with relevant councils (section 5.4)

5.3.1. Internal Parking Strategy

Where possible, parking will be provided on site and at nearby public parking lots (i.e. Garema Circuit at Kingsgrove).

Parking will also be provided at the Burrows Road compound and the Project Delivery Office at Mascot to accommodate a large number of staff. Overflow parking will also be provided where possible at locations nearby, refer to section 5.5 for alternative parking arrangements.

Table 6: Parking availability

Project site	Indicative workforce	Indicative parking supply
Kingsgrove	200	200
Bexley	100	80
Arncliffe	300	180
St Peters	200	150
Local Roads	200	180
Project Delivery Office (Mascot)	250	115

Kingsgrove, Bexley, Arncliffe and the Project Delivery Office are all located within close proximity to public transport options. The workforce is advised to use public transport and/or car pool to mitigate parking impacts in the local area.

5.3.2. Chartered bus services from Mascot station

Public transport mode share for site workers will need to reach approximately 35% to ensure that no on street parking is utilised by workers. In order to encourage public transport use to site, CDS will charter a bus service to run shuttles between Mascot station and varying points around the construction site.

NOTE: there has been a greater take up of this service from Mascot station than from Sydenham station as originally implemented.

This service is to run from 6am-9am and 4pm-7pm.

5.3.3. Internal shuttle bus servicing the four quadrants of the St Peters Interchange site

An internal shuttle bus will also be used to transport workers between the four quadrants of the construction site. This will minimise internal and local road movements.

5.4. Temporary Parking Restrictions

Temporary parking restrictions (e.g. 1P, 2P etc.) may be useful in managing parking supply during the construction period. In particular, time based restrictions in the areas close to retail precincts would ensure that parking spaces are only used for short term stays. This will increase parking turnover and increase the availability of parking spaces throughout the day. For example, parking on the northern section of Barwon Park Road is currently unrestricted. Demand for parking here may increase during construction as nearby spaces are removed and displaced customers of shops on Princes Highway look for alternative parking. Some sections of Barwon Park Road should be considered for temporary restrictions in order to increase the availability of spaces during the day for short term use by retail customers.

The possibility of introducing temporary parking restrictions was discussed with both Inner West Council (IWC) and City of Sydney Council (CoS).

CDS-JV requested CoS feedback on implementing resident parking schemes or timed parking restrictions on some affected roads such as Burrows Road and Barwon Park Road. CoS advised this would likely not be feasible as properties built after a certain year are not eligible for resident permits and they also have issues enforcing parking restriction.

CDS-JV asked if IWC has a residential parking scheme, or restricted parking with time limit requirements. IWC advised that options for time restricted parking and or extension of any existing residential parking permit schemes would require careful consideration by IWC including data similar to that collected by CDS-JV in their survey. Development, extension and / or implementation of any changes or additions to current parking schemes would require IWC sign-off.

CDS-JV will continue to consult with IWC to discuss opportunities for parking permits and temporary parking restrictions to minimise parking impacts. The issue will be raised at the WestConnex interface meetings, held each month.

5.5. Alternative parking arrangements

Alternative parking arrangements were investigated by CDS-JV to identify available land owned by either Councils or RMS as temporary car parks for residences and business. In summary no available land could be provided by either RMS or Councils to facilitate alternative parking arrangements. The summary of investigations and discussions with both RMS and Councils is provided in section 5.5.1 and 5.5.2 respectively.

Overflow parking has been leased at the Burrows Road Industrial Estate (1-3 Burrows Road, 'Goodman site') to accommodate staff parking from the SPI and Local Roads sites. 116 spaces have been made available for project use.

A number of alternative parking locations have been obtained during the construction period to minimise impacts. The following areas have been utilised for construction purposes:

- Campbell Street compound (dedicated on-site parking area comprising of up to 115 spaces – OFFLINE as of January 2019)
- Bridge 8/9 compound – East of Alexandria Canal (dedicated on-site parking area comprising of up to 20 spaces)
- Bridge 8/9 compound – West of Alexandria Canal (dedicated on-site parking area comprising of up to 140 spaces – OFFLINE as of October 2018)
- Burrows Road Industrial Estate (1-3 Burrows Road 'Goodman site') – commercially leased space and provision of up to 116 spaces)
- Gardeners Road West parking (dedicated on-site parking comprising of up to 38 spaces)
- Campbell Road Compound – in line with Terrace Houses (dedicated on-site parking area comprising of up to 60 spaces – ONLINE from June 2019)
- Euston Road parking (corner of Campbell Road) (dedicated on-site parking comprising of up to 10 spaces)
- John Street parking (Mascot) – privately leased space and provision of up to 25 spaces

CDS-JV will continue to investigate suitable areas surrounding the project.

5.5.1.RMS Available Land

A radius of approximately 500m was selected as a reasonable search criteria based on a distance for a persons willingness to walk to their car. This also took into account safety considerations including safe passage at night to a person's vehicle.

Appendix G of this Strategy provides a map of the search area, including identification of lots within the 500m search criteria of impacted streets. 4 lots were identified. The summary of these as being suitable for temporary car parking arrangements are provided in Table 6 below.

Table 6: RMS Available Land for alternative parking

No	Land Location	Lot identification	Area (m2)	Suitable (Yes / No)	Reasons for being Suitable or Not Suitable
1	St Peters	Lot B DP394647	4015.3	No	Area is allocated for construction of the SPI infrastructure. No further land available
2	St Peters	Lot 16 DP810522	30.0	No	Area is too small to accommodate parking
3	St Peters	Lot 1 DP1168612	450.0	No	Area is allocated for construction of the SPI infrastructure. No further land available
4	St Peters	Lot 13 DP606737	16870.0	No	Area is allocated for construction of the SPI infrastructure. No further land available

5.5.2. Council Available Land

Meetings were held with both Inner West Council and City of Sydney Council on the 28 October 2016 and 21 October 2016 respectively to discuss and determine available land that maybe used to facilitate alternative parking in the local roads area. The summary of these discussions are outlined as follows:

Inner West Council (IWC):

The Ministers Conditions of Approval (MCoA) and the requirements for condition D50 Construction Parking and Access Strategy was discussed with IWC in the meeting. IWC was provided with a map illustrating the locations of construction parking impacts in addition to the parking survey of residents and businesses of the impacted roads (as provided in section 4 of this Strategy).

CDS-JV asked IWC if they were aware of any available land the project could consider for alternative parking locations to offset construction parking impacts. IWC had responded that they did not have any land available that would suit this purpose.

City of Sydney Council (CoS):

The Ministers Conditions of Approval (MCoA) and the requirements for condition D50 Construction Parking and Access Strategy was discussed with IWC in the meeting. IWC was provided with a map illustrating the locations of construction parking impacts in addition to the parking survey of residents and businesses of the impacted roads (as provided in section 4 of this Strategy).

CDS-JV asked Council's if they were aware of any available land the project could consider for alternative parking locations to offset construction parking impacts. CoS advised that they did not have any land available that would suit this purpose for the project.

6. Monitoring, Reporting & Contingencies

6.1. Monitoring

6.1.1. Community communication and consultation

Monitoring of the effectiveness of communication and consultation activities and community and stakeholder sentiment associated with construction parking and access will be undertaken in accordance with the Community Communication Strategy, Section 9: Reporting and Evaluation.

Monitoring activities will include:

- Ongoing Stakeholder surveys and analysis of stakeholder feedback
- Regular 'health checks' with affected or directly impacted stakeholders
- Review of community and stakeholder enquiries, complaints and feedback. This feedback will be provided back into the relevant construction teams.

6.1.2. Monitoring during construction works

Monitoring and assessing the effectiveness of the parking and access strategy will be conducted by relevant site personnel in areas where parking has been temporarily removed in addition to areas at risk from workforce parking.

Monitoring activities and frequencies will include:

- Daily visual inspections by relevant construction personnel.
- Weekly documented site walks by supervisors

Observations shall be recorded and all monitoring inspections shall be summarised as part of the monthly report to the Council and Secretary

6.2. Corrective Action

Where monitoring activities or complaints identify non-conformances with this Strategy, corrective actions shall be undertaken through the project nonconformance works procedure. Corrective actions will be document as per the procedure. Any non-conformances and corresponding corrective actions will be communicated to the workforce and reinforced as part through various project communications including but not limited to:

- Project toolbox and prestart meetings;
- Project Alerts;
- Investigate and implement alternative methods to reinforce the parking strategy;
 - One-on-one training with offending vehicle owners;
 - Approved parking locations included in the project workpacks;
- Investigate and implement other viable options for staff to use public transport;
- Investigate and implement other viable options for staff to commute to work using alternative (active) means i.e. bicycle, walking and running;
 - Provisions for changing facilities and bicycle storage areas;
- Issuing warning notices to offending owners of vehicles;
 - Two warnings and offending person is stood down from work duties (unpaid);
- Reassessment and planning of works to further minimise site vehicles on affected streets;
 - Parking availability for the project is communicated in the weekly construction planning meetings;
- Documenting actions in weekly and monthly internal reports.

Details of nonconformance's and corrective actions shall also be summarised in reporting requirements to both Councils and DPE as part of the reporting requirements in section 6.3 of this Strategy.

6.3. Reporting

6.3.1. Community communication and consultation

Reporting of communication and consultation activities and community and stakeholder enquiries and complaint associated with construction parking and access will be undertaken in accordance with the Community Communication Strategy, Section 9: Reporting and Evaluation.

All community and stakeholder enquiries and complaints will be recorded in the community contact database and complaints register and included in the monthly and quarterly reports.

6.3.2. Councils and the Secretary

A monthly summary report will be provided to both Councils and DPE regarding the outcomes monitoring undertaken in section 6.1.

Ongoing updates will be provided to both DPE and Councils as part of scheduled ongoing meetings.

Complains Register is provided to DPE on a weekly basis.

6.4. Contingencies

Contingency measures will be dependent upon the issues / non-conformances identified through monitoring and corrective actions as per sections 6.1 and 6.2 respectively in this Strategy.

In the event that monitoring and corrective actions are not effective in ensuring conformance with the Strategy, the following contingency measures may be implemented:

- Increasing the number of shuttle buses to cater for the SPI and Local Roads area;
- Expand the shuttle bus service to cater for the other project sites i.e. Arncliffe, Kingsgrove and Bexley;
- Security guard/service to be engaged to monitor and enforce the Strategy (designated area that warrants additional attention in the event of breaches or increased complaints);
- Termination/dismissal for repeat offenders (after warnings have been given) (at the discretion of the Construction Manager)

7. Conclusion

In conclusion the Strategy can be summarised as follows:

- Condition D50 primarily applies to the Local Roads area on this Project. Bexley, Kingsgrove and SPI areas do not temporarily remove parking for construction. Minor short-term impacts will occur at an off-street public carpark located at Tempe Recreation Reserve, associated with Arncliffe construction activities.
- Business access / loading and access to residences will be maintained at all times for the duration of the project.
- IWC / CoS Councils and RMS has been approached for existing available land. No available land was available within 500 meters of the Local Roads Areas. CDS JV will continue to liaise with RMS, Councils and private land owners for any available land for the duration of the construction period
- The total worst case impact associated with construction (ie temporary loss due to construction) is a maximum loss of 361 on-street parking spaces, plus 35 off-street parking spaces. The total worst case impact on parking during the construction phase (ie temporary and permanent loss) comprises 750 parking spaces, which is higher than the estimated loss of 620 on-street parking spaces and 71 off-street parking spaces identified in the EIS.
- The following mitigation strategies will be applied in areas temporarily affected by construction:
 - The use of parking in surrounding streets by residences and business
 - The management of project staff through:
 - Encouraged use public transport and or share ride
 - Provision of bicycle storage and change facilities on site
 - Continual reinforcement of parking strategy requirements and implementation of a warning and enforcement.
 - Internal Parking Strategy for the St Peters site
 - Provision of a Chartered Bus Service from Mascot Train Station
 - Provision of an internal bus service within the St Peters construction site
 - Continued collaboration with relevant councils and RMS on ways to alleviate parking impacts including continued investigation for alternative parking arrangements



Appendix A - Map of Local Roads Works



Local Roads Scope Of Works



Appendix B - Sample Survey

- Resident Survey
- Business Survey

Construction Parking & Access Strategy

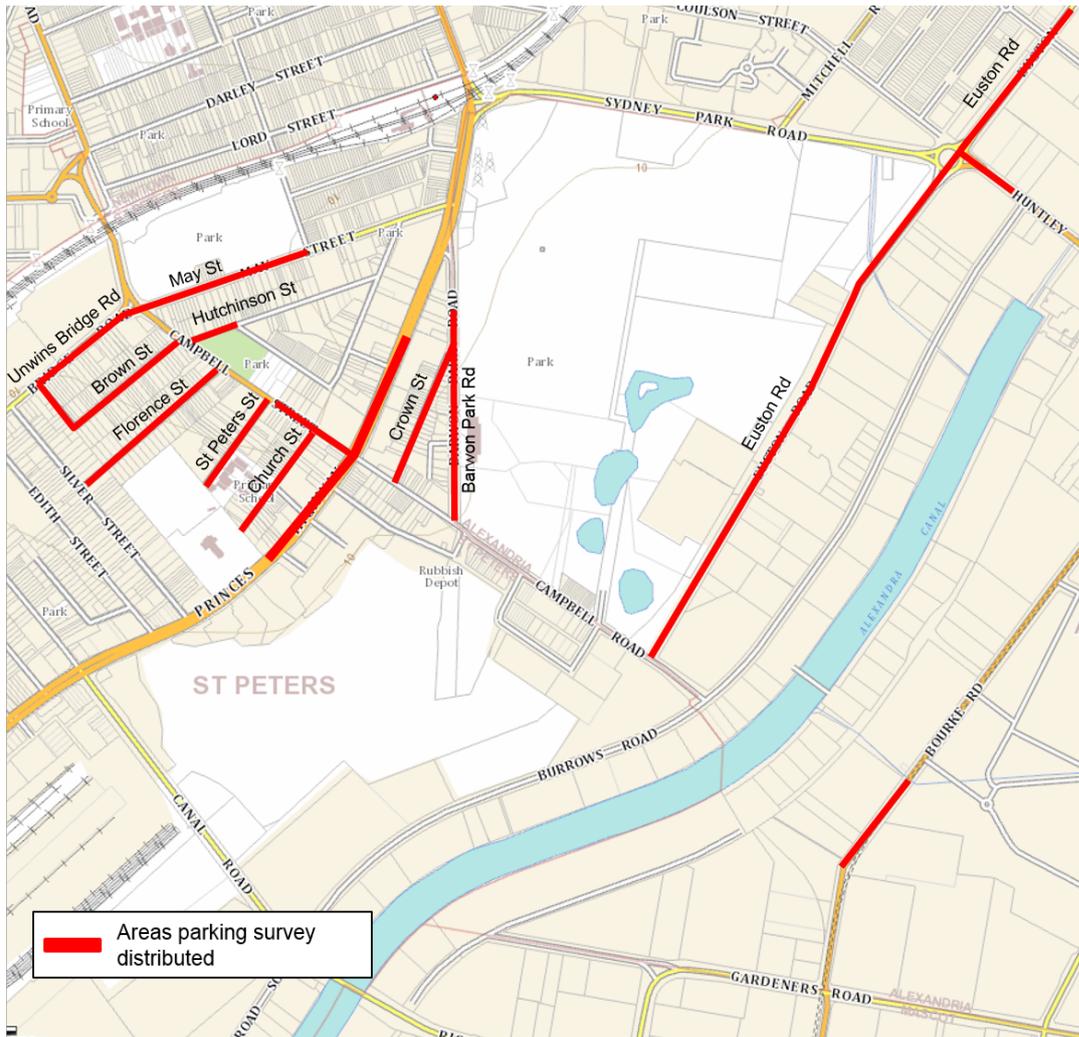
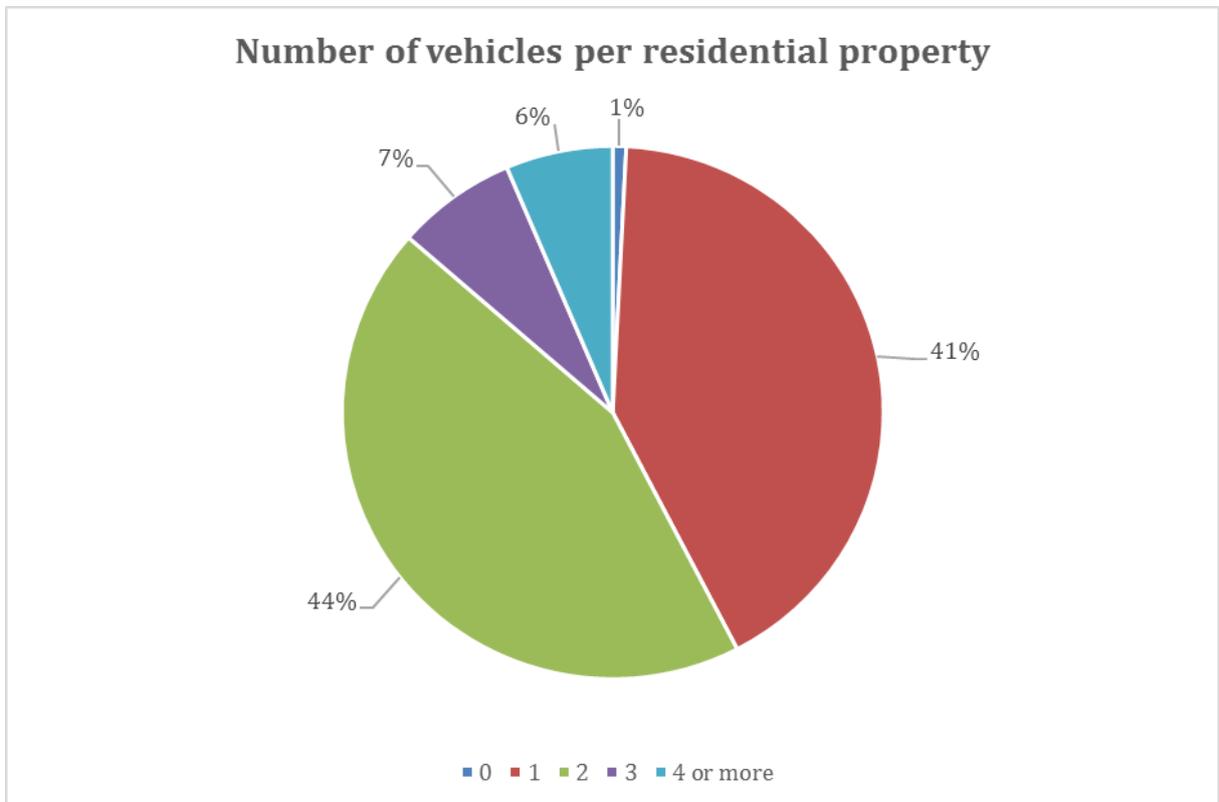
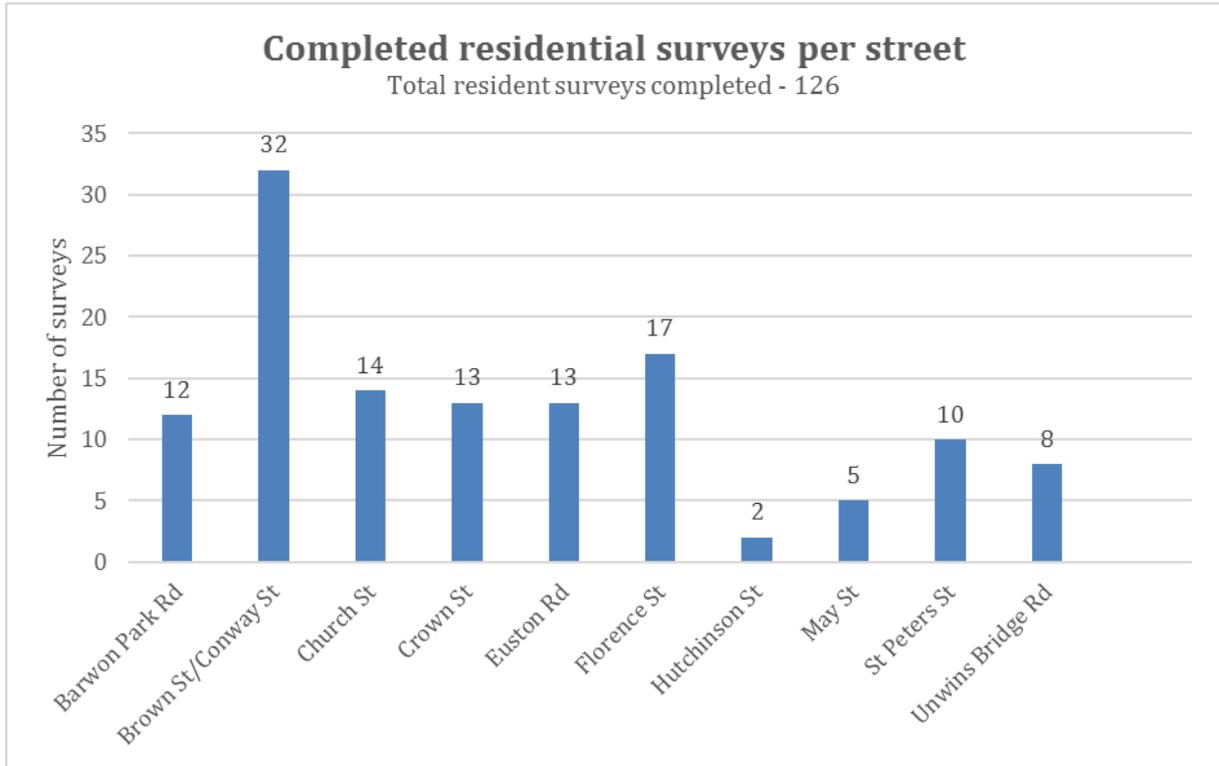
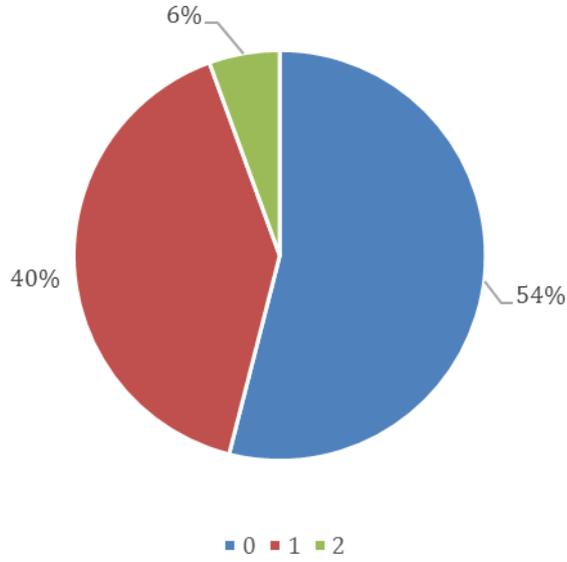


Figure B1: Area of survey distribution

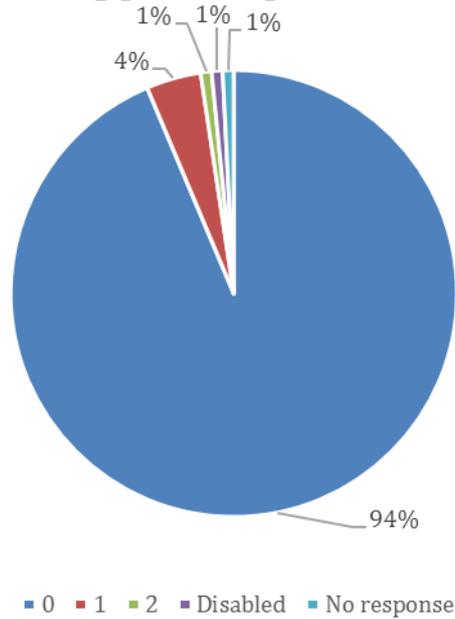
Appendix C - Summary of Responses from Resident Survey



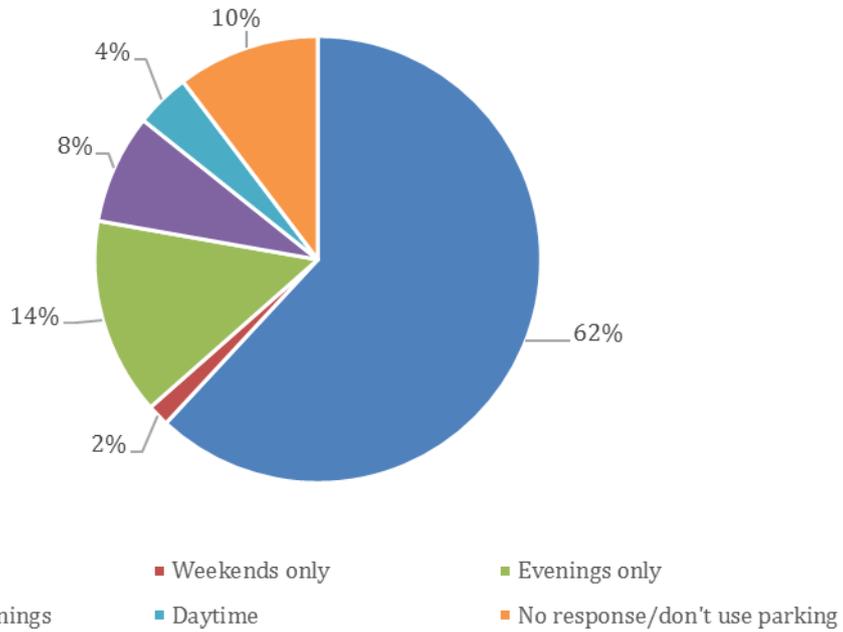
Number of off-street parking spaces per residential property



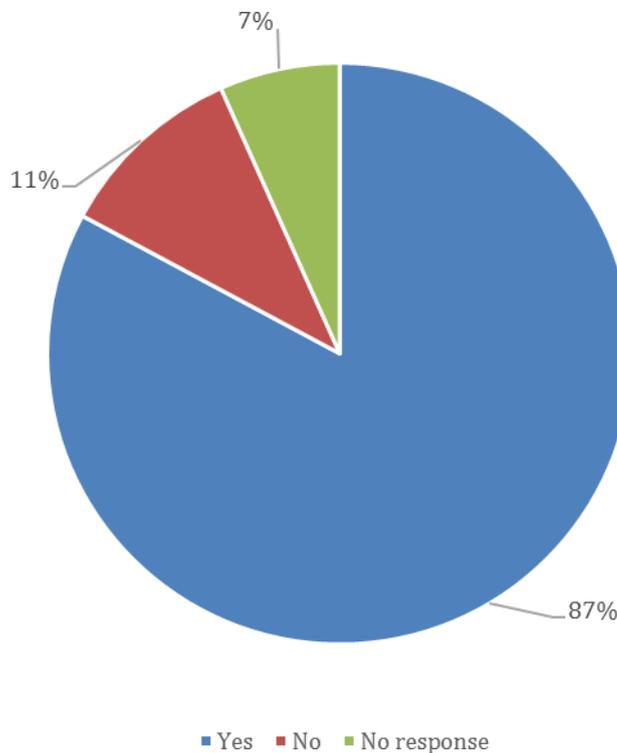
Number of parking permits per residential property



Times residents use on-street parking



Is it difficult to find parking in your street?



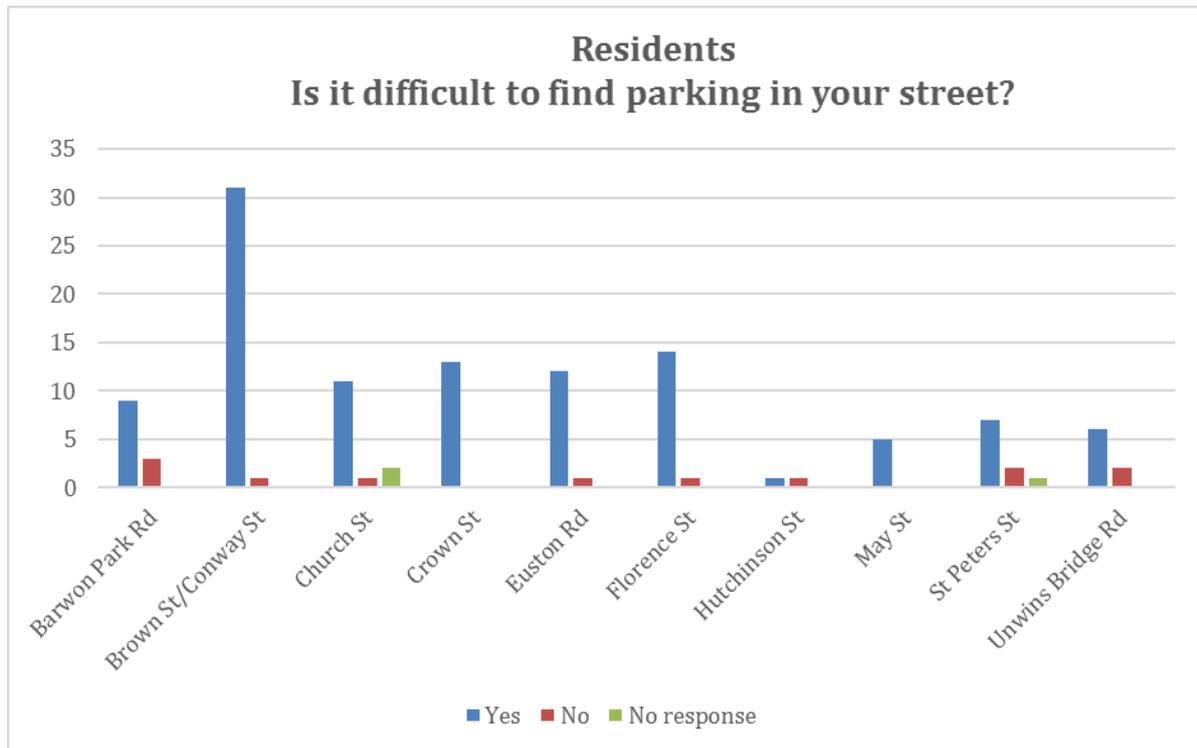


Table C1: Reasons residents believe it is difficult to find on-street parking in their streets

Street Name	Key Themes
Barwon Park Road / Campbell Street	<ul style="list-style-type: none"> – Users of Sydney Park and workers from nearby businesses including City of Sydney Council depot – Commuter parking, including people walking to the train station – Many properties don't have off-street parking spaces
Brown Street / Conway Street	<ul style="list-style-type: none"> – Workers from nearby businesses and building sites, including local pub accommodation. – Commuter parking, including people walking to the train station or travelling to the airport – Residents from neighbouring streets use the parking – Many properties don't have off-parking spaces and continued re-development to split/double dwellings without parking provisions – No parking restrictions or resident parking schemes
Church Street	<ul style="list-style-type: none"> – St Peters Public School, particularly during pick-up and drop-off times – Narrow street and dead end street limits parking – Many properties don't have off-parking spaces – No parking restrictions or resident parking schemes – Workers from nearby businesses
Crown Street	<ul style="list-style-type: none"> – Narrow street limits on-street parking – Many properties don't have off-parking spaces – Users of Sydney Park and workers from nearby businesses including City of Sydney Council depot
Euston Road	<ul style="list-style-type: none"> – Many properties don't have off-parking spaces – Clearways and time restricted parking – Workers from nearby businesses – Green Square Stormwater Project
Florence Street	<ul style="list-style-type: none"> – No parking restrictions or resident parking schemes – Workers from nearby businesses and building sites, including mechanics on Campbell Street – Commuter parking, including people walking to the train station – Many properties have more than one vehicle
May Street	<ul style="list-style-type: none"> – Users of Camdenville and Simpson Parks – Workers from nearby businesses, including local pub – Commuter parking, including people walking to the train station
St Peters Street	<ul style="list-style-type: none"> – Workers from nearby businesses and building sites, including mechanics on Campbell Street – Timed parking restrictions on part of the street, all day parking is very limited – St Peters Public School
Unwins Bridge Road	<ul style="list-style-type: none"> – Clearway and timed parking restrictions – Workers from nearby businesses, including rock climbing centre

Table C2: Impacts residents believe will result from removing on-street parking

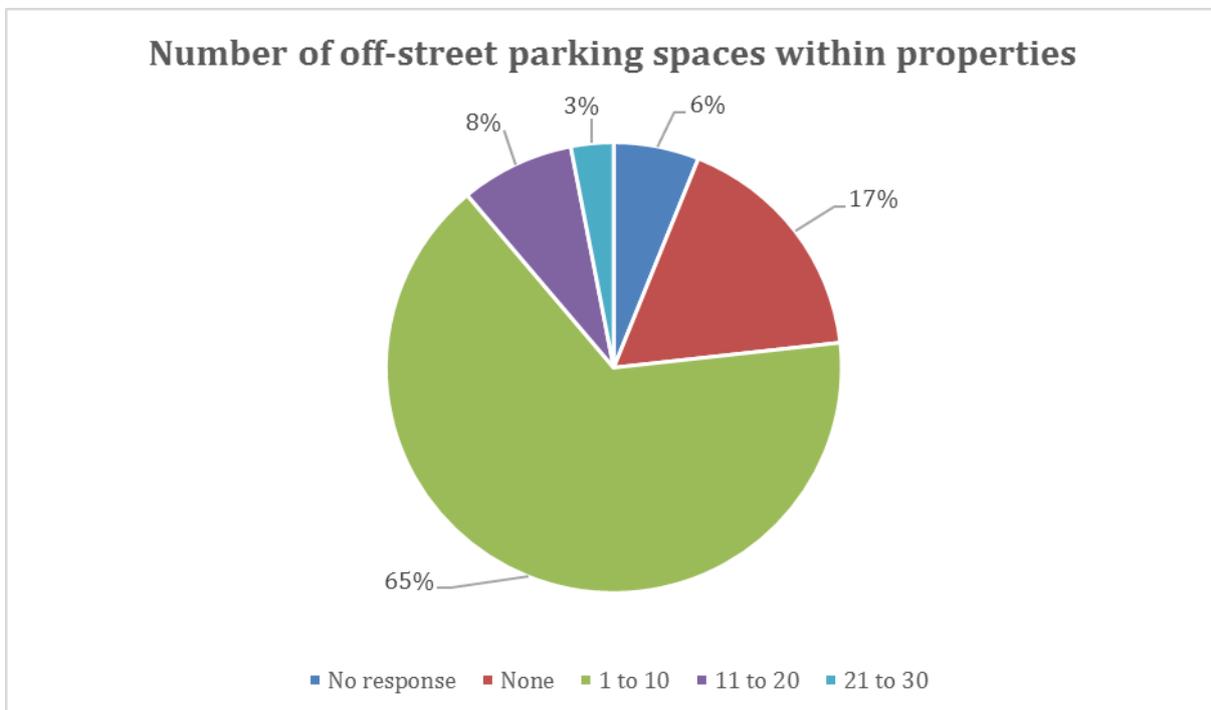
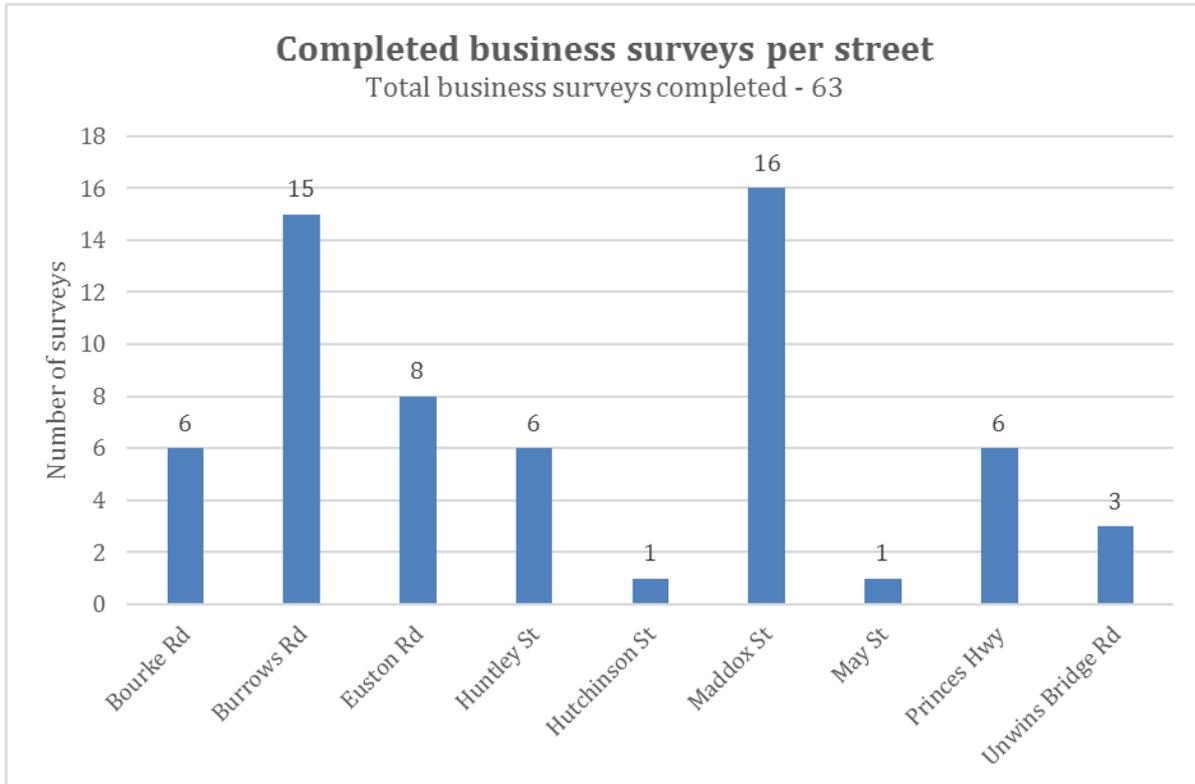
Street Name	Key Themes
Barwon Park Road / Campbell Street	<ul style="list-style-type: none"> – Increase difficulty to get a park in the street near property and make parking situation worse – Make it difficult for family and friends to visit due to lack of parking – Make it more difficult for Sydney Park users to get parking and access the park – Result in residents having to walk unacceptable distances between parking spaces and property – Impact accessibly to properties, particular for residents with mobility concerns.
Brown Street / Conway Street	<ul style="list-style-type: none"> – Personal security and safety, concerns regarding walking between properties and vehicles at night if required to park further away – Accessibility to properties, particularly for the elderly, residents with medical concerns and with families/young children. – Logistics, such as unloading groceries and deliveries – Increased road users and resident frustration – Quality of life – Make it difficult for family and friends to visit due to lack of parking – Cause residents to use other nearby streets, resulting in flow on impacts to these streets
Church Street	<ul style="list-style-type: none"> – Increase difficulty to get a park in the street near property and make parking situation worse – Cause residents to have to walk further between their car and property – Accessibility to properties, particularly for residents with families/young children – Lack of parking in nearby streets, few alternative options for residents – Safety for St Peters Public School children and parents – Resident parking permits will be needed – Make it difficult for family and friends to visit due to lack of parking
Crown Street	<ul style="list-style-type: none"> – Personal safety and security of vehicle, concerns regarding walking between properties and vehicles at night if required to park further away – Increase difficulty to get a park in the street near property and make parking situation worse – Logistics, such as unloading groceries and deliveries – Inconvenience – Increased congestion in the street – No alternate parking options in the area for residents
Euston Road	<ul style="list-style-type: none"> – Make it difficult for family and friends to visit due to lack of parking – Increase difficulty to get a park in the street near property and make parking situation worse – Lack of parking in nearby streets, few alternative options for residents – Logistics, such as unloading groceries and deliveries – Inconvenience – Accessibility to properties, particularly for residents with families/young children
Florence Street	<ul style="list-style-type: none"> – Increase difficulty to get a park in the street near property and make parking situation worse – Accessibility to properties, particularly for the elderly and residents with medical concerns and families/young children – Resident parking permits will be needed – Cause residents to use other nearby streets, resulting in flow on impacts to these streets – Unable to park in own street
May Street	<ul style="list-style-type: none"> – Logistics, such as unloading groceries and deliveries – Personal safety and security of vehicle, concerns regarding walking between properties and vehicles at night if required to park further away – Proximity to car in an emergency situation – Accessibility to properties, particularly for residents with families/young children – Cause residents to use other nearby streets, resulting in flow on impacts to these streets – Make it difficult for family and friends to visit due to lack of parking – Resident parking permits will be needed – Increase difficulty to get a park in the street near property and make parking situation worse

Construction Parking & Access Strategy

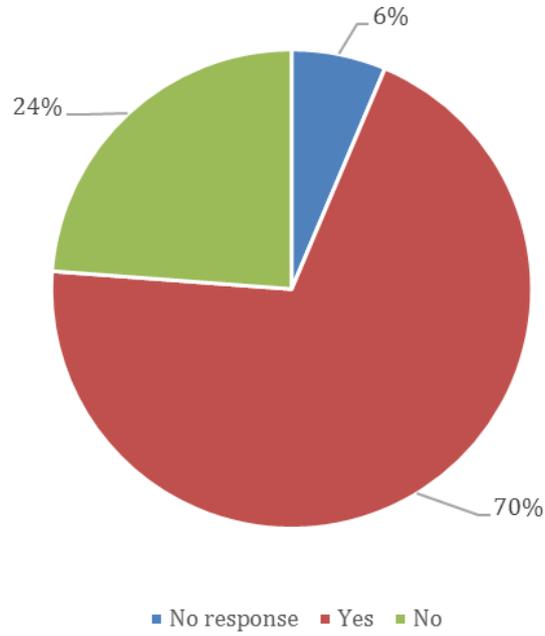


Street Name	Key Themes
St Peters Street	<ul style="list-style-type: none"> - Unable to park in own street - If only four spaces are removed, the impact would not be significant. - Increase stress for residents - Inconvenience - Resident parking permits and timed parking will be needed - Increase difficulty to get a park in the street near property and make parking situation worse
Unwins Bridge Road	<ul style="list-style-type: none"> - Accessibility to properties, particularly for residents with medical concerns, and with families/young children. - Unable to park in own street - Logistics, such as unloading groceries and deliveries - Increase difficulty to get a park in the street near property and make parking situation worse - Personal safety and security of vehicle, concerns regarding walking between properties and vehicles at night if required to park further away

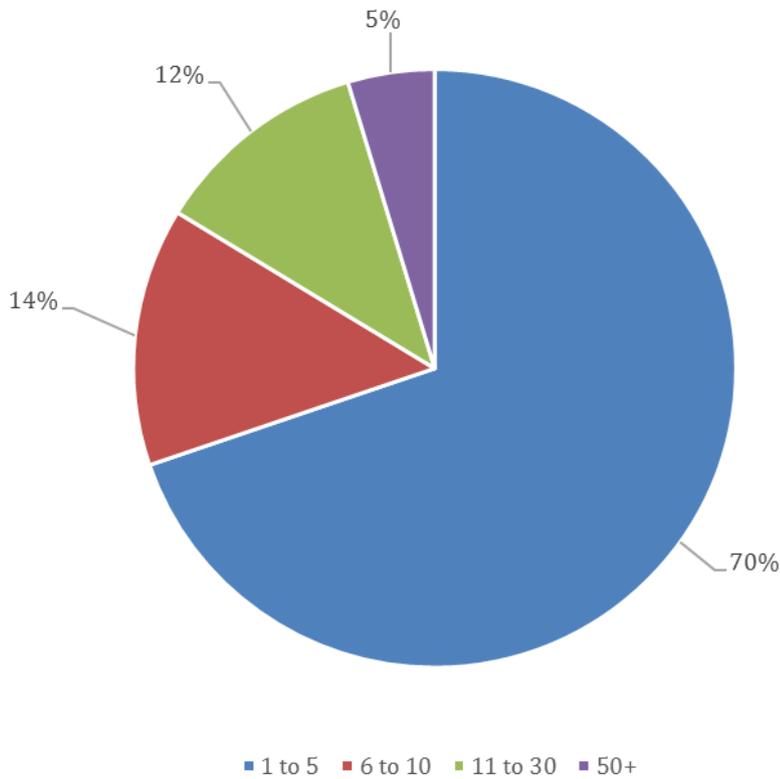
Appendix D - Summary of Responses from Business Survey



Does your business use on-street parking?



Number of on-street parking spaces used



Is there alternate transport options to your business available?

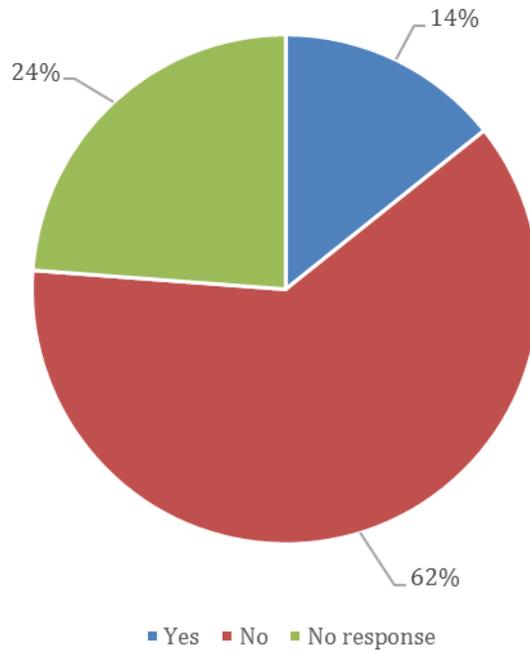




Table C1: Impacts businesses believe will result from removing on-street parking

Street Name	Key Themes
Bourke Road	<ul style="list-style-type: none"> – No impact
Burrows Road	<ul style="list-style-type: none"> – Employee retention and timeliness to work – Accessibility to business for employees, customers and deliveries – Inconvenience due to further distances for employees and customers to walk between business and cars – Loss of business due to customers finding it difficult to get parking near business – Difficulties loading business related vehicles – Technicians refusing to come to work on machines due to lack of parking. – Vehicles blocking driveways and road
Euston Road	<ul style="list-style-type: none"> – Loss of business due to customers finding it difficult to get parking nearby – Employee retention and timeliness to work – Accessibility to business for employees, customers and deliveries – Increased congestion – Difficulties loading business related vehicles – Impacts to productivity
Huntley Street	<ul style="list-style-type: none"> – Nowhere for employees to park – Employees need to work from home or use public transport – Concerning during festive season, which is peak trading period and a large quantity of deliveries – Local business will illegally park on private property. This is already happening now due to the lack of parking spaces and development in the area.
Hutchinson Street	<ul style="list-style-type: none"> – Accessibility for deliveries
Maddox Street	<ul style="list-style-type: none"> – Loss of business/trade due to customers finding it difficult to get parking nearby and reduced passing customers. – Employee retention and timeliness to work – Accessibility to business for employees, customers and deliveries – Employees and customers getting parking fines – Difficulties loading business related vehicles
May Street	<ul style="list-style-type: none"> – Loss of business/trade due to customers finding it difficult to get parking nearby – Accessibility to business for employees, customers and deliveries
Princes Highway	<ul style="list-style-type: none"> – Loss of business/trade due to customers finding it difficult to get parking nearby – Australia Post will not be able to operate
Unwins Bridge Road	<ul style="list-style-type: none"> – No impact



Appendix E - Summary of Impacts and Mitigations

Location	Side	Supply	Parking temporarily lost due to construction works	No. Parking spots permanently removed*	Expected date of parking to be removed	Expected date to return existing parking spots	Total Parking returned after Project Completion	Duration of impact	Mitigation measure Applied to Impact	Justification for extension of impact
Albert Street	NE	25	25	1	06/2017	10/2019	24	Continuous parking impacts for 28 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	Access required to Mechanical and Electrical work area
Albert Street	SW	19	0	19	06/2017	N/A	0	N/A Period completed	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	Access required to Mechanical and Electrical work area
Unwins Bridge Road	NW	31	20	10	01/2019	10/2019	21	Continuous parking impacts for 10 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	Unexpected discovery of underground tank and approvals from utility asset owners
Unwins Bridge Road	SE	41	16	0	03/2019	07/2019	41	Ad-hoc (typically 2-10 days at a time) parking impacts for 5 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
Brown Street	SE	29	4	5	06/2017	10/2018	24	N/A Period completed	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	

Construction Parking & Access Strategy



Location	Side	Supply	Parking temporarily lost due to construction works	No. Parking spots permanently removed*	Expected date of parking to be removed	Expected date to return existing parking spots	Total Parking returned after Project Completion	Duration of impact	Mitigation measure Applied to Impact	Justification for extension of impact
Brown Street	NW	37	4	5	06/2017	10/2019	32	Continuous parking impacts for 10 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	Delays in obtaining approvals from utility asset owners
Florence Street	SE	38	4	5	06/2017	10/2018	33	N/A Period completed	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
Florence Street	NW	42	4	5	06/2017	10/2018	37	N/A Period completed	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
St Peters Street	SE	22	4	5	06/2017	10/2018	17	N/A Period completed	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
St Peters Street	NW	20	4	5	06/2017	10/2018	15	N/A Period completed	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	

Construction Parking & Access Strategy



Location	Side	Supply	Parking temporarily lost due to construction works	No. Parking spots permanently removed*	Expected date of parking to be removed	Expected date to return existing parking spots	Total Parking returned after Project Completion	Duration of impact	Mitigation measure Applied to Impact	Justification for extension of impact
Church Street	SE	21	4	5	06/2017	10/2018	16	N/A Period completed	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
Church Street	NW	21	4	5	06/2017	10/2018	16	N/A Period completed	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
Hutchinson Street	NW	36	6	0	01/2019	06/2019	36	Continuous parking impacts for 10 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	Delays in obtaining approvals from utility asset owners
Princes Highway	SE	32	8	16	05/2019	10/2019	16	Continuous parking for 5 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
Princes Highway	NW	12	12	0	04/2019	05/2019	12	Continuous parking impacts for 2 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	

Construction Parking & Access Strategy



Location	Side	Supply	Parking temporarily lost due to construction works	No. Parking spots permanently removed*	Expected date of parking to be removed	Expected date to return existing parking spots	Total Parking returned after Project Completion	Duration of impact	Mitigation measure Applied to Impact	Justification for extension of impact
Campbell Road	NE	56	0	56	06/2018	N/A	0	N/A	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
Campbell Road	SW	36	0	36	06/2018	N/A	0	N/A	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
Euston Road	NW	140	45	13	06/2017	11/2018	127	Period complete	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
Euston Road	SE	103	45	16	06/2017	11/2019	87	Continuous parking impacts for 24 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	Delays in obtaining approvals from utility asset owners
Gardeners Road	South	39	28	11	07/2018	10/2021	28	Continuous parking impacts until project completion	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	New Works variation – Local Roads Intersection Amendment

Construction Parking & Access Strategy



Location	Side	Supply	Parking temporarily lost due to construction works	No. Parking spots permanently removed*	Expected date of parking to be removed	Expected date to return existing parking spots	Total Parking returned after Project Completion	Duration of impact	Mitigation measure Applied to Impact	Justification for extension of impact
Gardeners Road	North	42	22	20	07/2018	10/2021	22	Continuous parking impacts until project completion	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	New Works variation – Local Roads Intersection Amendment
Bourke Road	NE	10	10	0	02/2019	12/2019	10	Ad-hoc (typically 2-10 days at a time) for 10 months.	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	New Works variation – Local Roads Intersection Amendment
Venice Street	East	0	N/A	0	N/A	N/A	23	N/A	N/A. New road.	
Bunnings Carpark (Mascot)	N/A	240	10	0	07/2018	10/2019	240	Continuous parking impacts for 16 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
Delta Group Carpark (Alexandria)	N/A	16	10	6	07/2018	10/2021	10	Continuous parking impacts until project completion	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	New Works variation – Local Roads Intersection Amendment
Huntley Street	NE	7	5	2	07/2018	10/2019	5	Ad-hoc parking impacts for 15 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	

Construction Parking & Access Strategy



Location	Side	Supply	Parking temporarily lost due to construction works	No. Parking spots permanently removed*	Expected date of parking to be removed	Expected date to return existing parking spots	Total Parking returned after Project Completion	Duration of impact	Mitigation measure Applied to Impact	Justification for extension of impact
Huntley Street	SW	7	5	2	07/2018	10/2019	5	Ad-hoc parking impacts for 15 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	Delays in obtaining approvals from utility asset owners
Barwon Park Road	West	9	0	9	06/2017	10/2019	0	Continuous parking impact for 25 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	Delays in obtaining approvals from utility asset owners
Barwon Park Road	East	14	0	14	06/2017	N/A	0	Continuous parking impacts until project completion	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
Burrows Road	SE	48	21	27	06/2017	10/2019	21	Continuous parking impacts until project completion	Ongoing consultation Staged removal Ongoing monitoring and corrective action	Delays in obtaining approvals from utility asset owners
Burrows Road	NW	54	29	25	06/2017	10/2019	29	Continuous parking impacts for 25 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	Delays in obtaining approvals from utility asset owners

Construction Parking & Access Strategy



Location	Side	Supply	Parking temporarily lost due to construction works	No. Parking spots permanently removed*	Expected date of parking to be removed	Expected date to return existing parking spots	Total Parking returned after Project Completion	Duration of impact	Mitigation measure Applied to Impact	Justification for extension of impact
12 Burrows Road	South	20	20	0	02/2019	09/2019	20	Ad-hoc parking impacts (typically 2-10 days at a time) for 6 weeks	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	Installation of Super-T girders on Bridge 8&9 - exclusion zone in place at night and removal of parking is required
May Street	NW	28	1	20	07/2018	05/2019	8	Continuous parking impacts for 10 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	Unexpected discovery of underground tank and delay in obtaining approvals from utility asset owners
May Street	SE	23	1	12	07/2018	05/2019	11	Continuous parking impacts for 10 months	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	Unexpected discovery of underground tank and delay in obtaining approvals from utility asset owners
Tempe Reserve	West	201	15	0	03/2018	06/2018	201	Period completed	Ongoing consultation Staged removal Ongoing Monitoring and corrective action	
Applebee Street	NW	10	10	0	05/2019	08/2019	10	Continuous parking impacts for 2 months	Ongoing consultation Ongoing Monitoring and corrective action	
TOTAL		1529	396	355			1197			

* Assessment of permanent parking loss and mitigation measures will be addressed in further detail in the Operational Parking and Access Strategy required under CoA E42



Appendix F - Project Staff information



New M5 Public Transport Guide – Leave Your Car at Home

Minimising impact on the local community is one of the WestConnex projects most important objectives. There is insufficient parking for all site personnel to drive to work and many of the project sites are located in residential areas with non-residential parking.

Parking in many local streets around the project's sites is not permitted and it is a condition of your engagement on the project that you follow any specific direction given to you by the project in relation to local parking. Please be advised that councils are heavily policing parking in areas surrounding the project and will issue infringement notices where breaches are identified.

All of the project sites are well serviced by public transport and its use is strongly encouraged by all project personnel. See below maps and relevant public transport services to your site.

We must meet our obligations to the local community. Leave your car at home!

Arncliffe

Site Address: 19 Marsh Street, Arncliffe, NSW 2205 (Kogarah Golf Course)

<p>Public Transport:</p>	<p>Nearest train stations:</p> <ul style="list-style-type: none"> • Wolli Creek (1.2km) <p>Buses the go to Arncliffe:</p> <ul style="list-style-type: none"> • 348 • 400 • 410 • 422 	
<p>Site Specific Parking Instructions:</p>	<p>There is strictly no parking available around this site.</p>	

Kingsgrove & West - Civil

Site Address: 27 - 32 Garena Circuit, Kingsgrove, NSW 2208

<p>Public Transport:</p>	<p>Nearest Train Station:</p> <ul style="list-style-type: none"> • Kingsgrove (1.2km) <p>Buses that go to Kingsgrove:</p> <ul style="list-style-type: none"> • 423 • 490 • 492 • 495 	
<p>Site Specific Parking Instructions:</p>	<p>Strictly no parking locations:</p> <ul style="list-style-type: none"> • No street parking on Garena Circuit <p>Acceptable parking locations:</p> <ul style="list-style-type: none"> • Free parking at Garena Circuit car park 	

Kingsgrove & West – Tunnelling

Site Address: 30a Commercial Road, Kingsgrove, NSW 2208

<p>Public Transport:</p>	<p>Nearest Train Station:</p> <ul style="list-style-type: none"> • Kingsgrove (300m) <p>Buses that go to Kingsgrove:</p> <ul style="list-style-type: none"> • 423 • 490 • 492 • 495 	
<p>Site Specific Parking Instructions:</p>	<p>Strictly no parking locations:</p> <ul style="list-style-type: none"> • No street parking on Garena Circuit <p>Acceptable parking locations:</p> <ul style="list-style-type: none"> • Free parking at Garena Circuit car park 	



St Peters Interchange (Temporary Office for SPI and Local Roads)

Site Address: 10-16 Albert Street, St Peters, NSW 2044

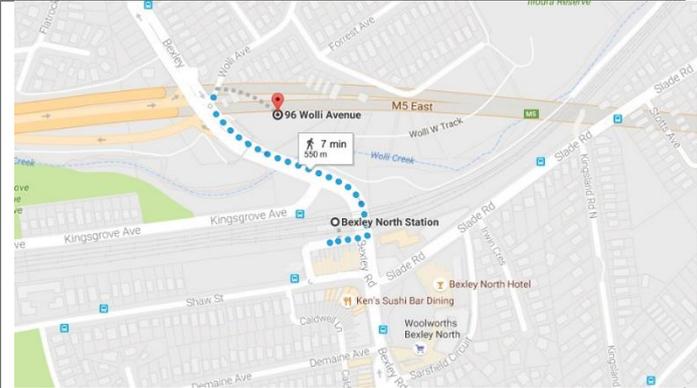
Public Transport:	<p>Nearest Train Station:</p> <ul style="list-style-type: none"> St Peters (850m) <p>Buses that go to St Peters:</p> <ul style="list-style-type: none"> 308 348 352 422
Site Specific Parking Instructions:	There is strictly no parking available around this site.



Bexley

Site Address: 96 Wollie Avenue, Earlwood, NSW 2206

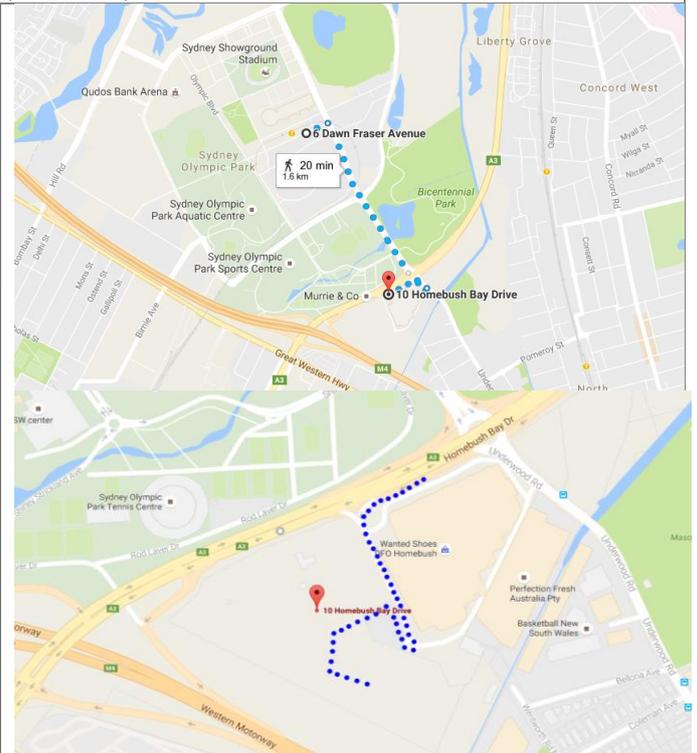
Public Transport:	<p>Nearest Train Station:</p> <ul style="list-style-type: none"> Bexley North (550m) <p>Buses that go to Bexley:</p> <ul style="list-style-type: none"> M41 400 491 493 495
Site Specific Parking Instructions:	There is strictly no parking available around this site.



Training Academy

Address: 10 Homebush Bay Drive, Homebush, NSW 2140

Public Transport:	<p>Nearest Train Station:</p> <ul style="list-style-type: none"> Olympic Park (1.6km) <p>Buses that go to Bexley:</p> <ul style="list-style-type: none"> 401 408 525 526 X25
Site Specific Parking Instructions:	<p>Parking directions:</p> <ul style="list-style-type: none"> Enter using the DFO shopping centre driveway Proceed through the boom gates and take a paper car parking ticket At a large round about you will see the blue WestConnex banner on the site fencing, drive into the DFO staff car parking area and you will be met by a security guard Proceed left to the 'Tunnel Training Facility Parking' area Please do not park in the 'DFO Staff Parking' area located before our entrance At the end of your training session please see the Training Team to validate your car parking ticket.





Useful Transport Links

The following links can be used to find the best route to your place of work:

- Plan your public transport trip - <https://tp.transportnsw.info>
- Sydney Buses <http://www.sydneybuses.info>
- Useful bus map - http://www.sydneybuses.info/routes/Region_guide_South-2015.pdf
- Opal - <https://www.opal.com.au>

Appendix G – RMS Available Land

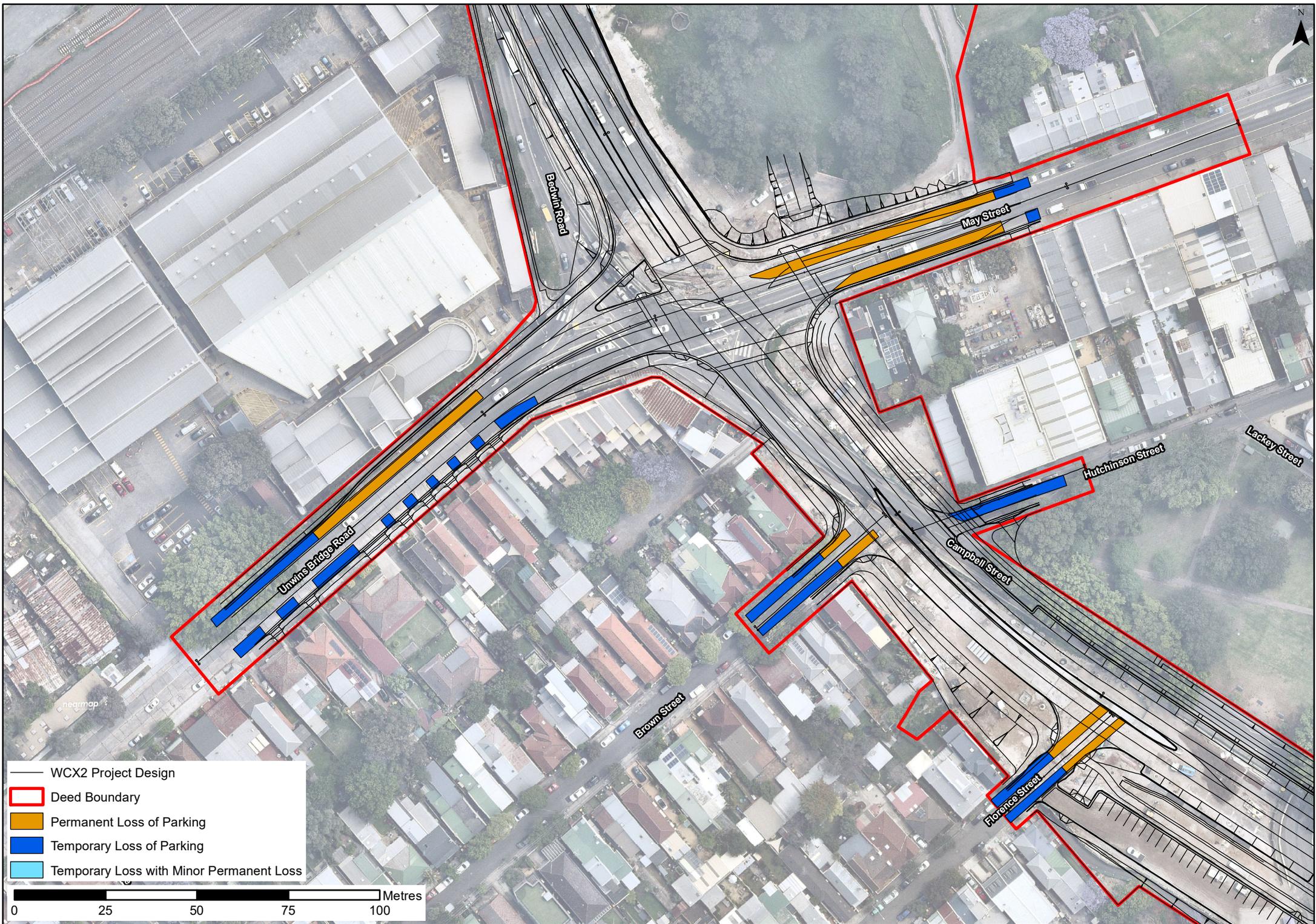


RMS SURPLUS PROPERTY FOR CONSIDERATION OF SUITABILITY FOR USE AS TEMPORARY CAR PARKING



Appendix H – Indicative Parking Location Plans

Parking impacts (indicative) are shown in the following drawings



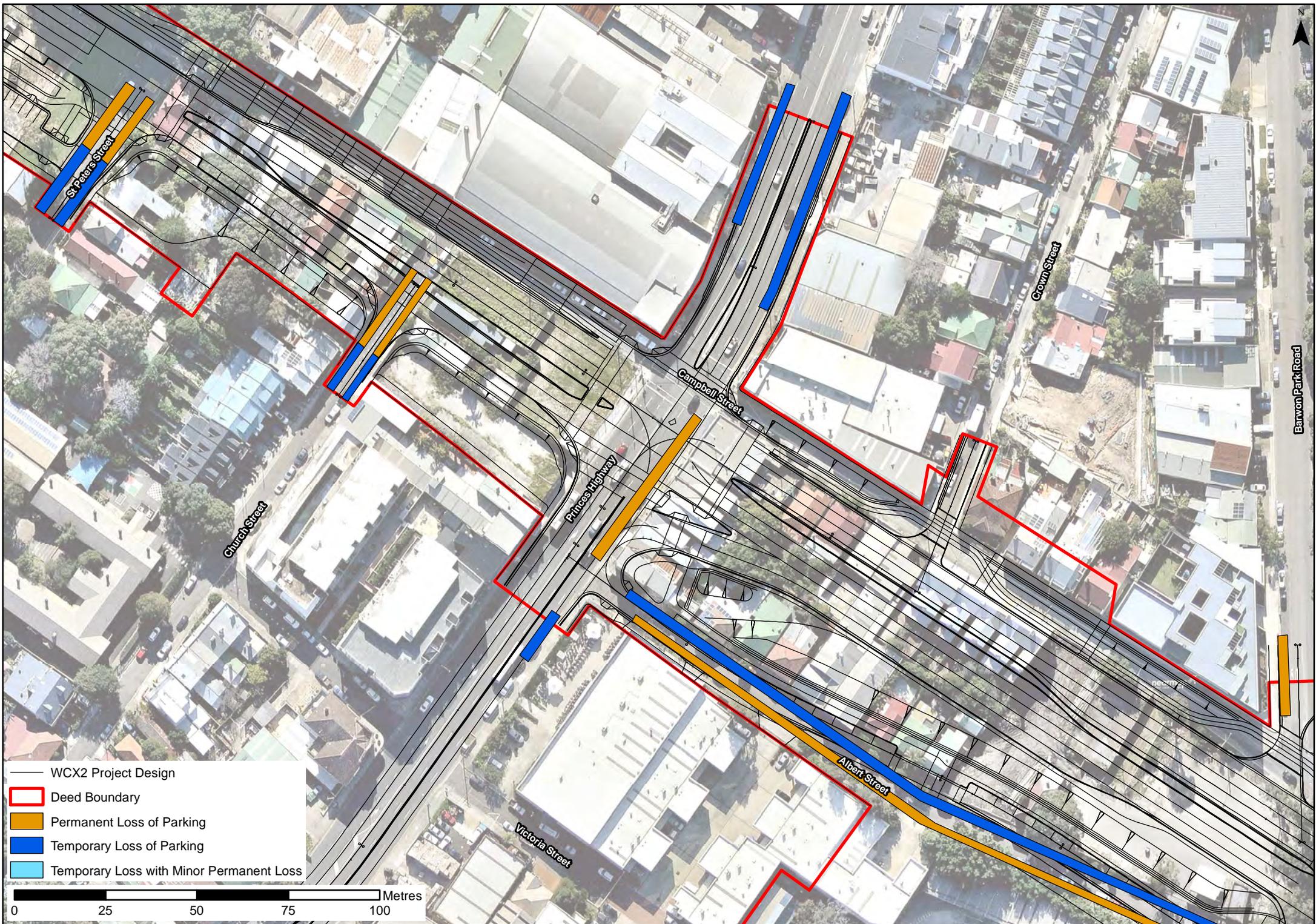
- WCX2 Project Design
- ▭ Deed Boundary
- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss



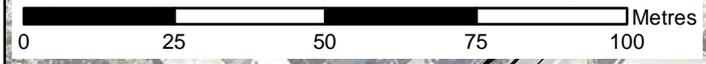


- WCX2 Project Design
- ▭ Deed Boundary
- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss





- WCX2 Project Design
- Deed Boundary
- Permanent Loss of Parking
- Temporary Loss of Parking
- Temporary Loss with Minor Permanent Loss



St Peter's Street

Church Street

Princess Highway

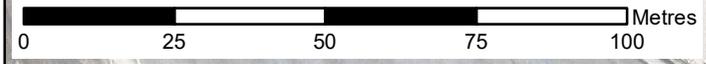
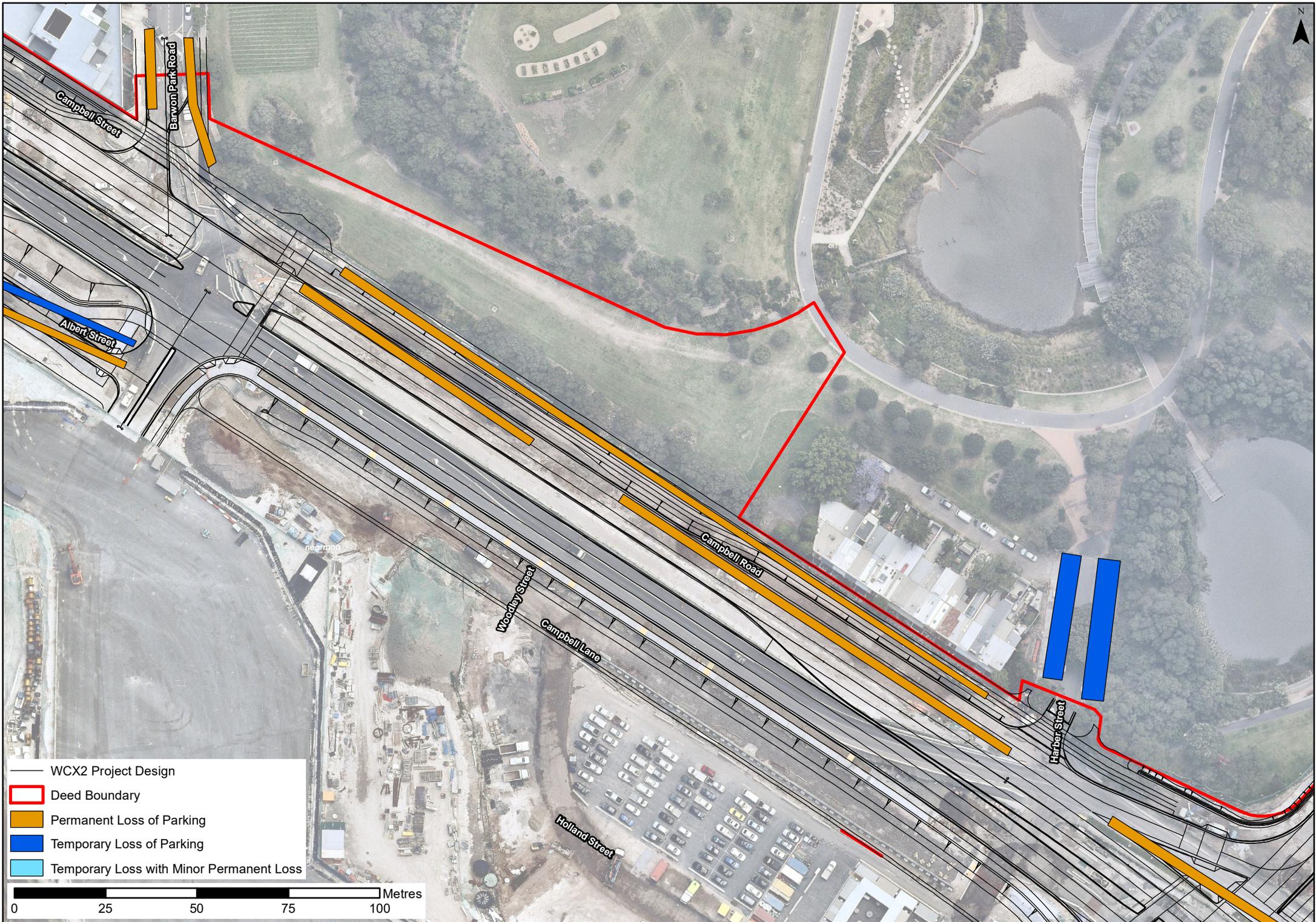
Campbell Street

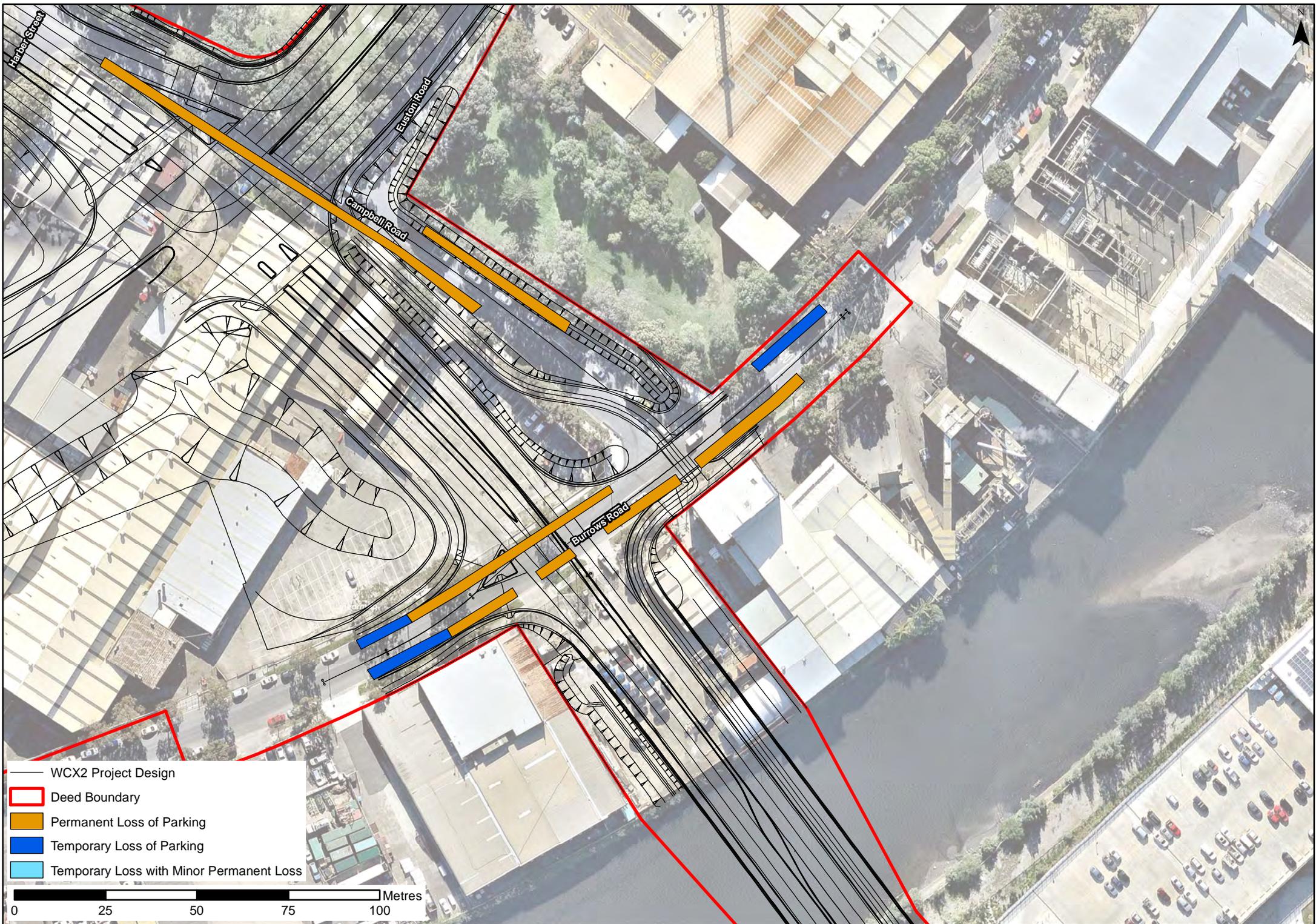
Albert Street

Victoria Street

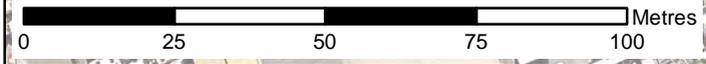
Crown Street

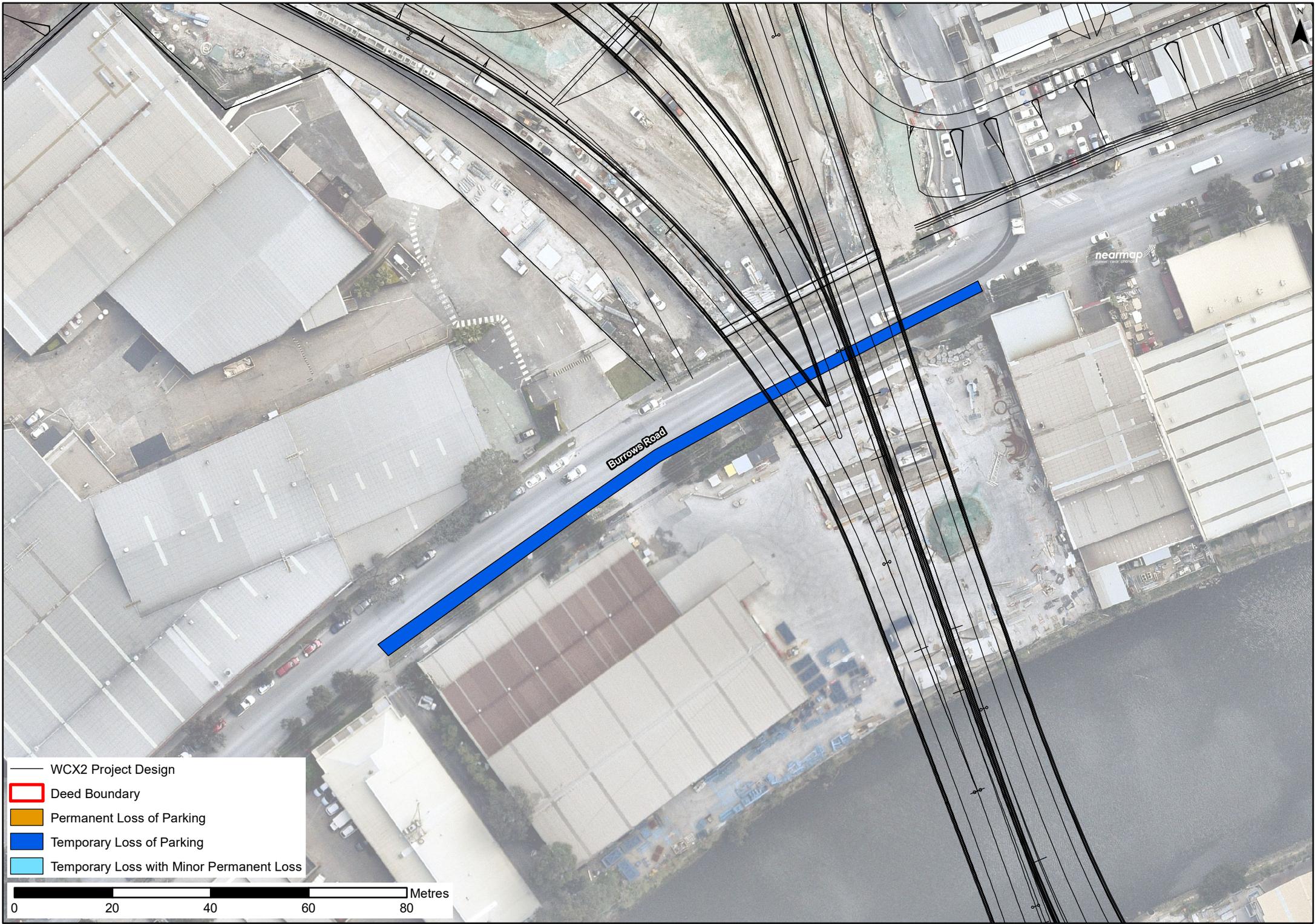
Barwon Park Road





- WCX2 Project Design
- Deed Boundary
- Permanent Loss of Parking
- Temporary Loss of Parking
- Temporary Loss with Minor Permanent Loss





Burrows Road

nearmap

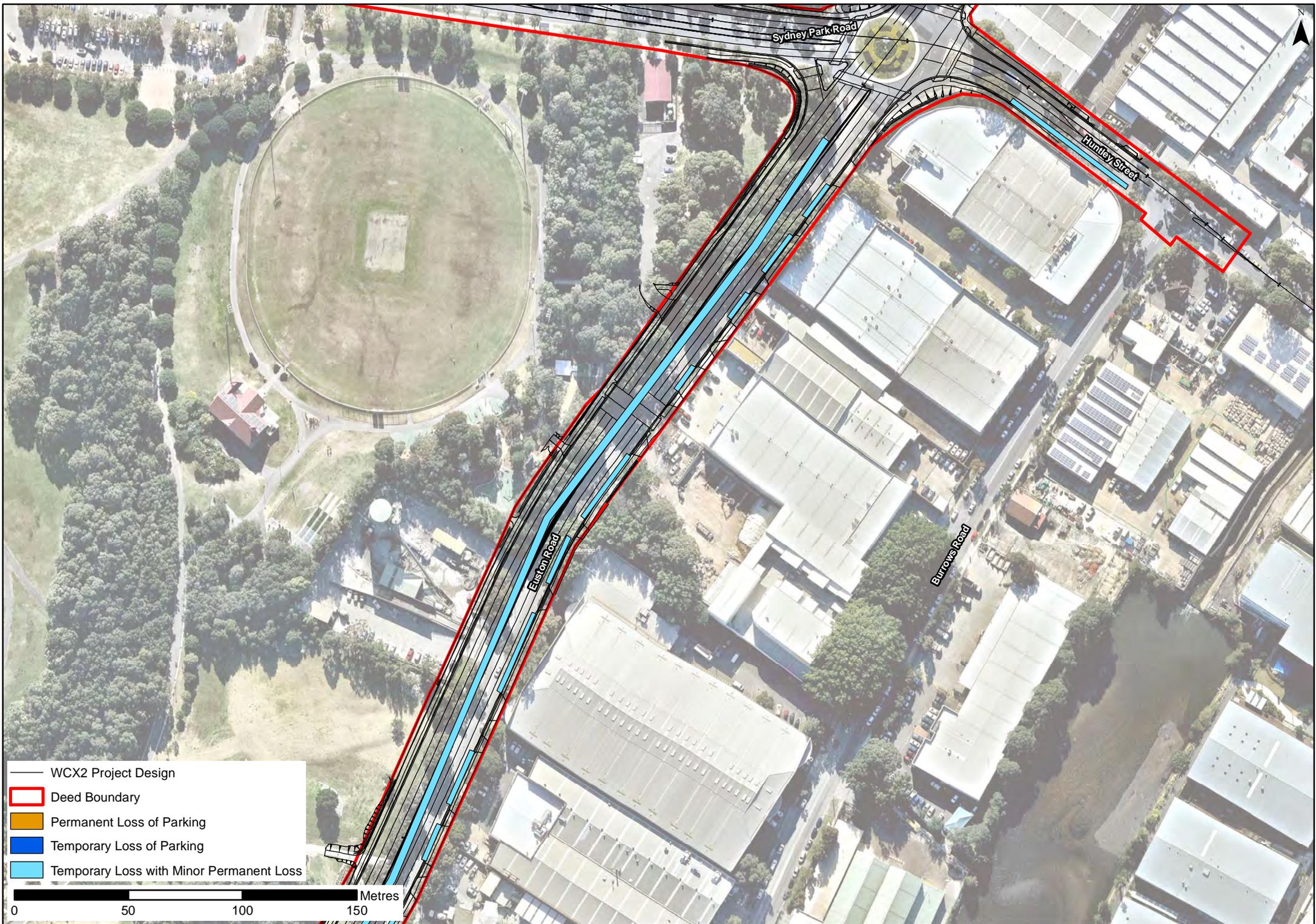
- WCX2 Project Design
- ▭ Deed Boundary
- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss

0 20 40 60 80 Metres



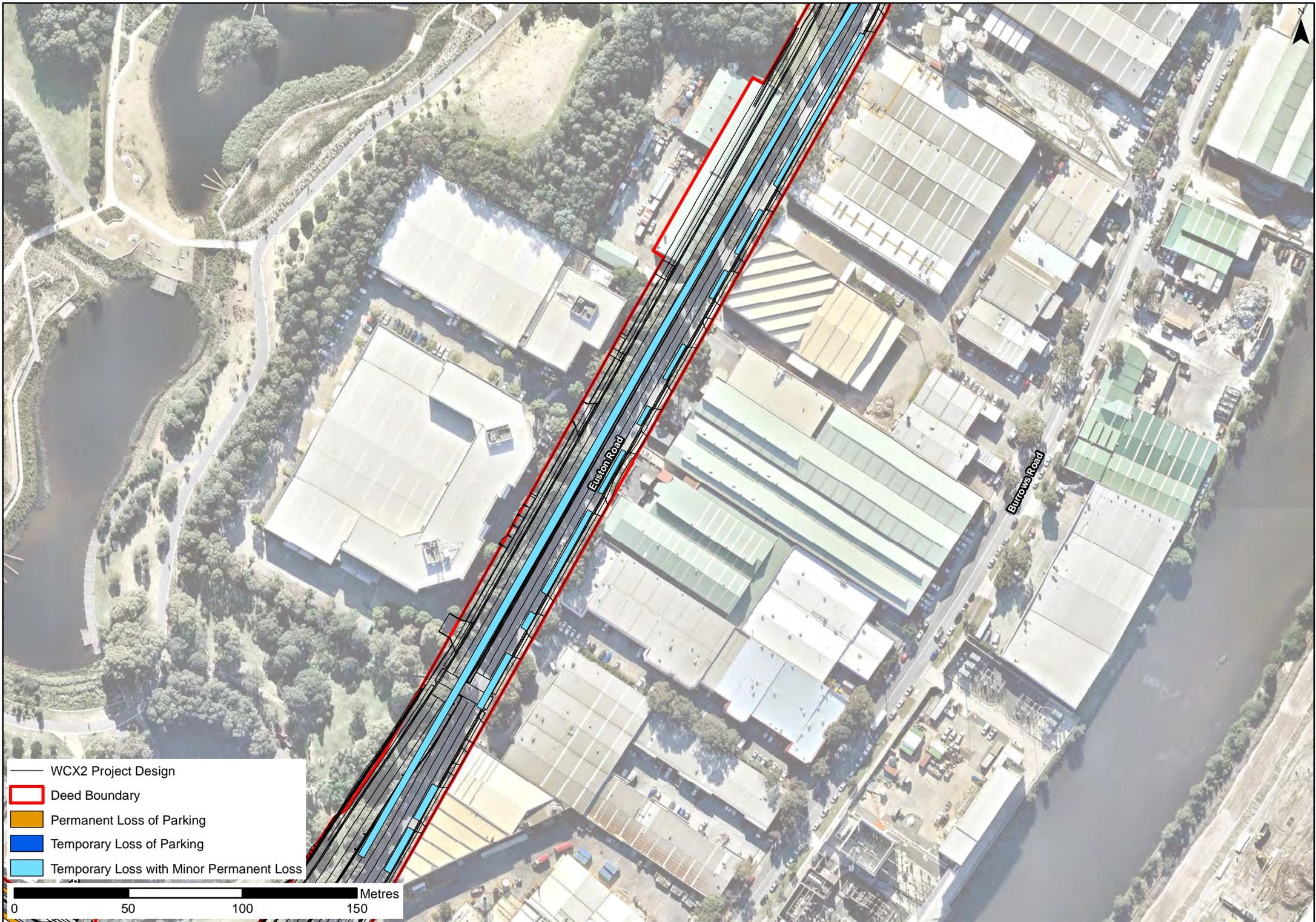
- WCX2 Project Design
- ▭ Deed Boundary
- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss

0 50 100 150 Metres



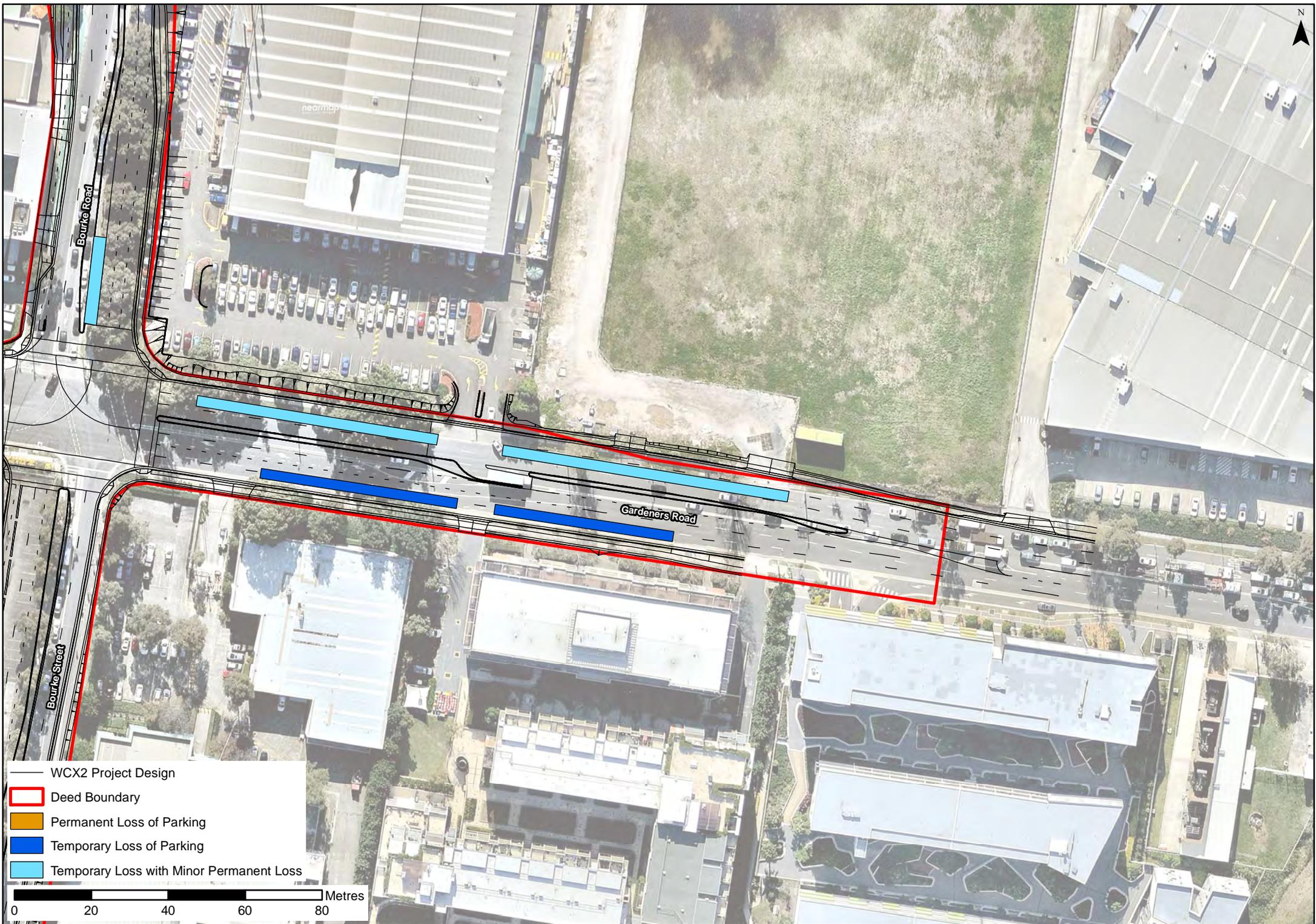
- WCX2 Project Design
- ▭ Deed Boundary
- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss



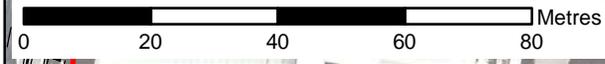


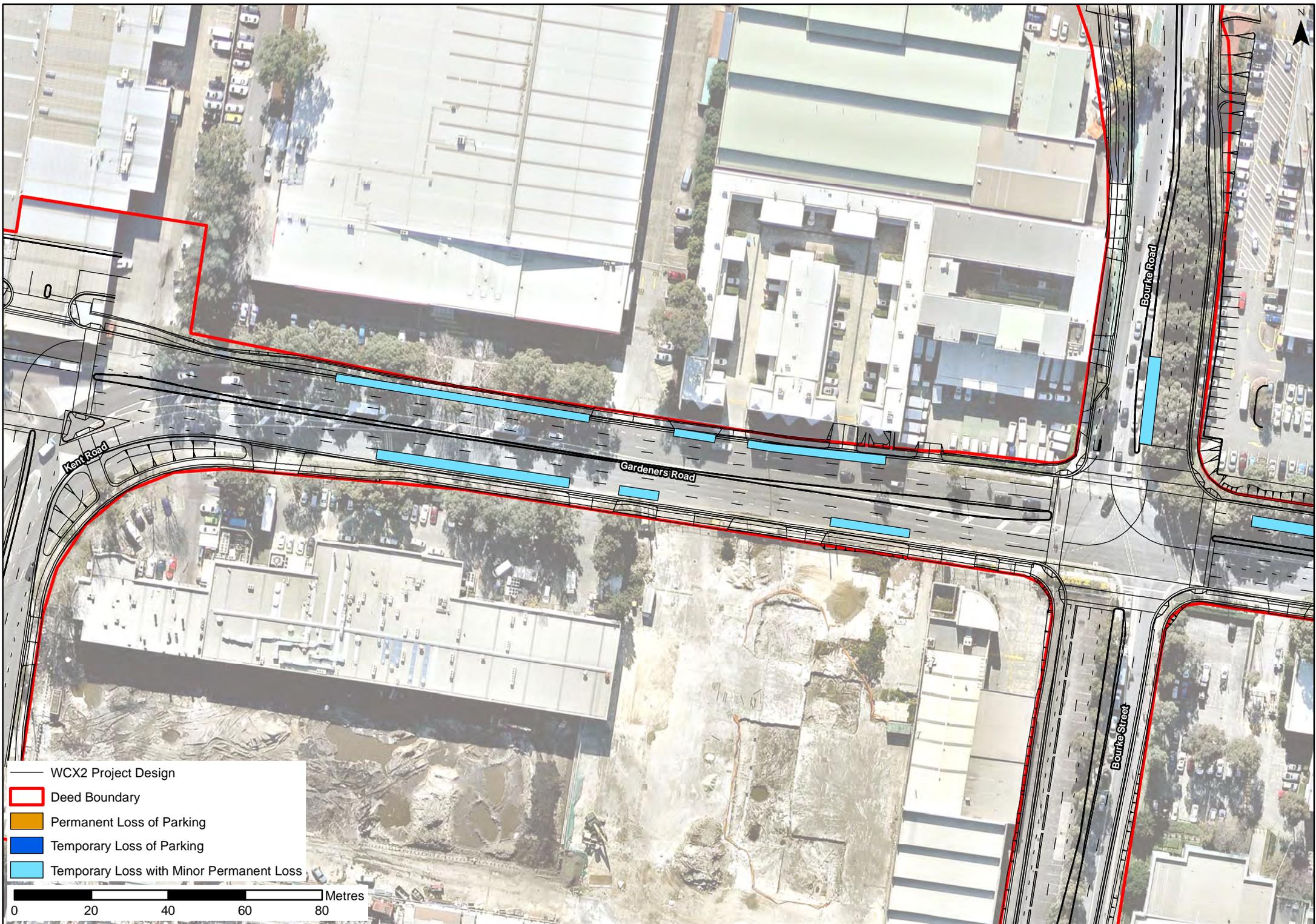
- WCX2 Project Design
- ▭ Deed Boundary
- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss

0 50 100 150 Metres

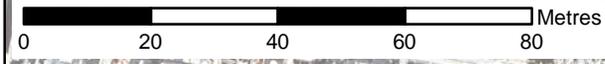


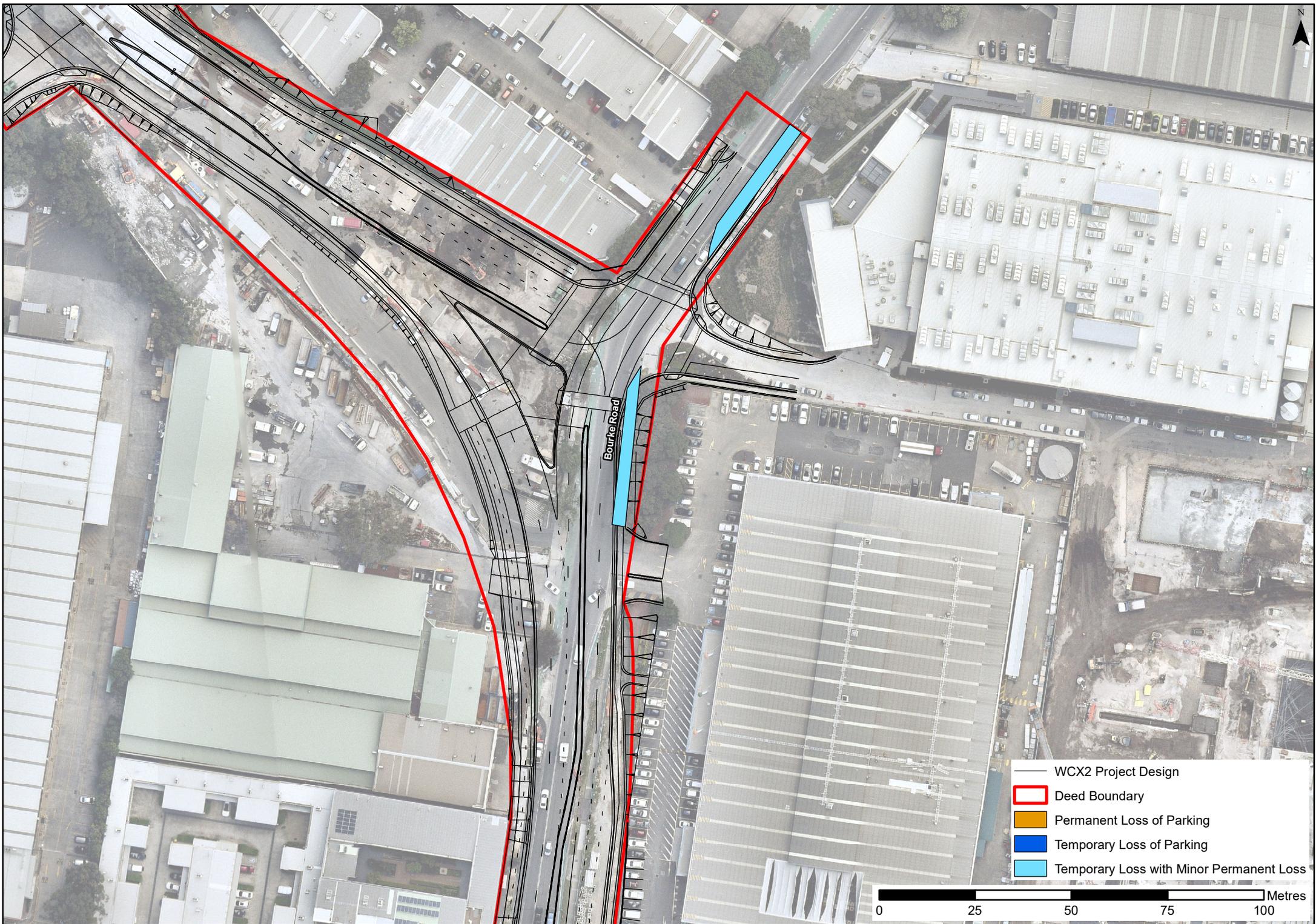
- WCX2 Project Design
- Deed Boundary
- Permanent Loss of Parking
- Temporary Loss of Parking
- Temporary Loss with Minor Permanent Loss





- WCX2 Project Design
- Deed Boundary
- Permanent Loss of Parking
- Temporary Loss of Parking
- Temporary Loss with Minor Permanent Loss

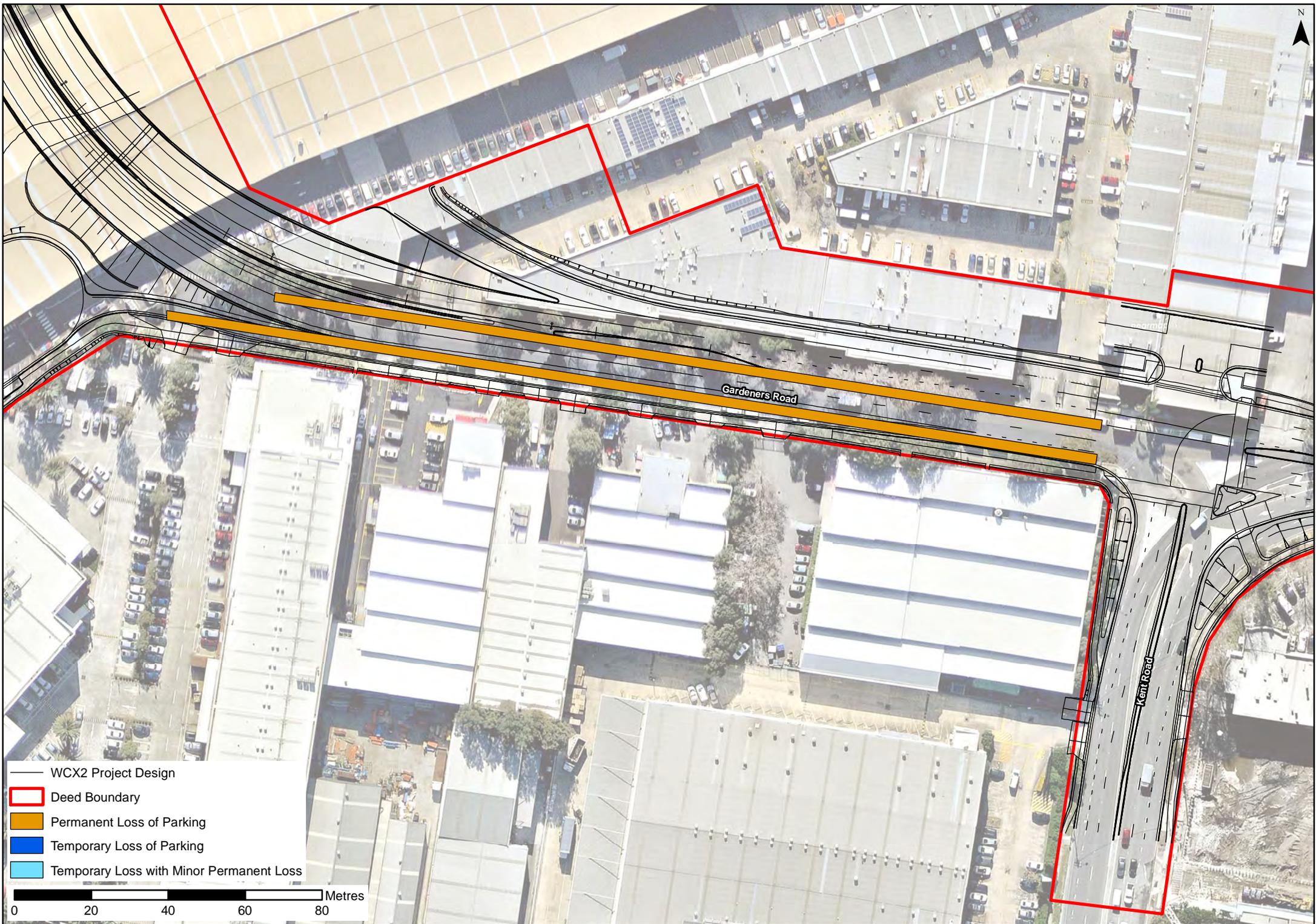




Bourke Road

- WCX2 Project Design
- Deed Boundary
- Permanent Loss of Parking
- Temporary Loss of Parking
- Temporary Loss with Minor Permanent Loss





-  WCX2 Project Design
-  Deed Boundary
-  Permanent Loss of Parking
-  Temporary Loss of Parking
-  Temporary Loss with Minor Permanent Loss

