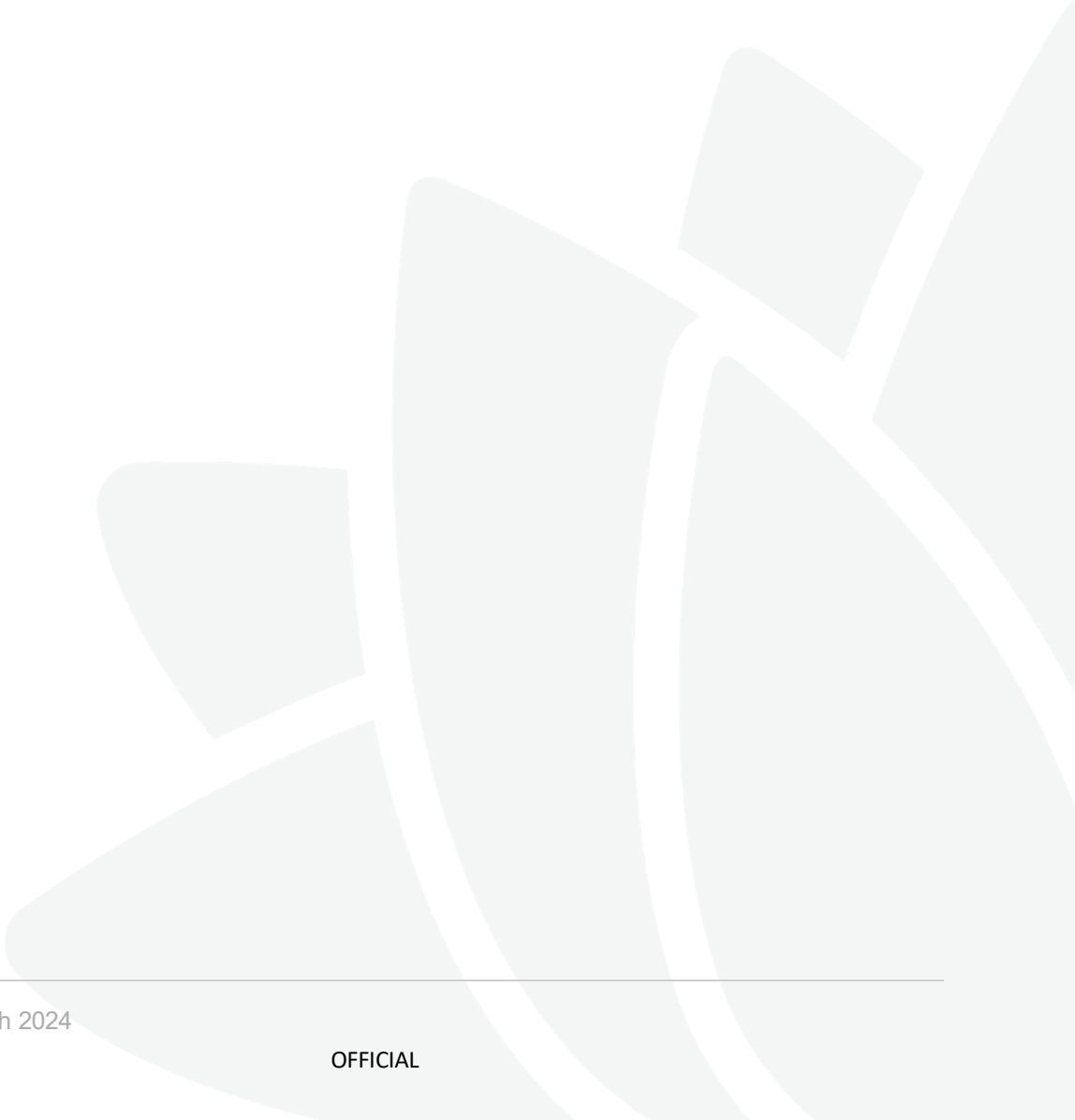


Construction Parking and Access Strategy

M4-M8 Link Project – Rozelle Parklands

Transport for New South Wales | May 2024

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Review register

Review version	Issued by	Issued for	Date of issue
Rev 00		Final for submission to DPHI	15/03/2024
Rev 01		Final for submission to DPHI after responding to DPHI RFI	17/05/2024

Contents

1	Introduction	1
1.1	Context.....	1
1.2	Overview of WestConnex	1
1.3	The M4-M5 Link.....	1
1.4	Statutory context.....	1
1.5	Purpose of this document	2
2	Project staging.....	3
2.1	Staging.....	3
2.1.1	Stage 4 – Rozelle parklands enhancement	3
2.1.2	Construction timing	3
3	Environmental Requirements	4
3.1	Applicability of Conditions of Approval	4
3.2	Revised Environmental Management Measures	5
3.3	Consultation	6
3.3.1	Communicating changes to parking.....	6
4	Existing Environment	6
4.1	Location of Parking removal	6
4.2	Justification.....	8
4.3	Parking Survey methodology	8
4.3.1	Construction Impacts	9
4.4	Results	9
5	Construction Workforce Parking Demand.....	10
5.1	Utilisation of public transport.....	10
5.2	Car Pooling	10
5.3	Utilisation of active transport.....	10
5.4	Communicate parking restrictions to workers.....	10
6	Monitoring and Reporting	11
6.1	Monitoring of mitigation measures	11
6.2	Corrective actions.....	11
6.3	Reporting.....	11

6.4 Contingency measures 11

6.5 Update and amendment of this Strategy 12

Glossary of terms and abbreviations

Term	Meaning
AA	Acoustics Advisor
ANZECC	Australian and New Zealand Environment and Conservation Council
AQCCC	Air Quality Community Consultative Committee
ARI	Average recurrence interval
CASA	Civil Aviation Safety Authority
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
CSSI	Critical State significant infrastructure
DIRD / DIRDC	Commonwealth Department of Infrastructure, Regional Development and Cities
DPHI	NSW Department of Planning, Housing and Infrastructure
DPI Water	NSW Department of Primary Industries – Water, now NSW Office of Water (NOW)
EIS	Environmental impact statement
EMS	Environmental Management System
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence
ER	The Environmental Representative for the CSSI
FRNSW	Fire and Rescue NSW
HAMU	Heritage Archaeological Management Unit
JHCPB	John Holland CPB Joint Venture
MOC	Motorway operations complex
NATA	National Association of Testing Authorities
NEPM	National Environment Protection Measures
NOW	NSW Office of Water, previously DPI Water
NSW	New South Wales
OEM	NSW Office of Environment and Heritage
OEMP	Operational Environmental Management Plan
ONVR	Operational Noise and Vibration Review

RLMP	Residual Land Management Plan
RMS	Roads and Maritime Services
SES	State Emergency Service
SPIR	Submissions and Preferred Infrastructure Report
SSI	State significant infrastructure
Stage 1	M4-M5 Link Mainline tunnels
Stage 2	M4-M5 Link Rozelle interchange
TfNSW	Transport for New South Wales, formerly Roads and Maritime Services
UDLP	Urban Design and Landscape Plan
WestConnex	WestConnex Transurban, formerly Sydney Motorway Corporation

1 Introduction

1.1 Context

This Construction Parking and Access Strategy (CPAS or Strategy) has been prepared for the Rozelle Interchange Parklands Enhancement Project (the Project) to address the requirements of the Minister's Conditions of Approval (CoA), the WestConnex M4-M5 Link Environmental Impact Statement (EIS), the Revised Environmental Management Measures (REMMs) listed in the WestConnex M4-M5 Link Submissions and Preferred Infrastructure Report (SPIR) and all applicable legislation. The CPAS has been developed specifically to address the impacts from works being undertaken as part of the Rozelle Parklands Enhancement Works and as approved by the Staging Report for Stage 4 (this stage).

1.2 Overview of WestConnex

WestConnex is one of the NSW Government's key infrastructure projects, which aims to ease congestion, create employment opportunities and connect communities. The WestConnex program of works, together with the proposed Sydney Gateway project, would facilitate improved connections between western Sydney, Sydney Airport, Port Botany and south and south-western Sydney, as well as better connectivity between the important economic centres along Sydney's Global Economic Corridor and local communities.

Separate planning applications and assessments have been completed for each of the WestConnex projects. Transport for New South Wales (TfNSW) commissioned WestConnex to deliver the WestConnex project, on behalf of the NSW Government. TfNSW is the proponent for the program of works and is responsible for construction of the Rozelle interchange stage of works for the M4-M5 Link project (refer to section 2.1 below for more information).

The WestConnex program of works includes:

- New M4 consisting of:
 - M4 Widening – widening of the existing M4 Motorway from Parramatta to Homebush (open to traffic)
 - M4 East – extension of the M4 Motorway in tunnels between Homebush and Haberfield via Concord (open to traffic)
- King Georges Road Interchange Upgrade – upgrade of the King Georges Road interchange between the M5 West and M5 East at Beverly Hills (open to traffic)
- New M5 (now known as the M8) – duplication of the M5 East from King Georges Road at Beverly Hills with tunnels from Kingsgrove to a new interchange at St Peters (open to traffic)
- M4-M5 Link – tunnels connecting the M4 East at Haberfield and the New M5 at St Peters, an interchange at Rozelle and a link at Iron Cove (approved and under construction).

1.3 The M4-M5 Link

TfNSW has received approval from the NSW Minister for Planning to construct and operate the M4-M5 Link (the project), which will comprise a new multi-lane road link between the M4 Motorway at Haberfield and the M8 Motorway at St Peters (refer to Figure 1). The project will also include an interchange at Lilyfield and Rozelle (the Rozelle interchange) and a tunnel connection between Anzac Bridge and Victoria Road, east of Iron Cove Bridge (Iron Cove Link) (refer to Figure 2). In addition, construction of tunnels, ramps and associated infrastructure to provide connections to the future Western Harbour Tunnel project will be carried out at the Rozelle interchange. Pedestrian and cyclist connectivity

improvements will be delivered on Victoria Road and within the Rozelle local road network (refer to Figure 3). The project will also provide enhanced park facilities as part of the final transformation of Rozelle Rail Yards into new open space (refer to Figure 4).

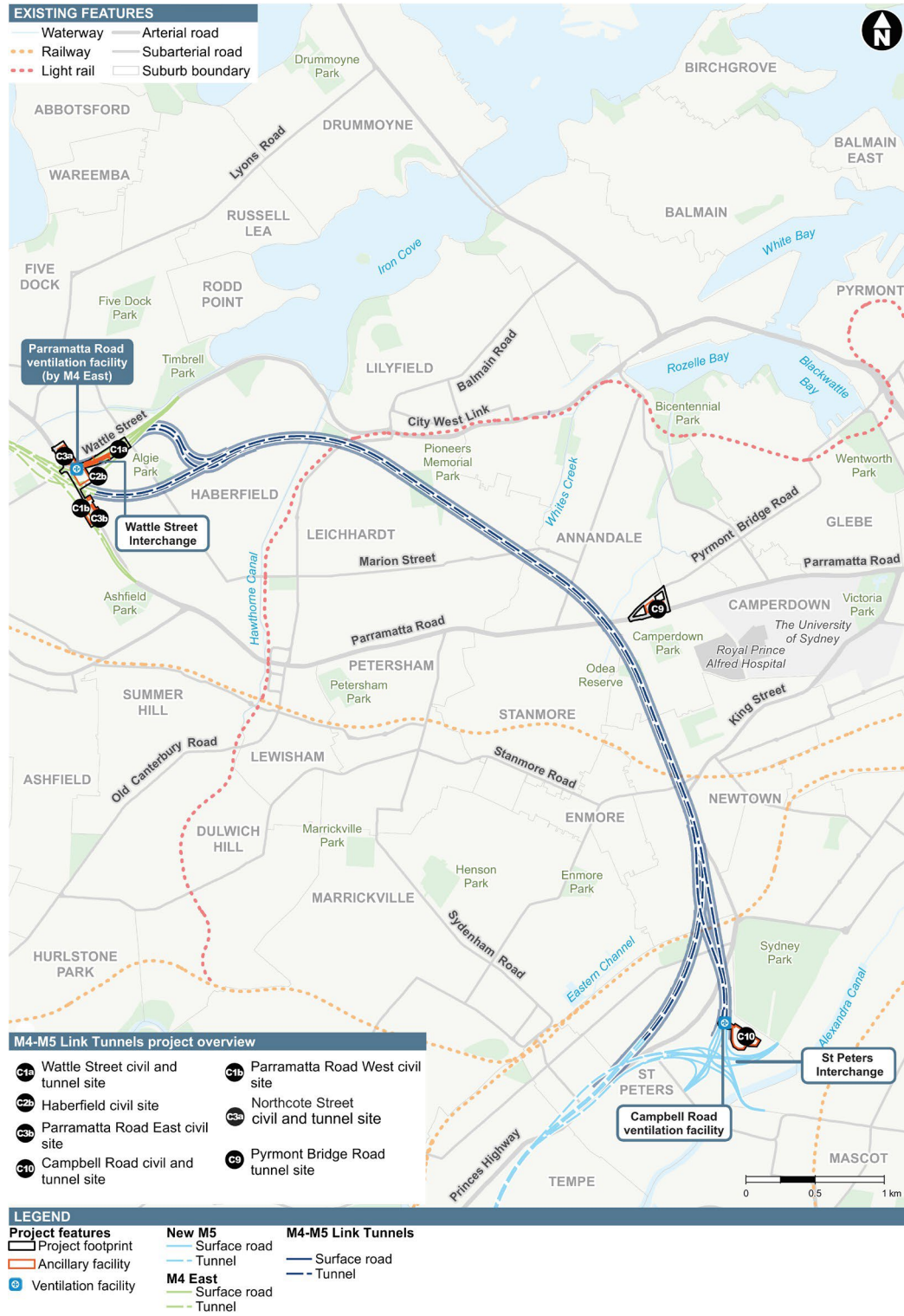




Figure 6-12 Indicative tunnel depths - Rozelle interchange and Iron Cove Link

Figure 2: Overview of the Rozelle Interchange project (Stage 2)

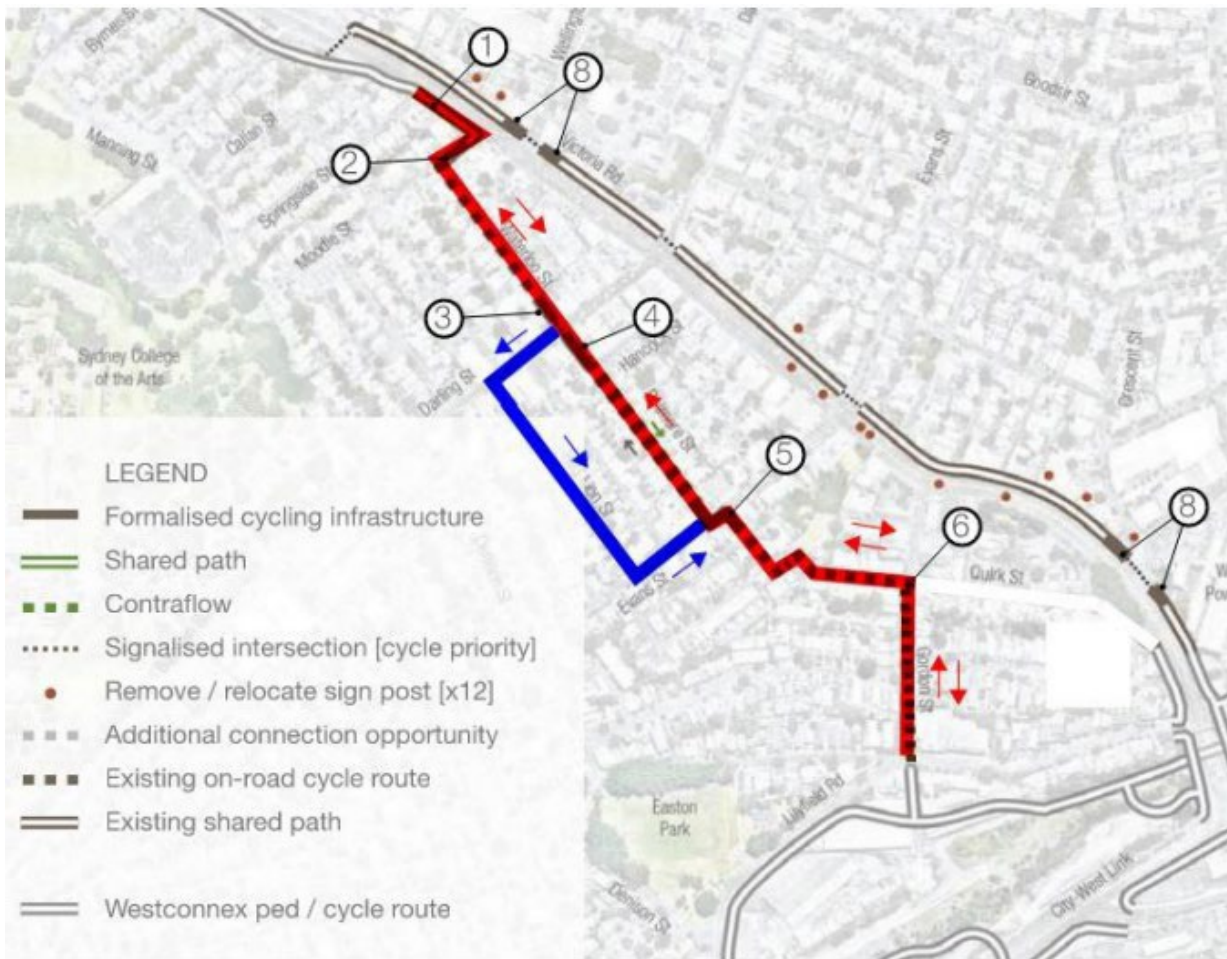


Figure 3: Overview of the Rozelle pedestrian and cyclist improvements (Stage 3)



Figure 4-12: Rozelle - Concept Plan - Drawing 2 of 4

Figure 4: Rozelle Parklands Facilities Enhancement (Stage 4)

1.4 Statutory context

The project has been declared State significant infrastructure (SSI) and critical State significant infrastructure (CSSI) by the NSW Minister for Planning. TfNSW prepared an environmental impact statement (EIS), dated August 2017. The EIS identified a range of environmental, social and planning issues associated with the construction and operation of the project and proposed measures to mitigate and manage those potential impacts.

The EIS was publicly exhibited between 18 August and 16 October 2017. Following public exhibition, submissions from stakeholders were received and addressed by TfNSW in a submissions and preferred infrastructure report dated January 2018, which was lodged with the now NSW Department of Planning, Housing and Infrastructure (DPHI).

The project has been assessed by DPHI in accordance with the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act). The project was approved by the NSW Minister for Planning on 17 April 2018, subject to Conditions of Approval (CoAs). The planning approval applies to both stages of construction and operation.

TfNSW sought to modify the approval for the project, relating to Stage 1 – Mainline tunnels, which principally involved the removal of the Darley Road civil and tunnel site and changes to the arrangement of construction sites at Haberfield and Ashfield. In addition, the modification also sought to relocate the operational water treatment plant from the Darley Road motorway operations complex to the Campbell Road motorway operations complex at the St Peters interchange.

A Modification Report for MOD 1 was prepared by TfNSW and placed on public exhibition by DPHI for 14 days between 12 and 26 September 2018. The modification related to civil sites and ancillary facilities associated with Stage 1 of the project. A Response to Submissions Report was prepared to respond to submissions received during the public exhibition period. This report was lodged with DPHI in November 2018. The Modification was determined by the NSW Minister for Planning on 25 February 2019, subject to CoAs.

A Modification Report for MOD 2 was prepared by TfNSW and placed on public exhibition by DPHI between 21 August 2019 to 25 September 2019. The modification related to The Crescent overpass and active transport links associated with Stage 2 of the project. A Response to Submissions Report was prepared to respond to submissions received during the public exhibition period. This report and a Design Amendment Report were lodged with DPHI in April 2020. The Modification was determined by the NSW Minister for Planning on 30 September 2020, subject to CoAs.

A Modification Report for MOD 3 was prepared by TfNSW and placed on public exhibition by DPHI between 20 November and 18 December 2019. The modification related to the Iron Cove centilation facility associated with Stage 2 of the project. A Response to Submissions Report was prepared to respond to submissions received during the public exhibition period. This report was lodged with DPHI in March 2020. The Modification was determined by the NSW Minister for Planning and Public Space on 28 July 2020, subject to CoAs.

A Modification Report for MOD 4 was prepared by TfNSW and lodged with DPHI in June 2020. The modification related to the Glebe Island construction ancillary facility associated with Stage 2 of the project. The Modification was determined by DPHI on 28 July 2020, subject to CoAs.

A letter dated 26 October 2020 was prepared by TfNSW and lodged with DPHI. This formed MOD 5 to the Planning Approval. The administrative modification sought to allow the establishment of additional minor ancillary facilities that are likely to have minimal impacts to provide consistency with other major infrastructure projects. The Modification was determined by DPHI on 18 November 2020, subject to a CoA.

A proposed modification (MOD 6) was prepared by TfNSW and lodged with DPHI. The modification related to haul road relocation at the Rozelle interchange associated with Stage 2 of the project. This was subsequently withdrawn.

A Modification Report for MOD 7 was prepared by TfNSW and lodged with DPHI. The modification related to the permanent closure of Northcote Street at Haberfield. The modification report was placed on public exhibition by DPHI between 18 May and 31 May 2022. A Response to Submissions Report was prepared to respond to submissions received during the public exhibition period and lodged with DPHI in August 2022. The Modification was determined by DPHI on 14 October 2022, subject to CoAs.

A letter dated 14 July 2023 was prepared by TfNSW and lodged with DPHI. This formed MOD 8 to the Planning Approval. The administrative modification sought amendments to condition E26 to provide the Secretary the discretion to apply flexibility in the ambient air quality monitoring timeframe. The Modification was determined by DPHI on 23 August 2023.

1.5 Purpose of this document

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

The objectives of this strategy are to:

- Determine the existing on-street parking capacity in the area surrounding the Project's construction sites,
- Identify on-street parking required to be removed as part of the Project (long term temporary and permanent) outside the Project footprint,
- Identify the demand for construction workforce parking, and how this demand could be met to minimise impacts to the surrounding community,
- Outline measures to reduce the demand for construction workforce parking by encouraging the uptake of public transport, carpooling and active transport, and
- Describe how monitoring and any corrective actions would be implemented to assess the effectiveness of management measures.

2 Project staging

2.1 Staging

The construction and operation of the M4-M5 Link project has been staged and this CPAS is only relevant to Stage 4:

2.1.1 Stage 4 – Rozelle parklands enhancement

Details of the works associated with Stage 4 are provided in the specific Construction Environmental Management Plan developed for these works. The key elements of the project that would be constructed during Stage 4 include:

- A second facilities building intended to be used as change rooms, toilets, storage and with provisions for a canteen facility
- Two multi-purpose courts to accommodate a range of sports including netball, basketball and tennis
- Installation and commissioning of lighting towers over the AFL/cricket oval and soccer oval (piling works and conduits have been undertaken during Stage 2 of the project)
- Additional toilet block adjacent to the playground area
- Utility works including protection and/or adjustment of existing utilities and installation of new utilities.

The Rozelle Parklands is a main design element of the project as described in the Urban Design and Landscape Plan. As per CoA 134, staging of the parklands is anticipated in the plan to maximise progressive public access and use of the park, with Stage 2 and 3 becoming operational whilst construction of Stage 4 is undertaken. Completion of Stage 4 is independent of the opening of the motorway.

2.1.2 Construction timing

The total construction period for the project is expected to be around five years, which includes commissioning that would occur concurrently with the final phase of construction of the Mainline tunnels and Rozelle interchange stages.

An indicative construction and operational program is shown in Table 1. The timing specific to Stage 4 will be subject to review as the procurement process for delivery of works evolve.

Table 1: Indicative Construction and Operation Timeframe

Stage	Indicative construction and operation timeframe																															
	2018				2019				2020				2021				2022				2023				2024				2025			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Stage 4: Rozelle Parklands Enhancement																																

3 Environmental Requirements

3.1 Applicability of Conditions of Approval

The Ministers Conditions of Approval (CoA) relevant to this Strategy are listed in Table 2 below. A cross reference is also included to indicate where the condition is addressed in this Strategy.

Table 2: Applicability of Conditions of Approval

CoA No.	Requirement	How addressed / document reference
E54	A Construction Parking and Access Strategy must be prepared and implemented to identify and mitigate impacts resulting from on- and off-street parking changes during construction of the CSSI. The Strategy must include, but not necessarily be limited to:	This Strategy has been prepared in accordance with this condition and describes how TfNSW will mitigate impacts resulting from on- and off-street parking changes.
E54 (a)	confirmation and timing of the removal of on- and off-street parking associated with construction of the CSSI	On and off-street parking removal is described in Section 4.1. No removal of off-street parking is currently proposed.
E54 (b)	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	Methodology for car parking surveys is provided in Section 4.3, and a summary of the results is included in Section 4.4. For the detailed parking survey information please refer to Annexure B.
E54 (c)	consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction	Consultation has been undertaken with affected stakeholders utilising on street parking as outlined in Section 3.3.
E54 (d)	assessment of the impacts of changes to on- and off-street parking stock taking into consideration outcomes of consultation with affected stakeholders	The impacts of changes to on-street parking have been identified through the parking surveys carried out prior to construction as described in Section 4. Section 4.4 summarises the impact of on-street parking removal. The outcomes of consultation with affected stakeholders are outlined in Section 3.3.
E54 (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 council(s) to introduce parking restrictions adjacent to work sites and compounds	Mitigation measures to manage impacts of changes to on-street parking are described in Section 5, including: <ul style="list-style-type: none"> ▪ Staged removal of parking ▪ Alternative parking arrangements ▪ managed staff parking arrangements, The monitoring and reporting described in Section 6 will also assist in managing impacts to stakeholders.
E54 (f)	provision of a shuttle bus service(s) to transport workers to site(s) and details of the shuttle bus service(s), including service timing and frequency	Given the small number of workers required for the project, a shuttle bus is not required.

E54 (g)	mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures	Inspections to be carried out on local streets where parking has been temporarily removed (as a result of Project construction activities), are described in Section 6..
E54 (h)	provision of contingency measures should the results of mitigation monitoring indicate implemented measures are ineffective	As described in Section 6.4, contingency measures would be investigated if it is determined that the corrective actions implemented (where monitoring or community complaints identify non-conformances with this Strategy) are ineffective
E54 (i)	provision of reporting of monitoring results to the Secretary and relevant council(s) at three (3) monthly intervals.	Reporting requirements, including the provision of monitoring results to Inner West Council and the Secretary of DPIE, are outlined in Section 6.3.
E54	The Construction Parking and Access Strategy must be submitted to the Secretary for approval at least one (1) month prior to the commencement of any works that impact parking.	The submission of this Strategy to the Secretary is prescribed in Section .

3.2 Revised Environmental Management Measures

The Revised Environmental Management Measures (REMMs) relevant to this Strategy are listed in Table 3 below. A cross reference is also included to indicate where the condition is addressed in this Strategy.

Table 3: Applicability of Revised Environmental Management Measures

REMM No.	Requirement	How addressed / document reference
TT04	<p>The car parking strategy described in the CTAMP will:</p> <ul style="list-style-type: none"> - Quantify construction workforce parking demand around project work sites and ancillary facilities during site establishment and the construction phase generally - Identify public transport options and other management measures (such as carpooling and shuttle-buses) to reduce construction workforce parking demand - Identify all locations that will be used for construction workforce parking (including potential use of government owned land and other potential areas near to the construction ancillary facilities) - Identify potential offsite areas that could be used for construction workforce parking that would be investigated and secured for use during construction where required and possible - Identify parking exclusion zones, in consultation with potentially affected stakeholders, around construction sites and facilities where construction workforce parking would be restricted <p>The strategy will also be developed in consultation with the M4 East and New M5 contractors to identify opportunities to use existing parking arrangements associated with those projects</p>	<p>This strategy has been prepared in accordance with this REMM.</p>

	during their respective construction periods and once those periods are completed.	
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3.3 Consultation

This Strategy has been submitted to Department of Planning, Housing and Infrastructure (DPHI) for approval at least one month prior to the commencement of any works that impact parking. Engagement with relevant stakeholders was undertaken in the development of the project specific Construction Environmental management Plan.

3.3.1 Communicating changes to parking

The minor nature of the works will result in minimal impacts to local on-street parking. However, TfNSW acknowledges that impacts on parking availability are a concern of the community surrounding the Project. Changes to parking associated with construction of the Project were communicated to affected stakeholders (e.g. residents and business owners) as required by the Communication Strategy. Communication engagement included:

- Letterbox drops regarding short term/long term temporary parking removal, construction updates/newsletters,
- Door-knocking affected residents,
- Email updates and provision of information on Project website.

The engagement via community notifications, door knocking and face-to-face consultation attracted minimal response or enquiry from the community. This limited response is reflective of the smaller scope of works and a community that has experienced high impact construction over the past five years as well as a degree of consultation fatigue due to the volume and regularity of communication and engagement on the Rozelle Interchange and Rozelle Parklands.

A summary of consultation and how key issues have been addressed in this document is included in Appendix C.

4 Existing Environment

4.1 Location of Parking removal

The project will result in the temporary removal of four (4) parking spots on Lilyfield Road at the following locations:

- Site access from Lilyfield Road (opposite Hutcheson Street) for construction of the permanent toilet block within the Parklands, shown in Figure 6. This will temporarily remove 4 parking spots for up to two months during Q3/Q4.
- Site access entry and exit point from Rozelle Parklands directly on to Lilyfield Road, shown in Figure 6. This will be left in and left out with traffic control present. This will utilise the existing maintenance access track into the Parklands from Lilyfield Road, which will mean no parking spots will need to be removed at this location.

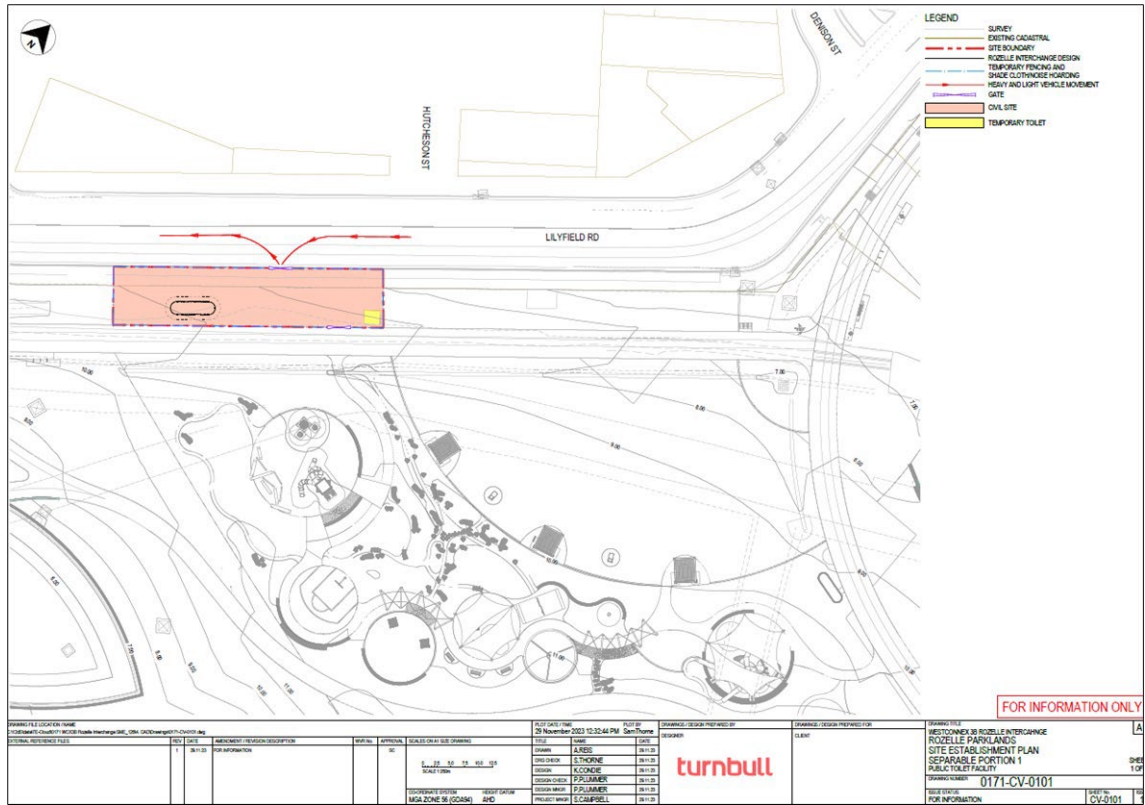


Figure 5: Access for construction of the permanent toilet block within the Parklands (opposite Hutcheson Street)

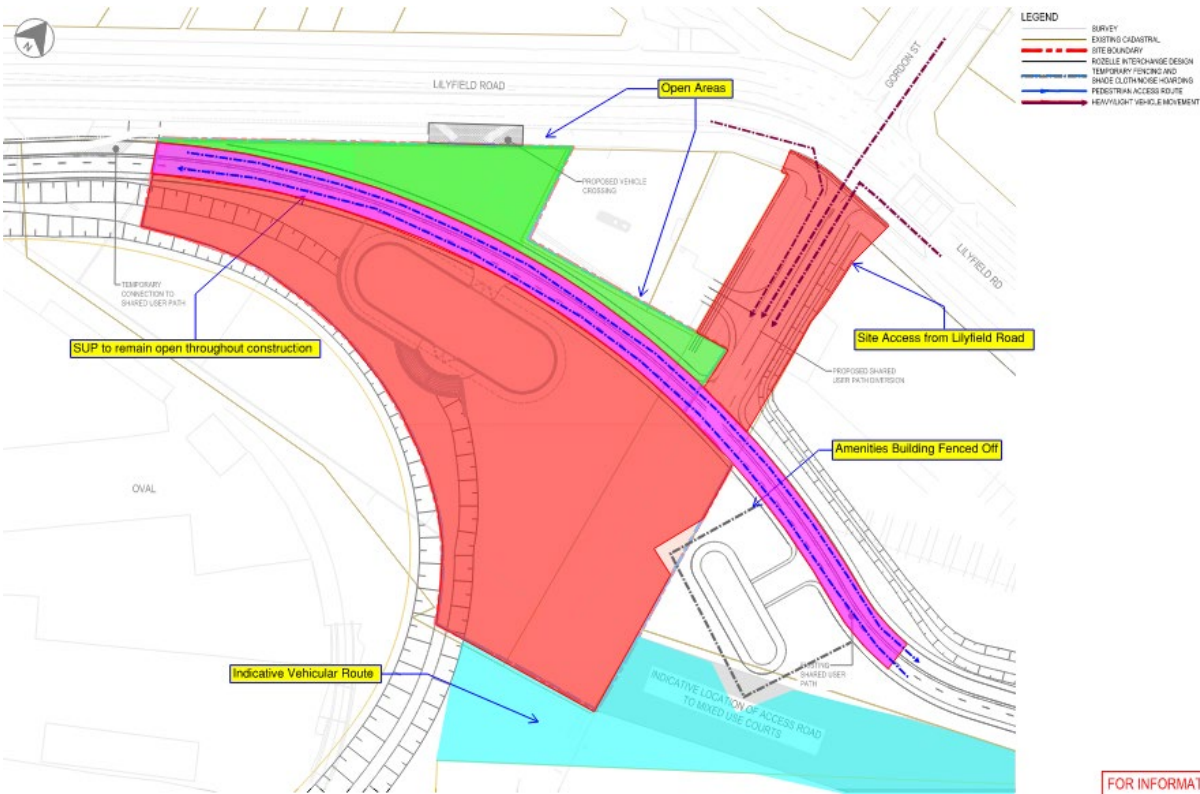


Figure 6: Site entry and exit point from Rozelle Parklands directly on to Lilyfield Rd

4.2 Justification

Parking will need to be removed in one location on Lilyfield Road to ensure safe access to the site. Access via this location provides safer entry and exit from the site and reduces the impacts on the parkland users, as it reduces the length of internal access roads.

4.3 Parking Survey methodology

The objective of this study is to provide a detailed parking survey and analysis for the local streets around Lilyfield Road to enable Transport for NSW to assess any impacts from temporary parking removal. The detailed parking survey and analysis is comprised of a survey and report, and provides:

- Identification of parking supply and demand along the corridor and provide details of where any temporary construction impact on the local street corridor extent could be accommodated.
- Identification of other parking occurrences along local street corridor, including any formal or observed loading zones, taxi or mail zones, council pool car parking zone, and disability parking requirement.
- Identification of alternative public parking options including public car parks along or within the proximity of the corridor, taking into account quantity and usage of parking removed temporarily.

The parking Inventory survey was conducted on Wednesday, 24 January. and. The weekday parking duration surveys were conducted on Thursday 8 February and Friday 9 February.. The weekend parking duration surveys were conducted on Saturday 10 February and Sunday 11 February. Duration and timings for different types of surveys is elaborated in Table 4 below:

Table 4: Traffic Survey Data Collection Duration and Timings

Survey Type	Survey Duration	Survey Timings	Survey Dates
Parking Inventory Survey	1 day		24 January 2024.
Parking Demand Survey	4 days (A Thursday, Friday, Saturday, and a Sunday)	Weekday 13 hours (6AM-7PM) Weekend 9 hours (9AM – 6PM)	8 February 2024, 9 February 2024, 10 February 2024and 11 February 2024

The study location was the Inner West Council (Rozelle) Road Corridor from Gordon Street, Rozelle to Foucart Street, Rozelle, shown in Figure 8. The following streets were included in the survey location:

- Gordon Street
- Lilyfield Road
- Foucart Street
- Denison Street
- Burt Street
- Alfred Street
- Albert Street.

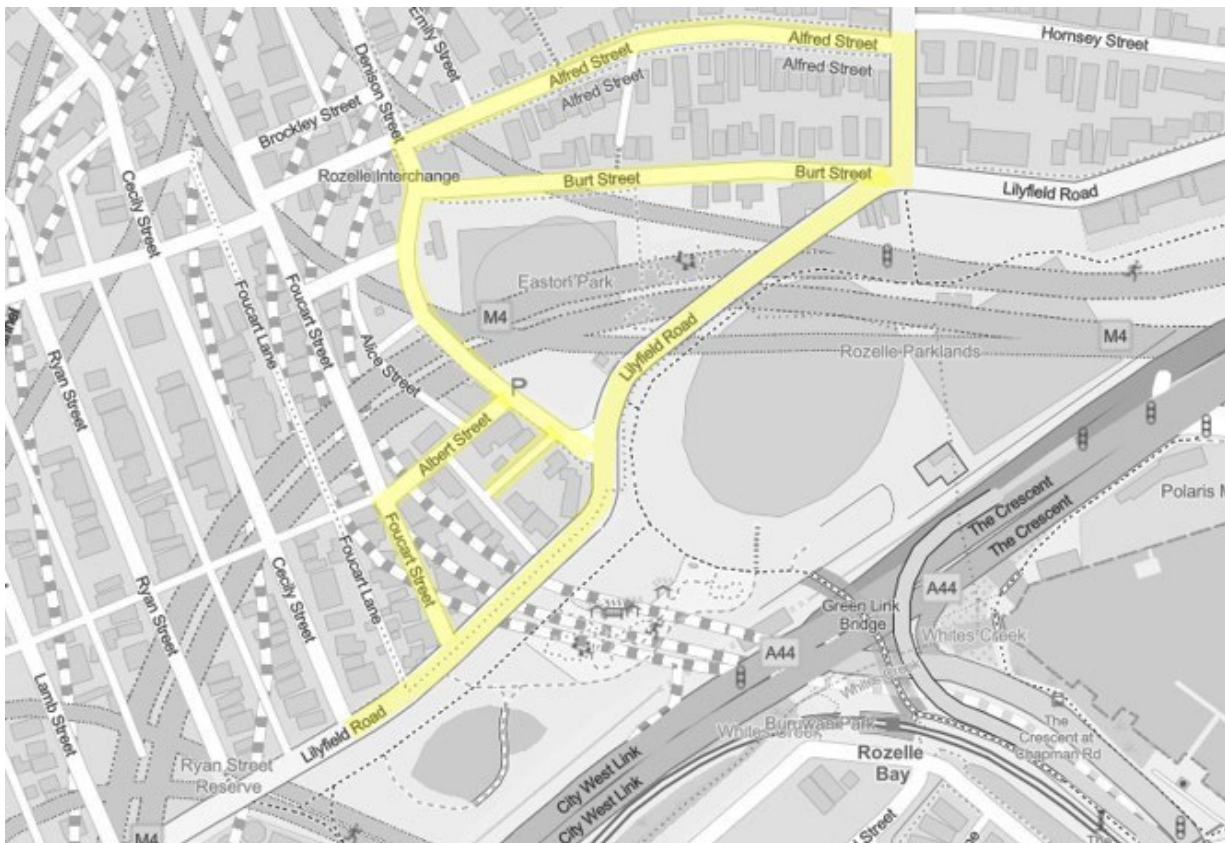


Figure 7: On-street parking demand survey location

More detail is provided in Appendix B – Parking Summary Report.

4.3.1 Construction Impacts

This section outlines the temporary construction impact for the two work areas.

Impacts from entry / exit point Lilyfield Road

- Site entry and exit point from Rozelle Parklands directly on to Lilyfield Road at Gordon Street. Left in and out with traffic control present. This will utilise the existing maintenance access track into the Parklands from Lilyfield Road, which will mean no parking spots will need to be removed at this location.
- Access for construction of the permanent toilet block within the Parklands (opposite Hutcheson Street) will require the temporary removal of 4 parking spots for up to two months. The removal of these parking spots is anticipated to be between 1 September 2024 - 31 October 2024 but is dependent on the procurement of the modular toilet unit.

4.4 Results

Results of the parking surveys are provided in Appendix B. The parking survey results demonstrate that the removal of eight parking spaces for a short period of time will not impact the availability of on street parking in the area. Given the project only proposes to temporarily remove eight parking spots, and will have a small workforce, the impacts to on street parking will be minimal and manageable for the short duration of the works. Following further detailed design, the existing maintenance access track into the Parklands from Lilyfield Road, at Gordon Street, will now be utilised. This halves the number of parking

spaces removed for the Project to four.

5 Construction Workforce Parking Demand

Given the minor scale of the project, it is anticipated that impacts from worker parking on local street will be negligible. It is anticipated that only fifteen workers will be onsite during each working day and where possible, they will be encouraging:

- workforce to utilise public transport;
- workforce to utilise car-pooling;
- workforce to park legally and not block access to properties; and
- workforce to utilise active transport methods

5.1 Utilisation of public transport

TfNSW will encourage the construction workforce to use public transport through the induction process, as well as through toolbox talks, in order to reduce the number of private vehicles travelling to and from the Project.

The Project is located in close proximity to the following public transport services:

- **Sydney buses:** Victoria Road is a major transport corridor that supports numerous bus routes connecting to Sydney CBD (including Town Hall and Central train stations). This is accommodated by a designated bus lane in the citybound direction during the AM peak period
- **Light Rail:** The Central to Dulwich Hill Light Rail Line (L1) is located adjacent to City West Link with a stop at Rozelle Bay

5.2 Car Pooling

Carpooling is strongly encouraged by the Project for providing sustainability and community benefits. Site toolboxes will be utilised to encourage Project personnel on the same shifts to coordinate with personnel comfortable with carpooling from similar locations.

5.3 Utilisation of active transport

TfNSW will encourage the construction workforce to use active methods of transport such as walking and cycling to reduce the usage of private vehicles. Bicycle parking facilities would be provided at each construction site.

The local area surrounding the Project has a well-established walking and cycling network with dedicated cycle lanes and footpaths in the surrounding local roads, adjoined to shared paths along major arterial roads (Victoria Road and The Crescent).

5.4 Communicate parking restrictions to workers

Parking restrictions around construction sites will be communicated to construction workforce personnel through site inductions. In addition, the following rules will be communicated to staff:

- Arrive and depart construction sites quietly and drive respectfully when travelling to and from the Project,
- Always check street signs for parking restrictions before leaving your vehicle, and
- If approached by a member of the public, be respectful and refer them to the Community OFFICIAL

Information Line.

During the pre-start, toolbox talks and project inductions workers from each project will be told which areas they can park. This will ensure that workers from multiple projects will not be parking in the same locations. Each project will be monitoring parking impacts in their relative areas, shown in Figure 8, and therefore results of monitoring will not be affected.

Where workers are impacting the amenity of residents, not complying with the Project Worker Code of Conduct, or repeatedly behaving or parking inappropriately they may be required to reattend the Project induction which will include detail on the alternative parking options. Stronger sanctions, up to and including dismissal, may be implemented for repeat offenders at the discretion of the Project Manager.

5.5 Off-street parking

TfNSW has explored all options in the local area to utilise off-street parking for the workforce, as shown in Figure 8. This risk-based assessment has highlighted the need to utilise on-street parking for the workforce as no options for off-street parking in the local area are feasible.

Workforce parking at the Community Information Centre on Lilyfield Rd was explored as an option but as the building is currently occupied by the Maintenance Contractor for parklands maintenance, the workforce are unable to use these parking spaces. The option of extending the construction footprint to have workers parking in Rozelle Parklands was also looked in to. This was determined to not be a feasible option as Rozelle Parklands will remain open to the public during the works. In order to reduce the community impacts from the works, TfNSW are required to minimise their construction footprint within the parklands. In addition to this, the interface of vehicles with parklands users must be reduced to ensure the safety of the public.

The area owned by Ports Authority was also explored, but as this is currently leased to Sydney Metro as an active construction site, the workforce is unable to park in this location. The final option assessed was the TfNSW office at James Craig Road. This option has been determined to be impractical as the distance of worker vehicles to site is too far and will likely impact on worker productivity in transporting materials and tools.



Option 1 CIC Building: Currently occupied by the Maintenance Contractor. Unable to use parking spaces

Option 2 Onsite Parking: Rozelle Parklands will remain open during the works. TfNSW must reduce interface of vehicles with parklands users. Unable to park onsite

Option 3 Ports Land: This area is the Sydney Metro construction site and is currently leased from Ports Authority. Unable to use parking spaces

Option 4 TfNSW James Craig Road: The distance of worker vehicles to site is too far and will likely impact on worker productivity in transporting materials etc. Unable to park

Figure 8: Off-street parking options analysis

5.6 Cumulative impacts

It is noted that the Western Harbour Tunnel project permanent power installation will have parking and access impacts in the vicinity of the project but as shown in Figure 8, it is evident that there will be no interaction of operations within the same area.

Mitigation measures are proposed for each Project relative to their scale of works and any community impacts from the construction of each Project will be managed under the relative CPAS. Due to the small scale of the Rozelle Parkland Facilities Enhancement works implementation of off-street parking and shuttle buses for the workforce are not proposed. Please refer to Western Harbour Tunnel CPAS for information regarding the mitigation measures proposed for their package of works.

Consideration of the risk of concurrent works by both Projects has been assessed and determined to be a low risk. Where necessary, coordination between the two projects will ensure ongoing risk and complaints management. The mitigation measures for each Project will be monitored and reviewed, and additional measures may be implemented where required.

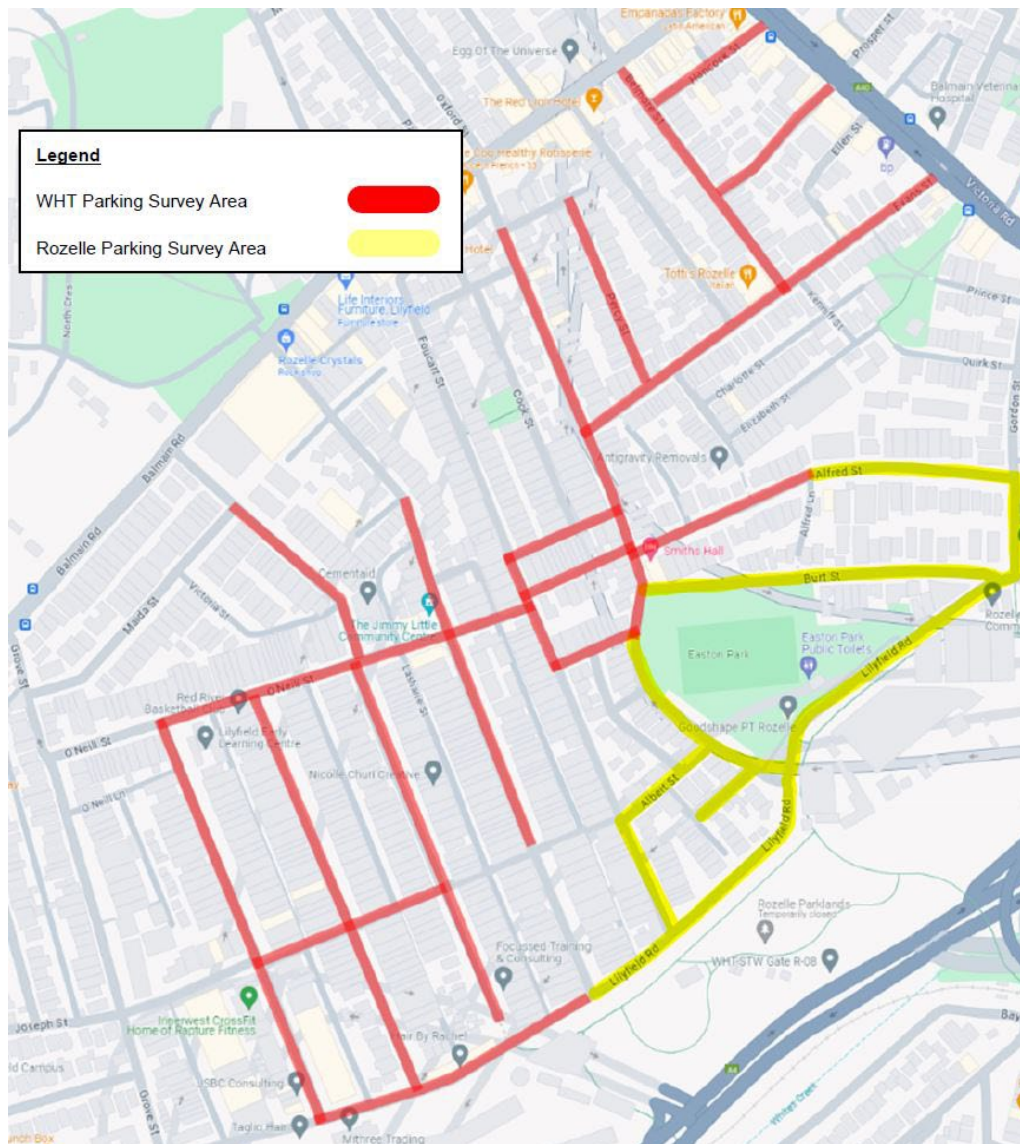


Figure 9: Western Harbour Tunnel and Rozelle Parklands parking survey areas

6 Monitoring and Reporting

6.1 Monitoring of mitigation measures

Monitoring to assess the effectiveness of this Strategy would be carried out by the Project on Lilyfield Road where parking has been temporarily removed (as a result of Project construction activities).

Monitoring will be undertaken by a monthly survey of workers' transport methods at the morning pre-start meeting.

- Monitoring will involve fortnightly inspections to confirm the number of worker vehicles on the site and the number of worker vehicles parking on local streets.

. This monitoring will continue until the parking is reinstated.

6.2 Corrective actions

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

- Project toolbox and pre-start meetings,
- Project alerts,
- Investigation and implementation of alternative methods to reinforce the parking strategy,
- Investigation and implementation of other viable options for staff to use public transport,
- Where the owner of an offending vehicle can be identified, issuing warning notices, and
- Documenting actions in weekly and monthly internal reports.

6.3 Reporting

A quarterly summary report would be provided to the Inner West Council, TfNSW and DPHI regarding the outcomes of the monitoring undertaken for the preceding quarter.

Details of any non-conformances and corrective actions will be summarised in this report.

6.4 Contingency measures

Contingency measures would be dependent upon the issues and/or non-conformances identified during monitoring, and the effectiveness of corrective actions implemented, as per Sections 6.1 and 6.2, respectively.

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

- Revisiting 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, and
- Implementing disciplinary process for repeated non-conformance.

6.5 Update and amendment of this Strategy

Any revisions to this Strategy will be provided to the Environmental Representative and other relevant stakeholders for review and comment and forwarded to DPHI for approval.

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

Appendix A Other Conditions of Approval

CoA No.	Requirement	Where addressed
E54	<p>Construction vehicles (including staff vehicles) associated with the CSSI must be managed to:</p> <ul style="list-style-type: none"> (a) minimise parking on public roads; (b) minimise idling and queuing on public roads; and (c) ensure spoil haulage vehicles must adhere to the nominated haulage routes identified in the Traffic and Transport CEMP. 	This strategy
A6	<p>Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Secretary with the document. The evidence must include:</p> <ul style="list-style-type: none"> (a) documentation of the engagement with the party(s) identified in the condition of approval that has occurred prior to submitting the document for approval; (b) log of the points of engagement or attempted engagement with the identified party(s) and a summary of the issues raised by them; (c) documentation of the follow-up with the identified party(s) where feedback has not been provided to confirm that they have none or have failed to provide feedback after repeated requests; (d) outline of the issues raised by the identified party(s) and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party(s) and the reasons why they have not been addressed. 	Appendix C Rozelle Parklands Additional Scope Consultation Summary Report

Appendix B Parking Summary Report



TRAVEL TIME AND DELAY STUDIES // BLUETOOTH SURVEYS // AUTOMATIC TRAFFIC COUNTS // VIDEO SURVEYS // PEDESTRIAN COUNTS // PARKING SURVEYS

Final Report

MARCH 2024

CLASSIFICATION COUNTS // ROAD LIGHTING SURVEYS // PUBLIC TRANSPORT STUDIES // SPEED SURVEYS // INTERSECTION COUNTS // MARKET RESEARCH

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Table of Contents

1	INTRODUCTION	4
1.1	PROJECT BACKGROUND AND OBJECTIVES	4
1.2	SCOPE	6
1.3	STUDY AREA.....	7
1.4	SURVEY DURATION AND TIMINGS	8
2	METHODOLOGY	12
2.1	TASK-1 DATA COLLECTION	12
3	SURVEY FINDINGS	16
3.1	PARKING DEMAND ANALYSIS.....	16
3.1.1	Average, Maximum Parking Utilisation	17
3.2	MISSING PARKING RESTRICTION SIGNS	21
3.3	PARKING IMPACT DUE TO TEMPORARY REMOVAL OF PARKING SPOTS 23	
3.3.1	Parking Removal Lilyfield Road (Near Gordon Street).....	23
3.3.2	Parking Removal Lilyfield Road (Opposite Hutcheson Street).....	26
3.4	CONCLUSION	26

List of Tables

Table 1-1: Traffic Survey Data Collection Duration and Timings	8
Table 3-1: Average and Maximum Parking Utilisation – Thursday, 8 February 2024 (6AM-7PM).....	17
Table 3-2: Average and Maximum Parking Utilisation – Friday, 9 February 2024 (6AM-7PM) 18	
Table 3-3: Average and Maximum Parking Utilisation – Saturday, 10 February 2024 (9AM-76PM).....	19
Table 3-4: Average and Maximum Parking Utilisation – Sunday, 11 February 2024 (9AM-76PM).....	20
Table 3-5: Missing Parking Restriction Signage in Rozelle Survey Area.....	21
Table 3-6: Summary of Parking Demand and Reduced Supply – Thursday 8 February 2024	23
Table 3-7: Summary of Parking Vacancies – Thursday 8 February 2024	24
Table 3-8: Summary of Parking Demand and Reduced Supply – Friday 9 February 2024.....	24
Table 3-9: Summary of Parking Vacancies – Friday 9 February 2024	25
Table 3-10: Summary of Parking Demand in Lilyfield Road Between Denison St and Cecily St	25
Table 3-11: Summary of Parking Demand in Lilyfield Road Between Denison St and Cecily St	26

List of Figures

Figure 2-1 Typical Street Layout and the Recorded Measurements 12
 Figure 2-2 Typical Parallel Parking Layout for Cars 13

List of Maps

Map 1-1: Location of parking removal (4 spots) Opposite Hutcheson Street 5
 Map 1-2: Location of Parking removal Lilyfield Road (Near Gordon Street) 6
 Map 1-3: Rozelle Parklands Parking Survey Area 8
 Map 3-1: Parking Inventory – Rozelle Parklands 16



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SECTION – 1

INTRODUCTION



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1 INTRODUCTION

This study was undertaken by Austraffic, as commissioned by the Transport for NSW (TfNSW), to undertake Parking Study in Rozelle Parklands.

1.1 PROJECT BACKGROUND AND OBJECTIVES

As part of the Rozelle Parklands Facilities Enhancement Project, it was identified that final works in the Rozelle Parklands are required. The proposed upgrades within the Rozelle Parklands will improve the recreational facilities.

The scope of construction works includes:

Lighting towers for the sporting fields (erecting the towers only, footings and power already done).

Construction of a second facilities block on concrete slab, that will require utilities etc
Additional toilet facility opposite the playground.

2 mixed use courts for netball, basketball etc.

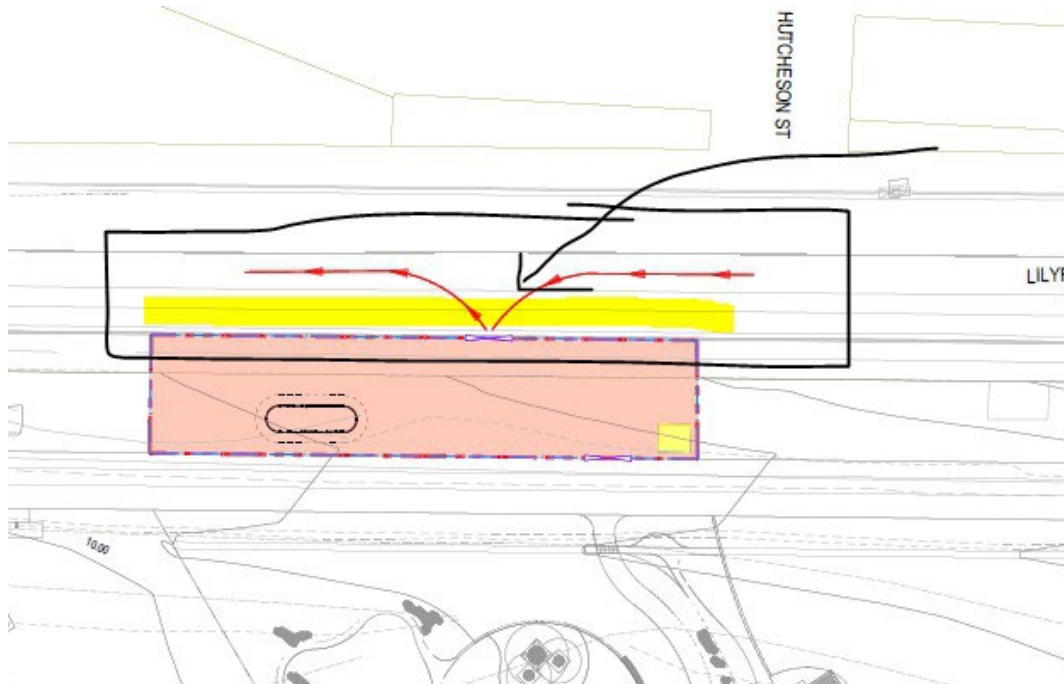
The scope of works described in this document is to be carried out in accordance with the requirements M4-M5 Link, Rozelle Interchange Project Condition of Approval E54 (SSI 7485).

E54 A Construction Parking and Access Strategy must be prepared and implemented to identify and mitigate impacts resulting from on- and off-street parking changes during construction of the CSSI. The Strategy must include, but not necessarily be limited to:

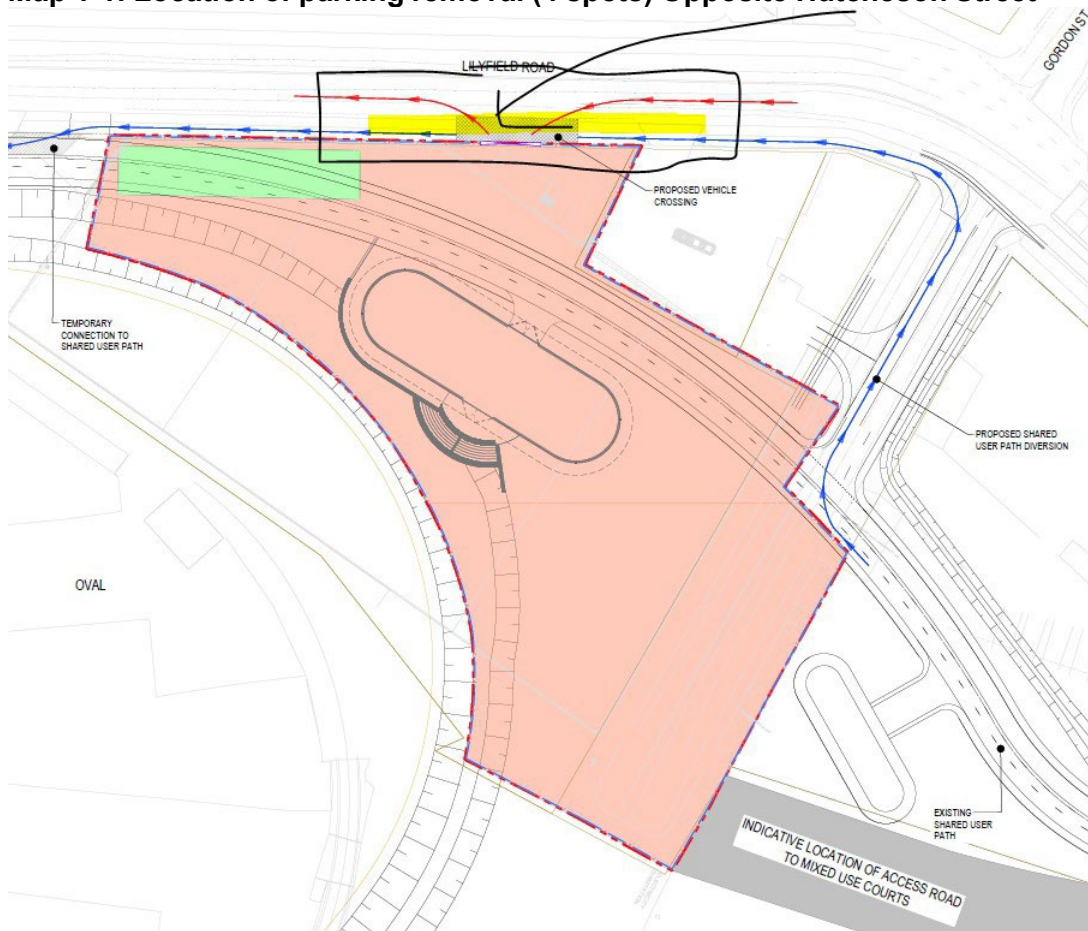
(b) parking surveys of all parking spaces to be removed to determine current demand during peak, off-peak, school drop off and pickup, and weekend periods;

(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 council(s) to introduce parking restrictions adjacent to work sites and compounds;

As per the requirement of Condition E54, the project is required to develop a specific Construction Parking and Access Strategy to mitigate the impacts on on-street parking associated with Rozelle Interchange Parklands Project. The project will result in the temporary removal of eight (8) parking spots on Lilyfield Road (locations provided below). The scope of these works only relate to CoA E54 (b) and (e).



Map 1-1: Location of parking removal (4 spots) Opposite Hutcheson Street



Map 1-2: Location of Parking removal Lilyfield Road (Near Gordon Street)

The objectives of this study is to provide a detailed parking survey and analysis for the local streets around Lilyfield Road to enable Transport for NSW to assess any impacts from temporary parking removal.

1.2 SCOPE

The scope included the following tasks:

Task no.	Task Name	Scope	Deliverable/s
1	Parking Inventory Survey	<ul style="list-style-type: none"> Undertake a site visit to gain a general understanding of the existing parking conditions on the various streets within the study area and to identify other potential streets to be included in the study. Collect a full inventory of the existing parking restrictions in place within the study area. The number of spaces would be determined in accordance with AS2890.5-1993 but also considering the observed maximum cars park on each street. Document/map the existing parking supply and parking restrictions on the streets within the study area. Identify any contradictory or missing signage. Identify the key land uses adjacent to the streets where parking is to be changed or removed. Identify, where possible, off-street public parking. This would be done by reviewing aerial photos but also supplemented by site inspections. 	Survey results, reports, and graphs in MS Excel format
2	Parking Demand Surveys	<p>Identification of parking supply and demand along the corridor and provide details of where any temporary construction impact on the local street corridor extent could be accommodated.</p> <p>Identification of other parking occurrences along local street corridor, including any formal or observed loading zones, taxi or mail zones, council pool car parking zone, and disability parking requirement.</p>	Survey results, reports, and graphs in MS Excel format

Task no.	Task Name	Scope	Deliverable/s
		Identification of alternative public parking options including public car parks along or within the proximity of the corridor, taking into account quantity and usage of parking removed temporarily	
3	Parking survey Assessment report	<ul style="list-style-type: none"> • Prepare a draft parking data analysis report and submit for review in an electronic format. • Prepare a final parking data analysis report documenting findings and submit in electronic format. 	Draft and Final Parking data report (MS Word and PDF)

1.3 STUDY AREA

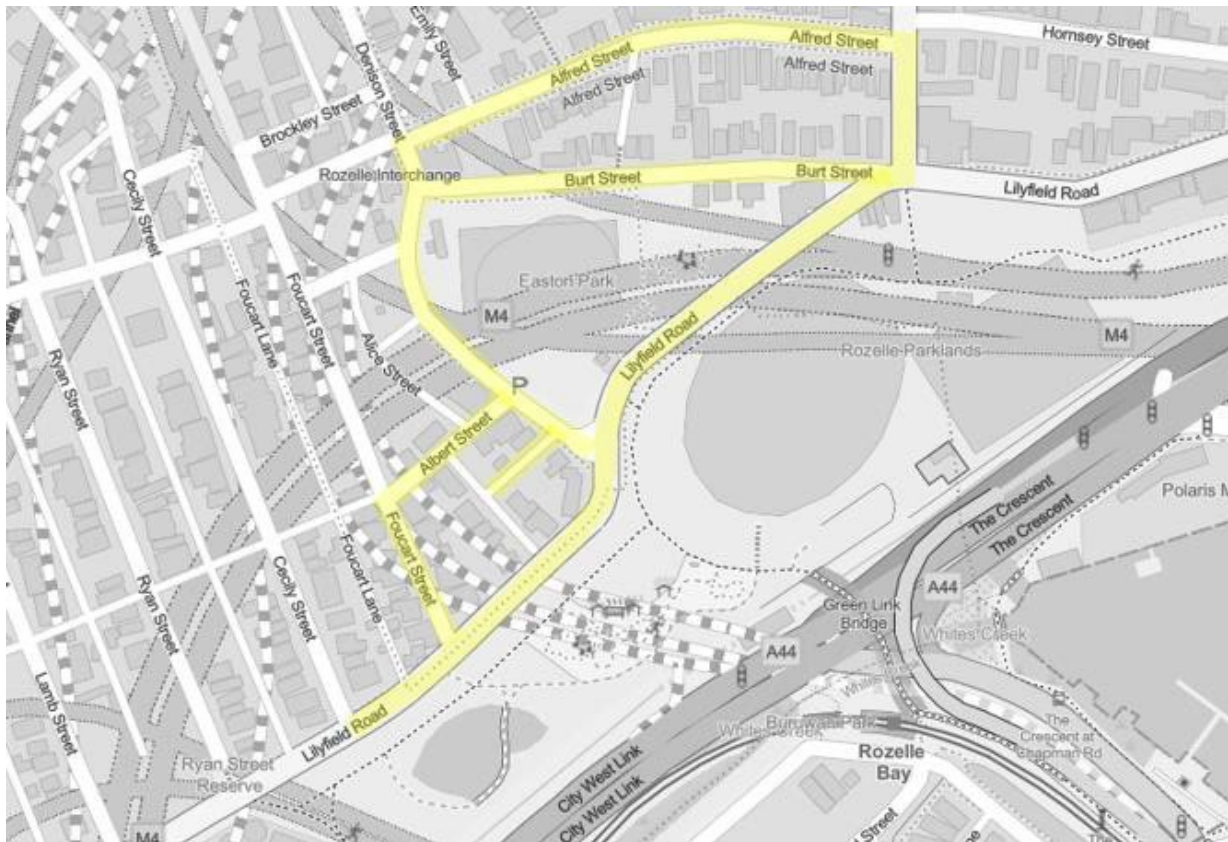
The following map indicate the study area for this project.

Road Corridor: Inner West Council (Rozelle), from Gordon Street St, Rozelle to Foucart Street, Rozelle

The following streets are the survey location.

- Gordon Street
- Lilyfield Road
- Foucart Street
- Denison Street
- Burt Street
- Alfred Street
- Albert Street

In addition to the above scope, Cashman St and Lilyfield St between Foucart St and Cecily St were identified and included as a part of the parking study.



Map 1-3: Rozelle Parklands Parking Survey Area

1.4 SURVEY DURATION AND TIMINGS

The parking Inventory survey was conducted from Thursday 8th February to Sunday 11th February 2023. The weekday parking duration surveys were conducted on Thursday, 8 February 2023 and Friday, 9 February 2023. The weekend parking duration surveys were conducted on Saturday, 10 February 2023 and Sunday, 11 February 2023. Duration and timings for different type of surveys is elaborated in the Table 1-1 below:

Table 1-1: Traffic Survey Data Collection Duration and Timings

Survey Type	Survey Duration	Survey Timings	Survey Dates
Parking Inventory Survey	1 day		24 January 2024.
Parking Demand Survey	4 days (A Thursday, Friday, Saturday, and a Sunday)	Weekday 13 hours (6AM-7PM) Weekend 9 hours (9AM – 6PM)	8 February 2024, 9 February 2024, 10 February 2024 and 11 February 2024



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9 | Parking Survey, Rozelle Parklands



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SECTION – 2

METHODOLOGY



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2 METHODOLOGY

The Task Flow methodology was adopted to undertake surveys and enable comprehensive analysis that allows understanding the current kerb usage and parking restrictions within the survey area. Each task has been explained in detail in the following sections.

2.1 TASK-1 DATA COLLECTION

- Parking Inventory:** A senior surveyor, using a surveyor's wheel, measured the length of kerb space from the start till the end of restriction. Each kerb length between driveways was measured separately. For example, for the following road section (Figure 2-1), the measurements were written as 13,D,10.4. The number of marked parking spaces were counted and recorded rather than measuring each of them physically. The surveyor also recorded all parking restrictions (i.e., 1/4P, 1P, 2P, all minor restrictions e.g. bus zone, loading zone, taxi zone and unrestricted). Each change in restriction or break in the street was represented as a new zone with its appropriate restriction and measurements noted.
- Parking Occupancy:** Survey vehicle/s fitted with in car video technology made the required survey loops recording parking activity. Continual circuits were driven for the survey hours with hourly intervals.

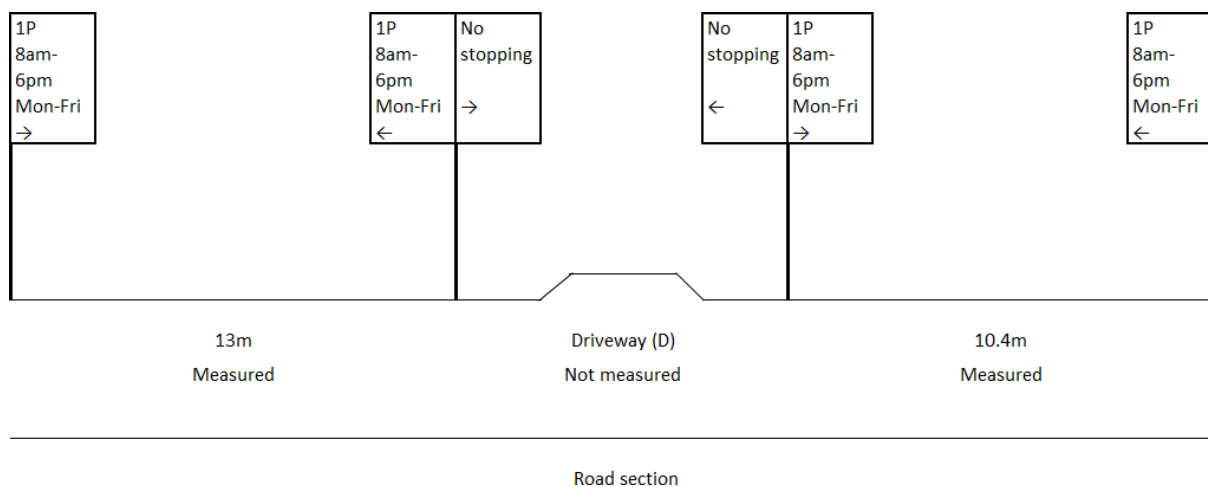
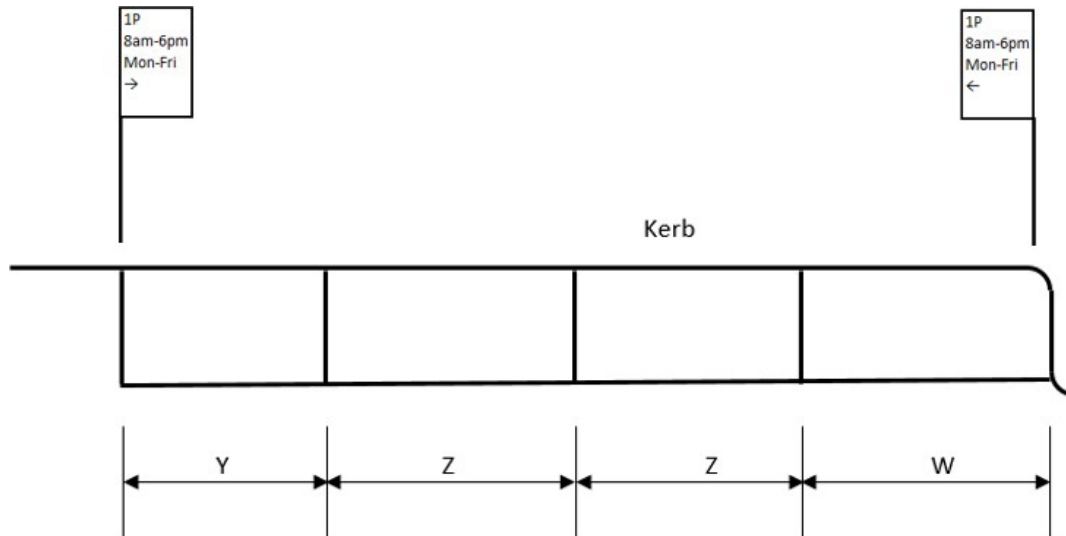


Figure 2-1 Typical Street Layout and the Recorded Measurements

2.2 TASK-2 DATA PROCESSING AND ANALYSIS

The completed fieldsheets from the Parking Inventory were reviewed for completeness. The analysed clean fieldsheets were then used to calculate the number of spaces. Australian Standard 2890.5-1993 Parking Facilities On-Street Parking was used to determine the length of a parking space (Figure 2-2). For each kerb length the number

of spaces calculated took account of ability to enter or leave the space directly, the number of intermediate spaces, and the presence of obstacles. Maximum cars parked in each street was also considered in calculating the number of spaces.



- Y = length of end space where vehicle may enter or leave the space directly. 5.4 m used.
- Z = length of intermediate space. 6 m used
- W = length of space obstructed at one end. 6.3 m used.

Figure 2-2 Typical Parallel Parking Layout for Cars

Where a kerb length did not have parking controls NSW Road Rules 2014 was used to determine where to locate the start and end of parking

The videos from the parking occupancy surveys were manually reviewed by experienced surveyors and occupancy rates calculated.

2.3 TASK-3 REPORT PREPARATION

A draft report was prepared including the following:

- any issues related to the method used to count the number of spaces, or interpretation of results;
- description of the methodology used to survey the number of kerbside parking spaces and restrictions;
- table(s) summarising the count of spaces and restrictions by each street section along the road or car park;
- Parking Demand Analysis;



SECTION – 3

SURVEY FINDINGS-ROZELLE PARKLANDS



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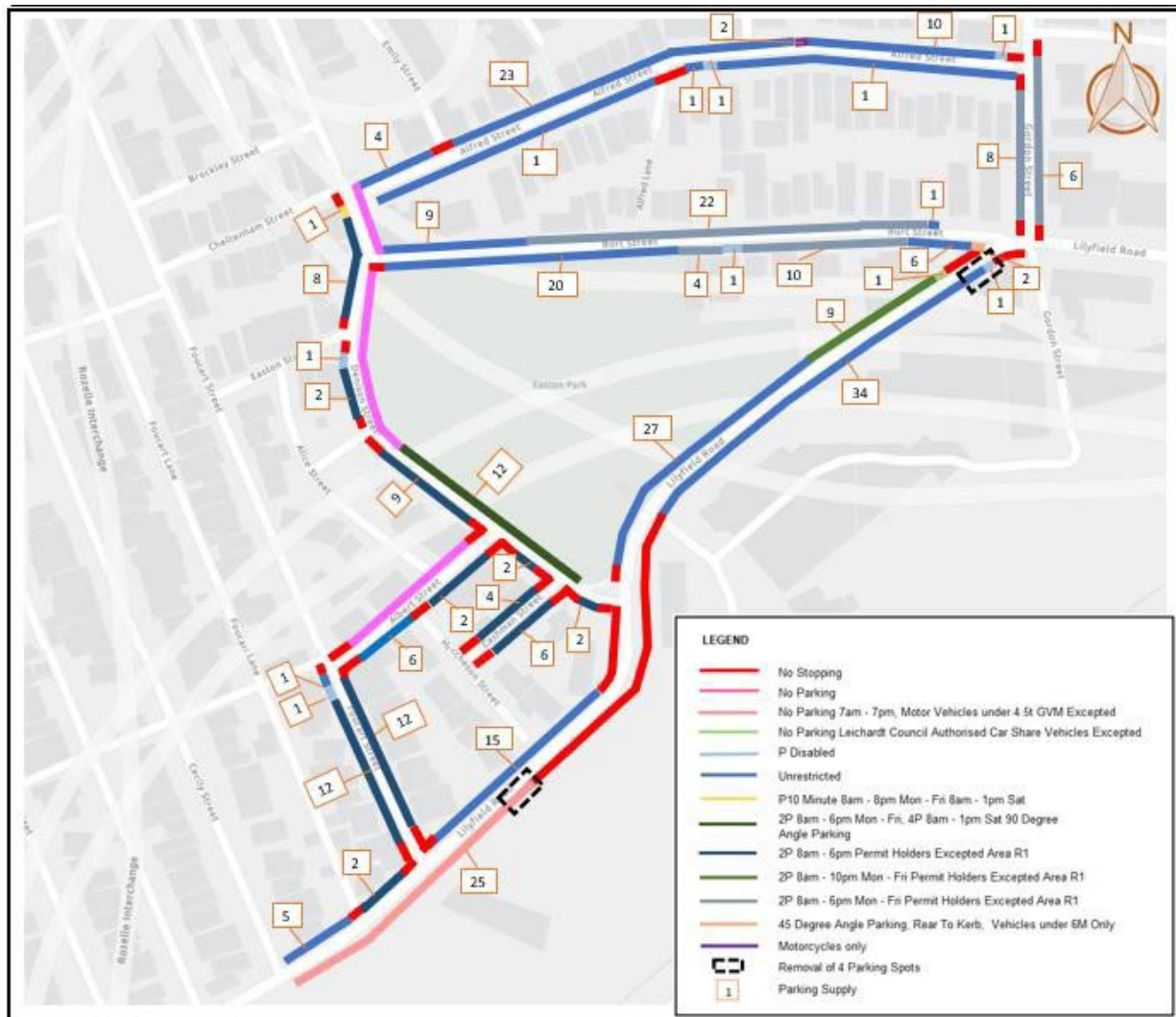


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3 SURVEY FINDINGS

3.1 PARKING DEMAND ANALYSIS

The parking occupancy surveys were conducted within the study area for 2 consecutive weekdays and weekends. The map below illustrates parking inventory of the project corridor including restrictions and number of spaces.



Map 3-1: Parking Inventory – Rozelle Parklands

3.1.1 Average, Maximum Parking Utilisation

The tables below summarise the average, maximum parking utilisation for the streets within the survey area for the whole survey duration.

Table 3-1 summarises the average and maximum parking utilisation recorded over a 13-hour period between 6:00am and 7:00pm on Thursday, 8 February 2024.

Table 3-1: Average and Maximum Parking Utilisation – Thursday, 8 February 2024 (6AM-7PM)

Zone Group Id	Location	Supply	Average Occupancy (%)	Maximum Occupancy (%)
A	Lilyfield Rd	119	63%	69%
B	Burt St	75	61%	73%
C	Gordon St	14	50%	64%
D	Alfred St	69	74%	91%
E	Foucart St	26	65%	88%
F	Albert St	8	75%	100%
G	Cashman St	10	50%	60%
H	Denison St	57	25%	44%

- For Lilyfield Rd:
 - The average parking occupancy recorded was 63% and average maximum occupancy recorded was 69%.
- The highest average parking occupancy was 75% recorded on Albert Street followed by Alfred Street at 74%.
- The maximum parking occupancy was 100% recorded on Albert Street followed by Alfred Street at 91%.

Table 3-2 summarises the average and maximum parking utilisation recorded over a 13-hour period between 6:00am and 7:00pm on Friday, 9 February 2024.

Table 3-2: Average and Maximum Parking Utilisation – Friday, 9 February 2024 (6AM-7PM)

Zone Group Id	Location	Supply	Average Occupancy (%)	Maximum Occupancy (%)
A	Lilyfield Rd	119	65%	75%
B	Burt St	75	61%	73%
C	Gordon St	14	64%	79%
D	Alfred St	69	75%	84%
E	Foucart St	26	62%	92%
F	Albert St	8	88%	112%
G	Cashman St	10	60%	90%
H	Denison St	57	26%	54%

- For Lilyfield Rd:
 - The average parking occupancy recorded was 65% and average maximum occupancy recorded was 75%.
- The highest average parking occupancy was 88% recorded on Albert Street followed by Alfred Street at 75%.
- The maximum parking occupancy was 112% recorded on Albert Street followed by Foucart Street at 92%.

Table 3-3 summarises the average and maximum parking utilisation recorded over a 9-hour period between 9:00am and 6:00pm on Saturday, 10 February 2024.

Table 3-3: Average and Maximum Parking Utilisation – Saturday, 10 February 2024 (9AM-76PM)

Zone Group Id	Location	Supply	Average Occupancy (%)	Maximum Occupancy (%)
A	Lilyfield Rd	119	31%	45%
B	Burt St	75	60%	67%
C	Gordon St	14	71%	86%
D	Alfred St	69	81%	90%
E	Foucart St	26	73%	85%
F	Albert St	8	62%	88%
G	Cashman St	10	40%	50%
H	Denison St	57	23%	39%

- For Lilyfield Rd:
 - The average parking occupancy recorded was 31% and average maximum occupancy recorded was 45%.
- The highest average parking occupancy was 81% recorded on Alfred Street followed by Foucart Street at 73%.
- The maximum parking occupancy was 90% recorded on Alfred Street followed by Albert Street at 88%.

Table 3-4 summarises the average and maximum parking utilisation recorded over a 9-hour period between 9:00am and 6:00pm on Saturday, 10 February 2024.

Table 3-4: Average and Maximum Parking Utilisation – Sunday, 11 February 2024 (9AM-76PM)



Zone Group Id	Location	Supply	Average Occupancy (%)	Maximum Occupancy (%)
A	Lilyfield Rd	119	19%	24%
B	Burt St	75	56%	64%
C	Gordon St	14	57%	71%
D	Alfred St	69	71%	78%
E	Foucart St	26	69%	77%
F	Albert St	8	62%	75%
G	Cashman St	10	50%	60%
H	Denison St	57	23%	37%



- For Lilyfield Rd:
 - The average parking occupancy recorded was 19% and average maximum occupancy recorded was 24%.
- The highest average parking occupancy was 71% recorded on Alfred Street followed by Foucart Street at 69%.
- The maximum parking occupancy was 78% recorded on Alfred Street followed by Foucart Street at 77%.

3.2 MISSING PARKING RESTRICTION SIGNS

Table 3-5 below shows the missing parking restriction signs in the study area.

Table 3-5: Missing Parking Restriction Signage in Rozelle Survey Area

S.No.	Street Name	Location	Site of Street	Missing Restriction Sign	Location Coordinates	Comments	Image
1	Lillyfield Road	Between Gordon St and Denison St	South	No Stopping	-33.869861, 151.170788	The Unrestricted Parking ends at this point and the Cycle Lane starts from this point. There is a No Stopping sign at the end of this section	
							

2	Lillyfield Road	Between Denison St & Cecily St	South	No Parking 7am - 7pm, Motor Vehicles under 4.5t GVM Excepted	-33.8710184, 151.170167	The Cycle Lane shifts from this point leaving space for parking on the kerbside. There is an end of restriction-No Stopping sign present but start of the new restriction sign is missing.	
							
3	Denison St	Between Burt St and Mary St	East	No Parking or No Stopping	Start: -33.868744, 151.169334 End: -33.869518, 151.169431		

3.3 PARKING IMPACT DUE TO TEMPORARY REMOVAL OF PARKING SPOTS

The Rozelle Interchange Parklands Project will result in the temporary removal of eight (8) parking spots on Lilyfield Road.

- 4 parking spots Near Gordon Street
- 4 parking spots Opposite Hutcheson Street

The section below details out the current demand and probable locations where the removed parking can be accommodated.

3.3.1 Parking Removal Lilyfield Road (Near Gordon Street)

Table 3-6 below shows the current demand of the section of Lilyfield Road where the parking spots will be removed. There is one space for disability parking and the remaining section of the road has no parking restrictions.

Table 3-6: Summary of Parking Demand and Reduced Supply – Thursday 8 February 2024

Location	Side of Street	Restrictions	Supply	Occupancy per 1hr Interval - Thursday												
				6:00am	7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm
Lilyfield Rd, Between Gordon St & Denison St	S	P Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Lilyfield Rd, Between Gordon St & Denison St	S	Unrestricted	34	29	31	31	31	30	31	31	30	30	29	27	23	15
Demand to be accommodated after removal of 4 parking spots			30	1	-1	-1	-1	0	-1	-1	0	0				

As evident from the above table, with the current demand and reduced supply, parking needs to be accommodated between 7:00am to 9:00am and 11:00am-12:00pm. To accommodate this demand of 1 unrestricted parking there are vacancies available on Lilyfield Rd between Denison St & Gordon St. Please refer to the Table 3-7 below.

Table 3-7: Summary of Parking Vacancies – Thursday 8 February 2024

Location	Side of Street	Restrictions	Supply	Occupancy per 1hr Interval - Thursday												
				6:00am	7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm
Lilyfield Rd, Between Denison St & Gordon St	N	Unrestricted	27	24	22	23	24	23	23	22	23	22	23	21	22	17
Vacancies				3	5	4	3	4	4	5	4	5	4	6	5	10

Table 3-8: Summary of Parking Demand and Reduced Supply – Friday 9 February 2024

Location	Side of Street	Restrictions	Supply	Occupancy per 1hr Interval - Friday												
				6:00am	7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm
Lilyfield Rd, Between Gordon St & Denison St	S	P Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Lilyfield Rd, Between Gordon St & Denison St	S	Unrestricted	34	30	32	33	32	32	32	33	32	29	25	26	21	13
<i>Demand to be accommodated after removal of 4 parking spots</i>			30	0	-2	-3	-2	-2	-2	-3	-2					

As evident from the above table, with the current demand and reduced supply, parking needs to be accommodated between 7:00am to 1:00pm and the maximum parking to be accommodated is 3 spaces. To accommodate this demand of 3 unrestricted parking there are vacancies available on Lilyfield Rd between Denison St & Gordon St. Please refer to the Table 3-9 below.

Table 3-9: Summary of Parking Vacancies – Friday 9 February 2024

Location	Side of Street	Restrictions	Supply	Occupancy per 1hr Interval - Friday												
				6:00am	7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm
Lilyfield Rd, Between Denison St & Gordon St	N	Unrestricted	27	24	23	23	23	23	22	23	22	21	22	19	20	21
Vacancies				3	4	4	4	4	5	4	5	6	5	8	7	6

For the weekend days, the average occupancy in Lilyfield Rd, Between Gordon St & Denison St is low (Refer Table 3-10 below) and can easily accommodate the demand within the same section of the road even after removal of the 4 parking spots.

Table 3-10: Summary of Parking Demand in Lilyfield Road Between Denison St and Cecily St

Survey Day	Supply	Occupancy per 1hr Interval								
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm
Saturday 10 February 2024	34	18	18	16	15	13	10	7	7	5
		53%	53%	47%	44%	38%	29%	21%	21%	15%
Sunday 11 February 2024	34	2	3	3	3	3	3	3	3	3
		6%	9%	9%	9%	9%	9%	9%	9%	9%

3.3.2 Parking Removal Lilyfield Road (Opposite Hutcheson Street)

Table 3-11 below shows the current demand of the section of Lilyfield Road where the parking spots will be removed. The parking restriction in this section of the Lilyfield Road is No Parking 7am - 7pm, Motor Vehicles under 4.5t GVM Excepted.

Table 3-11: Summary of Parking Demand in Lilyfield Road Between Denison St and Cecily St

Survey Day	Supply	Occupancy per 1hr Interval												
		6:00am	7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm
Thursday 8 February 2024	25	7	7	7	7	7	7	9	8	8	8	7	6	4
Friday 9 February 2024	25	8	10	10	9	9	9	9	10	9	9	9	7	1
Saturday 10 February 2024	25	-	-	-	5	5	6	2	2	1	1	1	1	-
Sunday 11 February 2024	25	-	-	-	2	3	2	3	3	1	0	0	0	-

As evident from the above table, with the current demand if the supply is further reduced by removing 4 parking spots, the demand can still be catered within the same section of the Lilyfield Road for both weekdays and weekend.

3.4 CONCLUSION

As evident from the demand and vacancies analysis detailed out in Section 3.1 and 3.2, it can be concluded that the current demand after the removal of 8 parking spots can easily be accommodated within the main corridor (Lilyfield Rd) and the nearby side streets.

Appendix C Consultation Summary Report

Consultation Report

Rozelle Parklands additional scope



Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.



Table of Contents

1.	Executive summary	4
2.	Purpose of this report	5
3.	Project overview	6
4.	Objectives of consultation	7
5.	Key messages	7
6.	Meeting Condition of Approval	8
7.	Consultation – December 2023	9
a.	Approach	9
b.	Outcomes.....	9
8.	Consultation – February 2024	10
a.	Approach	10
b.	Outcomes.....	10
c.	Conclusion.....	10
	Appendix 1: Community notification issued 8 December 2023	11
	Appendix 2: Door knock conducted on 11 December 2023	13
	Appendix 3: Community notification issued 27 February 2024	16



1. Executive summary

The Rozelle Parklands (the Parklands) opened in December 2023 delivering open space, playgrounds, sporting fields, fitness stations, walking trails, shared user paths, gathering areas and BBQs for the community to enjoy.

Following consultation with the Rozelle Parklands Working Group, Transport for NSW (Transport) committed to further enhancements in the Parklands throughout 2024, with the delivery of additional amenities. Refer to 3. *Project overview* and *Figure 2: Map of Rozelle Parklands including location of further enhancements*, showing where work will be undertaken.

In recent weeks and months, Transport also informed the community about planned construction and temporary parking impacts on Lilyfield Road while work is delivered. This includes:

- a new facilities building, including changing rooms for team sports
- two multi-purpose courts that cater for basketball and netball
- lighting for the oval and rectangular sports fields
- additional public toilet, including baby/children change facilities.

This work will require a significantly lower level of workers, construction vehicles and equipment than required for the main construction of the Parklands.

The engagement via community notifications, door knocking and face-to-face consultation attracted minimal response or enquiry from the community. This limited response is indicative of high tolerance levels from a community that has experienced high impact construction over the past five years as well as a degree of consultation fatigue due to the volume and regularity of communication and engagement on the Rozelle Interchange and Rozelle Parklands.



2. Purpose of this report

The Rozelle Interchange project is responding to Minister's Condition of Approval to consult with impacted residents regarding construction impacts and temporary parking removal associated with delivering further enhancements within the new Rozelle Parklands (Parklands), see *Figure 1: Rozelle Parklands two sports fields and facilities building*.

Transport for NSW (Transport) consulted with the local community on the proposed enhancements and associated impacts.

This report has been prepared to outline the approach to engaging with the community and outcomes.



Figure 1: Rozelle Parklands two sports fields and facilities building



3. Project overview

See Figure 2: Map of Rozelle Parklands including location of further enhancements, showing where work will be undertaken.

The additional amenities include:

- a new facilities building, including changing rooms for team sports
- two multi-purpose courts that cater for basketball and netball
- lighting for the oval and rectangular sports fields
- additional public toilet, including baby/children change facilities.

New Facilities Building

The new facilities building will be located near the Gordon Street entrance of the Parklands, adjacent to the oval sports field and features:

- four change rooms, each with showers and toilets, including an accessible toilet
- two umpire change rooms, each with an accessible toilet and shower
- a storage room, and a cleaner's room
- a kiosk.



Figure 2: Map of Rozelle Parklands including location of further enhancements



4. Objectives of consultation

This consultation was designed to seek feedback on the construction and temporary parking impacts associated with the proposed enhancements to the Parklands. An artist impression of the multi-purpose courts is shown in *Figure 3: New multi-purpose courts near the railway gardens*.

Our objectives for this consultation were to:

- communicate the proposed enhancements for the Parklands
- inform the community of associated construction impacts
- engage with the most impacted community members
- promote the benefits and proposed timeframe of this work
- seek feedback from the community on the associated impacts, specifically, the temporary parking removal along a limited length on Lilyfield Road.



Figure 3: New multi-purpose courts near the railway gardens

5. Key messages

- We will continue to enhance the Parklands throughout 2024 with the delivery of a new facilities building, multi-purpose courts for netball and basketball, lighting for the sports fields and an additional public toilet.
- There will be restricted access to sections of the Parklands during construction.
- You may notice truck movements around Lilyfield Road during this time.
- Temporary removal of up to eight car parking spaces on Lilyfield Road to allow for trucks to enter and exit the Parklands safely. These parking spaces will be unavailable for the duration of works.
- Our project team will try to retain as many car spaces as possible and will encourage project staff to not park on Lilyfield Road. This work will require a significantly lower level of workers and trucks than required for the current main construction of the Parklands.



6. Meeting Condition of Approval

Condition of Approval No.	Requirement	Reference within document
A6	Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Secretary with the document. The evidence must include:	This document has been prepared in accordance with this condition and describes the consultation undertaken in relation to the Rozelle Parklands Enhancement Works.
(a)	Documentation of the engagement with the party(s) identified in the condition of approval that has occurred prior to submitting the document for approval;	See sections 7.b. and 8.b.
(b)	Log of the points of engagement or attempted engagement with the identified party(s) and a summary of the issues raised by them;	See sections 7.b. and 8.b.
(c)	Documentation of the follow-up with the identified party(s) where feedback has not been provided to confirm that they have none or have failed to provide feedback after repeated requests;	See sections 7.b. and 8.b.
(d)	Outline of the issues raised by the identified party(s) and how they have been addressed; and	See sections 7.b. and 8.b.
(e)	A description of the outstanding issues raised by the identified party(s) and the reasons why they have not been addressed.	See sections 7.b. and 8.b.



7. Consultation – December 2023

a. Approach

Consultation was carried out with residents likely to be impacted by parking changes and construction.

Methods of engagement:

- Community notification was sent to the project database on 8 December, see *Appendix 1: Community notification issued 8 December 2023*.
- A doorknock and letterbox drop of the community notification was conducted on 11 December 2023 to residents on Lilyfield Road between Gordon Street and Lamb Street, 1-4 Hutcheson Street, as well as residents on the corners of Lilyfield Road and Burt Street, Lilyfield Road and Denison Street, Lilyfield Road and Foucart Street, and Lilyfield Road and Cecily Street. See *Appendix 2: Door knock conducted on 11 December 2023*.

b. Outcomes

Activity	Size of audience (approximate)	Submissions received in response to activity	Issue	Response
Community notification – email sent to project database	5,800	0	N/A	N/A
Door knock and letterbox drop	Multiple	0	N/A	N/A
Residents spoken to during door knock	1 Negative sentiment	0	Strongly opposed to further construction impacts and expressed dissatisfaction that the additional enhancements were not included in the original scope.	Project engineer was able to provide background and inform resident about project complexities. Thanked for their time.
	3 Neutral sentiment	0	No interest	Thanked for their time.
	2 Positive sentiment	0	Supportive of works	Thanked for their time.



8. Consultation – February 2024

a. Approach

Consultation was carried out with residents likely to be impacted by parking changes and construction.

Methods of engagement:

- Community notification was sent to the project database, see *Appendix 3: Community notification issued 27 February 2024*.
- 2 x 3 hour consultation sessions with community team and project team member available to speak with the community about these works on 29 February and 5 March

b. Outcomes

Activity	Size of audience (approximate)	Responses received to activity	Issue	Response
Community notification – email sent to project database	5,800	5 (not related to these works) Neutral sentiment	N/A	N/A
		1	Request for residents parking to be introduced on their street to mitigate worker parking impacts during construction.	Advised their feedback will be shared with the contractor relating to current works and recommended they get in contact with Inner West Council about implementation of resident only parking arrangements.
Consultation session at project Community Information Centre: 29 February	Nil attendees	0	N/A	N/A
Consultation session at project Community Information Centre: 5 March	Nil attendees	0	N/A	N/A

c. Conclusion

This consultation via community notifications, door knocking and face-to-face consultation attracted minimal response or enquiry from the community. This limited response is indicative of high tolerance levels from a community that has experienced high impact construction over the past five years as well as a degree of consultation fatigue due to the volume and regularity of communication and engagement on the Rozelle Interchange and Rozelle Parklands works.



Appendix 1: Community notification issued 8 December 2023

Transport for NSW

Enhancements for the new Rozelle Parklands

December 2023



Transport for NSW acknowledges the Gadigal and Wangal people as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

Transport for NSW will be delivering further enhancements within the new Rozelle Parklands for the community to enjoy.

Rozelle Parklands is opening soon for your recreational use. Playgrounds, sporting fields, fitness stations, walking trails, bike paths and BBQs will be available for your enjoyment this summer.

We will continue to enhance the Parklands throughout 2024 with the delivery of additional amenities.

What we are delivering

The additional amenities include:

- a new facility building including changing rooms for team sports and a kiosk.
- two multi-purpose courts that cater for basketball and netball.
- lighting for the oval and rectangular sports fields.
- additional public toilet, including baby/children change facilities.

New facility building

The new facility building will be located near the Gordon Street entrance of the Parklands, adjacent to the oval sports field and features:

- change rooms.
- showers and toilets in each changing room, including an accessible toilet.
- two umpire change rooms, each with an accessible toilet and shower.

- a kiosk with kitchen facilities.
- additional storage and service room.

When and where we'll be working

We will be commencing work from **March 2024** to **December 2024**. Our workdays are **Monday to Friday** between **7am** and **6pm** and **Saturdays** between **8am** and **1pm**.

What will this mean for you?

- There will be restricted access to sections of the Parklands during construction.
- You may notice truck movements around Lilyfield Road during this time.
- Temporary removal of up to eight car parking spaces on Lilyfield Road to allow for trucks to enter and exit the Parklands safely. These parking spaces will be unavailable for the duration of works. Our project team will try to retain as many car spaces as possible and will encourage project staff to not park on Lilyfield Road. This work will require a significantly lower level of workers and trucks than required for the current main construction of the Parklands.
- Our work is expected to generate low levels of noise. We will try to keep noise to a minimum wherever possible.

Find out more

If you have any concerns about this work, or the potential disruptions, please contact us on **1800 660 248** or email us at RozelleParklands@transport.nsw.gov.au



Map of planned enhancements



Contact us



1800 660 248



rozelleparklands@transport.nsw.gov.au



transport.nsw.gov.au/rozelle-interchange



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Appendix 2: Door knock conducted on 11 December 2023

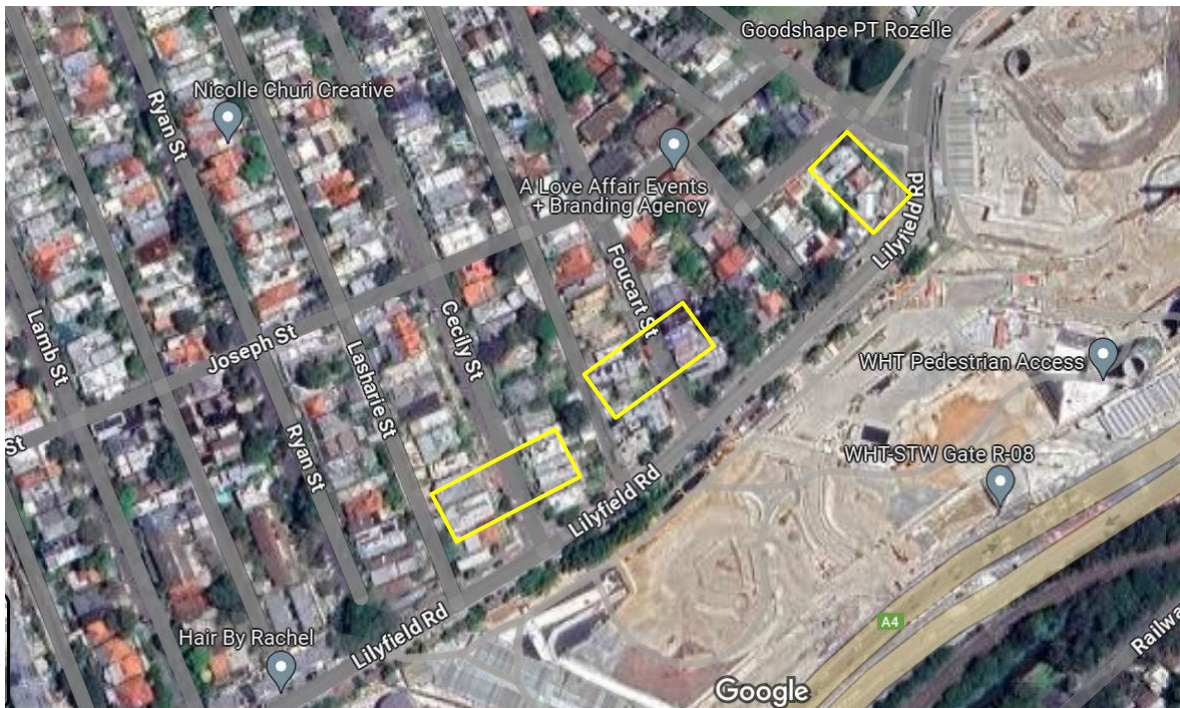
Doorknock location 1: Lilyfield Road - Denison Street to Foucart Street



Doorknock location 2: Corner Lilyfield Road and Burt Street



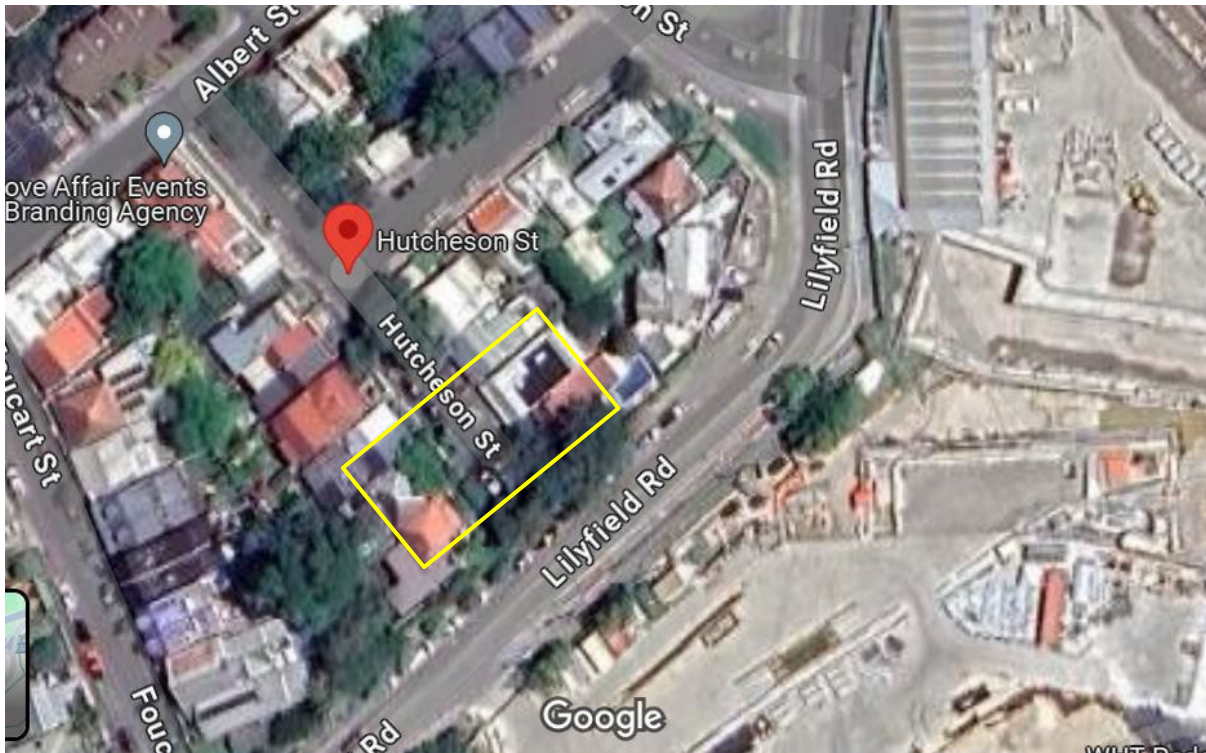
Doorknock location 3: Corner Lilyfield Road and Denison Street, Foucart Street and Cecily Street



Doorknock location 4: Lilyfield Road Foucart to Lamb Street



Doorknock location 5: 1-4 Hutcheson Street



Appendix 3: Community notification issued 27 February 2024



Transport for NSW

Rozelle Parklands enhancements

Date published: 27 Feb 2024

Transport for NSW will start construction of additional amenities within the Rozelle Parklands in March. These enhancements follow consultation with the community and Inner West Council via their Rozelle Parklands Masterplan in December 2023, and build on the work of the Rozelle Parklands Working Group to meet community needs.

Construction to begin on further enhancements within Rozelle Parklands

What we are delivering

The additional amenities shown on the map below include:

- a facilities building including changing rooms for team sports and a kiosk.
- two multi-purpose courts that cater for basketball and netball.
- lighting for the oval and rectangular sports fields.
- permanent accessible toilets near the children's play area, including baby/children change facilities

What will this mean for you?

- Work compounds will be in place only where the construction of each additional amenity will occur.
- A maximum of 40 and a minimum of 5 truck movements are anticipated to site a day during these works.
- Removal of up to 4 car parking spaces on Lilyfield Road near Hutcheson Street and 4 car spaces in front to the buildings at 84 Lilyfield Road. This is for the duration of these works to allow site set up and safe truck entry and exit.
- Minimal parking impacts as the project team will encourage project staff to avoid parking on Lilyfield Road.
- Our work is expected to generate low levels of noise. We will try to keep noise to a minimum wherever possible.



When and where we'll be working

We will be commencing from **March 2024** and continue to **December 2024** and will keep you updated as works progress. Our workdays are **Monday to Friday** between **7am and 6pm** and **Saturdays** subject to approval.

See map below for details.



Getting in touch with the Rozelle Parklands community team

Let us know if you have enquiries or concerns about these works **by 5pm on Tuesday 5 March**:

Where:

Rozelle Interchange Community Information Centre, 84 Lilyfield Road, Rozelle.

When:

Thursday 29 February, 1.30pm – 4:30pm

Tuesday 5 March, 9:30am – 12:30pm

Or contact us via:

Phone: 1800 660 248

Email: RozelleParklands@transport.nsw.gov.au

[View online portal](#)

[Download email \(PDF\)](#)

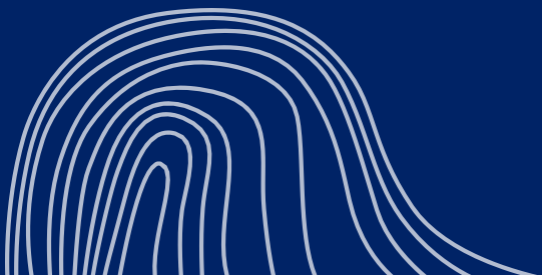


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