



# Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

<b>Assessment name:</b>	Temporary use of Macquarie Lane car park, Parramatta
<b>Prepared by:</b>	Delta Group Pty Ltd – Environment & Sustainability Manager
<b>Prepared for:</b>	Sydney Metro
<b>Assessment number:</b>	DG01
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<b>iCentral number:</b>	
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For information – do not alter:

<b>Applicable to:</b>	Sydney Metro
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The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

## 1. Existing Approved Project

**Planning approval reference details (Application/Document No. (including modifications)):**

SSI 10038 Sydney Metro West – Concept and Stage 1 Construction (11 March 2021)

SSI 10038 Sydney Metro West – Concept and Stage 1 Administrative Modification 1 (28 July 2021)

**Date of determination:** 11 March 2021

**Type of planning approval:** Critical State Significant Infrastructure (CSSI)

**Description of existing approved project you are assessing for consistency:****Sydney Metro West (the Concept)**

Sydney Metro West (the Concept) would involve the construction and operation of a metro rail line around 24 kilometres long between Westmead and Hunter Street in the Sydney CBD. The key components are expected to include (as described in Chapter 6 of the Environmental Impact Statement (EIS)):

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

**Sydney Metro West - all major civil construction works between Westmead and The Bays (the approved project)**

The Sydney Metro West Project Concept; and all major civil construction works between Westmead and The Bays, including station excavation and tunnelling was determined on 11 March 2021. The scope of Stage 1 of the planning approval process for Sydney Metro West (the approved project) is described in Chapter 9 of the EIS, with the key features including:

- Tunnel excavation including tunnel support activities between Westmead and The Bays
- Station excavation for new metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
- Shaft excavation for services facilities
- Civil work for the stabling and maintenance facility at Clyde.

The Parramatta metro station construction site would cover about 24,150 square metres within the block bounded by George, Church, Macquarie and Smith streets. The site currently contains commercial buildings and a multi-storey car park. There are a number of structures other than buildings to be cleared and/or demolished in Parramatta including the multi storey car park (Parramatta City Centre Car Park).

**Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):**

- Sydney Metro West – Westmead to The Bays and Sydney CBD (Concept and Stage 1) Environmental Impact Statement (15 April 2020)
- Sydney Metro West – Westmead to The Bays and Sydney CBD (Concept and Stage 1) Submissions Report (20 November 2020)
- Sydney Metro West – Westmead to The Bays and Sydney CBD (Concept and Stage 1) Amendment Report (20 November 2020)
- Instrument of Approval (11 March 2021).

## 2. Description of proposed development/activity/works

**Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.**

As described in Section 9.6.4 of the EIS, demolition of the Parramatta City Centre Car Park is listed as an element of the enabling works package. To safely facilitate the demolition of the car park in accordance with AS 2601-2001 Australian Standard for the demolition of structures, Delta requires scaffolding and hoarding to be erected around the entire perimeter of the car park.

The proposed change being assessed is the temporary closure of five (5) regular time restricted parking spaces within the Macquarie Lane car park to provide an area to enable the installation of the scaffolding and hoarding. The remaining sixteen (16) regular time restricted car park spaces and four (4) disabled car park spaces would remain in use by the public for the duration of the project.

The temporary closure of five parking spaces within the Macquarie Lane car park would be required for up to one month, after which the car park would be returned to its existing condition with all parking spaces available to the public. There would be no net loss of public parking as commensurate parking spaces would be made available on Horwood Place for the duration of the temporary closure.

In order to keep the remaining car park spaces in use for the general public, minor adjustments to the entrance of the car park would be required to allow safe access and egress. Including:

- Adjustment to medium strip (flush cut with concrete cutter)
- Signage
- Line marking

The proposed construction methodology, including the following elements, would remain consistent with the approved project:

- Demolition methodology
- Ancillary facilities required to support the works
- Working hours
- Staffing levels
- Impacts on utilities/authorities
- Hazardous substances/dangerous goods used.

### 3. Timeframe

#### When will the proposed change take place? For how long?

The closure of the five car parking spaces would be required for one month, over a period ending in January 2022. Demolition would commence once the scaffolding and hoarding was in place. Once the demolition works have reached ground level, the scaffolding would be removed and the affected car park spaces would be reinstated for use by the public.

### 4. Site description

**Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.**

Macquarie Lane car park is located adjacent to the Parramatta metro station construction site and is accessed from Macquarie Lane/ Smith Street, as shown in Appendix A - Figure 1.

The Macquarie Lane car parking spaces are allocated as follow:

- Four (4) disabled parking spaces on the north eastern side
- One (1) car share space on the south eastern side
- Twenty (20) time restricted parking spaces.

The detailed changes to the car park access and temporarily impacted parking spaces is shown in Appendix A – Figure 1.

## 5. Site Environmental Characteristics

**Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.**

The existing environment associated with this proposal is located within the Parramatta Central Business District, being a built-up area comprising commercial land use. There is no vegetation associate with the works. The works will be located adjacent to roadside stormwater drainage.

The proposed temporary closure of five car parking spaces is not likely to cause any additional impacts other than those already identified in the EIS.



## 6. Justification for the proposed works

**Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.**

The proposed scaffolding is required to safely undertake demolition of the Parramatta City Centre multi storey car park (as detailed in Section 9.6.4 of the EIS) in accordance with AS 2601-2001 Australian Standard for the demolition of structures. The demolition works would not be able to proceed without the proposed scaffolding. The demolition of the Parramatta City Centre multi storey car park is a key enabling works construction activity which is critical to preparing the Parramatta metro station construction site for the subsequent major civil construction activities as detailed in the approved project. There are no alternatives that could be implemented to erect the proposed scaffolding without temporarily impacting the Macquarie Lane car park as the boundary Parramatta City Centre multi storey car park is the same as construction boundary of the Parramatta metro station construction site; that is, temporary use of the five car parking spaces immediately outside the Parramatta metro station construction site is required as there is no available room with the approved construction footprint to undertake the works.

Although the car park and access will be temporarily impacted the proposed closure of 5 parking spaces still consistent with keeping the car park and access open. In accordance Section 10.7.2 of the EIS, access from Macquarie Lane to properties fronting Smith Street that would remain during construction would be maintained via the existing laneway. Vehicular access to the rear access to 69 George Street would be maintained during temporary closure of the five parking spaces. There would be no other impacts to private property access.

## 7. Environmental Benefit

**Identify whether there are environmental benefits associated with the proposed works. If so, provide details:**

There are no environmental benefits associated with the proposed works.

## 8. Control Measures

### **Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?**

The proposed works would be undertaken in accordance with the approved Construction Environmental Management Plan (CEMP) approved by Department of Planning, Industry and Environment (DPIE) and related Sub Plans. Appropriate control measures are already identified in the CEMP and Sub Plans that would accommodate the changes proposed in this assessment.

The Construction Parking and Access Strategy (CPAS) Parramatta (Delta 2021) has been updated to include the proposed works and has been finalised in consultation with the City of Parramatta council. The current CPAS can be found in Appendix B.

## 9. Climate Change Impacts

### **Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?**

The assessed change will not likely be adversely affected by the impacts of climate change.

## 10. Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the Approved Project.	No additional measures required.	Y	Y	
Water	No change from the Approved Project.	No additional measures required.	Y	Y	
Air quality	No change from the Approved Project.	No additional measures required.	Y	Y	
Noise vibration	No change from the Approved Project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Non-indigenous heritage	The car park is adjacent to the Roxy Theatre, however the proposed temporary use of five parking spaces is not likely to have any additional impacts which is consistent with the Approved Project.	No additional measures required.	Y	Y	
Community and stakeholder	Short term loss of public car parking spaces may have a temporary negative impact on the community who use the Macquarie Lane car park. To minimise this temporary impact, additional car parking spaces would be made available along Horwood Place (which is within the projects control) while the five Macquarie Lane car parking spaces are closed. This would result in a zero net loss of car parking available in the nearby area.  CPAS prepared in consultation with the City of Parramatta.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic	No changes to overall traffic flows. The short term loss of public car parking spaces would be offset by providing additional car parking spaces available along Horwood Place while the four Macquarie Lane car parking spaces are closed. This would result in a zero net loss of car parking available in the nearby area. CPAS prepared in consultation with the City of Parramatta.	No additional measures required.	Y	Y	
Waste	No change from the Approved Project.	No additional measures required.	Y	Y	
Social	No change from the Approved Project.	No additional measures required.	Y	Y	
Economic	No net loss of parking, therefore no change from the Approved Project.	No additional measures required.	Y	Y	
Visual	No change from the Approved Project.	No additional measures required.	Y	Y	
Urban design	No change from the Approved Project.	No additional measures required.	Y	Y	
Geotechnical	No change from the Approved Project.	No additional measures required.	Y	Y	
Land use	No change from the Approved Project.	No additional measures required.	Y	Y	
Climate Change	No change from the Approved Project.	No additional measures required.	Y	Y	
Risk	No change from the Approved Project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Other	No change from the Approved Project.	No additional measures required.	Y	Y	
Management and mitigation measures	<p>No additional measures required. Adjustments to Macquarie Lane Car Park entrance to allow access and minimise the number of car park spaces impacted by the works to four (4) as opposed to closing the car park.</p> <p>Minor adjustments to the entrance of the car park to allow safe access and egress. Including:</p> <ul style="list-style-type: none"> <li>- Adjustment to medium strip (flush cut with concrete cutter)</li> <li>- Signage</li> <li>- Line marking</li> </ul> <p>Additional car parking spaces to be made available along Horwood Place while the four Macquarie Lane car parking spaces are closed.</p>	No additional measures required.	Y	Y	

## 11. Impact Assessment – Operation

Stage 1 of the planning application for Sydney Metro West (subject of this Consistency Assessment) is for major civil construction work for Sydney Metro West between Westmead and The Bays. At this stage, measures to avoid or minimise impacts have been developed only for major civil construction work for Sydney Metro West between Westmead and The Bays – which involves construction only. Impacts applicable to the operational aspects of Sydney Metro West including operation stage environmental mitigation measures would be developed when planning approval applications are made for future stages.

As such, operational impacts of the proposal are not applicable, and therefore there are no changes from the approved project are anticipated

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the Approved Project.	No additional measures required.	Y	Y	
Water	No change from the Approved Project.	No additional measures required.	Y	Y	
Air quality	No change from the Approved Project.	No additional measures required.	Y	Y	
Noise vibration	No change from the Approved Project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Community and stakeholder	No change from the Approved Project.	No additional measures required.	Y	Y	
Traffic	No change from the Approved Project.	No additional measures required.	Y	Y	
Waste	No change from the Approved Project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Social	No change from the Approved Project.	No additional measures required.	Y	Y	
Economic	No change from the Approved Project.	No additional measures required.	Y	Y	
Visual	No change from the Approved Project.	No additional measures required.	Y	Y	
Urban design	No change from the Approved Project.	No additional measures required.	Y	Y	
Geotechnical	No change from the Approved Project.	No additional measures required.	Y	Y	
Land use	No change from the Approved Project.	No additional measures required.	Y	Y	
Climate Change	No change from the Approved Project.	No additional measures required.	Y	Y	
Risk	No change from the Approved Project.	No additional measures required.	Y	Y	
Other	No change from the Approved Project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the Approved Project.	No additional measures required.	Y	Y	

## 12. Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed change would not transform the project. The project would continue to undertake works to provide a new metro rail line between Westmead and The Bays as part of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed change would be consistent with the objectives and functions of the approved project as a whole.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The proposed change would be consistent with the objectives and functions of elements of the approved project, and supports the demolition works required at the Parramatta construction site as detailed in the approved project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No. There are generally no new environmental impacts associated with the proposed closure of five car parking spaces as the temporary loss of the car parking spaces will be offset within another area controlled by the project (i.e. Horwood Place). All risks identified for the approved project and the proposal would be adequately addressed through the application of the mitigation measures provided in the Environmental Impact Statement, Submissions Report, Amendment Report and the Instrument of Approval.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed change is consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed change are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed change can be managed within the existing management measures.</p>



## 13. Other Environmental Approvals

Identify all other approvals required for the project:

Nil. DPIE approval required for the amended CPAS.

## Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	[REDACTED]	Signature:	[REDACTED]
Title:	Environment & Sustainability Manager		
Company:	Delta Group Pty Ltd	Date:	15/12/2021

This section is for Sydney Metro only.

### Application supported and submitted by

Name:	[REDACTED]	Date:	16/12/2021
Title:	Associate Director Planning Approvals	Comments:	
Signature:	[REDACTED]		

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes  The proposed activity/works are consistent and no further assessment is required.
- No  The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	[REDACTED]	Date:	17 Dec 2021
Title:	Sydney Metro West Director Environmental, Sustainability and Planning	Comments:	None
Signature:	[REDACTED]		



## Appendix A - Figure 1



Figure Number: <b>01</b>		<b>Legend</b>  <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: blue; margin-right: 5px;"></span> Building Edge <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: red; margin-right: 5px;"></span> Scaffolding <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: orange; margin-right: 5px;"></span> Egress <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: #FF8C00; margin-right: 5px;"></span> ImpactedCarparks	 0      10      20 m 	
Project Description: CA01 Phase C1 - Temporary use of Macquarie Lane Car Park.				Source: NearMap 17/10/2021
Project ID: PRJ000712_CA01_Carpark				Map Scale: 1:700
Client Name: Delta Group Pty Ltd.				CRS: GDA2020 / MGA zone 56
Prepared: EW	Reviewed: WD	Date: 15/12/2021	Revision: 2	

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## Appendix B - Construction Parking and Access Strategy (CPAS) Parramatta

# Construction Parking and Access Strategy (CPAS) Parramatta



<b>Project Name:</b>	Sydney Metro West		
<b>Client Name:</b>	Sydney Metro		
<b>Project Address:</b>	DELTA will be working at the following sites: 1. Parramatta 2. Clyde 3. Westmead		
<b>Project Description/Scope:</b>	DELTA Pty Ltd (DELTA) is responsible for the demolition of existing structures including removal of all hazardous materials and utility works of the Sydney Metro West Project at Clyde, Parramatta and Westmead		
<b>Prepared By:</b>	Name: [REDACTED]	Signature: [REDACTED]	Date: 9 <sup>th</sup> December 2021
<b>Reviewed By:</b>	Name: [REDACTED]	Signature: [REDACTED]	Date: 9 <sup>th</sup> December 2021
<b>Authorised By (Project Director):</b>	Name: [REDACTED]	Signature: [REDACTED]	Date: 9 <sup>th</sup> December 2021

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## 2 GLOSSARY/ ABBREVIATIONS

Term/ abbreviation	Definition
<b>CBD</b>	Central Business District
<b>CJP</b>	Customer Journey Planning
<b>CoPC</b>	City of Parramatta Council
<b>CPAS</b>	Construction Parking and Access Strategy
<b>CTMF</b>	Construction Traffic Management Framework (by Sydney Metro)
<b>CTMP</b>	Construction Traffic Management Plan (site specific)
<b>MCoA</b>	Ministerial Conditions of Approval
<b>REMM</b>	Revised Environmental Management Measure(s)
<b>ROL</b>	Road Occupancy License
<b>RPS</b>	Residential Parking Scheme
<b>TCP</b>	Traffic Control Plan – superseded by TGS
<b>TfNSW</b>	Transport for NSW
<b>TGS</b>	Traffic Guidance Scheme (formerly TCP)

### 3 AUTHORISATION AND CONTROL

#### 3.1 Authorisation

This Plan is authorised by the Project Director. All project personnel are to ensure that their work activities and those of Project Consultants, Contractors and Suppliers are carried out in accordance with the requirements of this Plan.

#### 3.2 Distribution

This Plan is a Controlled Document and must be distributed and revised under the guidance of the Project Manager. People who hold Controlled copies are responsible for maintaining their copies up-to-date.

#### 3.3 Revision

The Project Director will monitor the implementation of this Plan and review the need for change or improvements having due regard to:

- Change in work scope, client comments etc.
- Internal and external audits
- Suggestions and comments from project personnel
- Incidence and frequency of non-conformance
- Necessity for corrective or preventative action
- Legal Update and Requirements
- Review by Delta Groups Management team
- Annual Review

All changes must be formally approved by the Project Director. Changes to the recent revision will be highlighted.

The following table provides a record of amendments made to this document.

Rev	Date	Description	Page	Developed By	Approved By
0	25/08/2021	Draft – Issued for comment	All		
1	20/9/2021	Revised to address comments received	All		
2	1/10/2021	Revised to address comments received 29 September 2021	All		
3	19/10/2021	Revised to address comments	All		
4	9/12/2021	Macquarie Lane car park amendment	6,22, 24,25,2 6,27,28, 29,30,3 1,41		
Distribution Register					
Rev No.	Date of Issue	Name of Recipient	Position / Organisation		
0	25/08/2021		Principal’s Representative Project Manager		
1	20/09/2021		Principal’s Representative Project Manager		
2	1/10/2021		Principal’s Representative Project Manager		
3	19/10/2021		Principal’s Representative Project Manager		
4	9/12/2021		Principal’s Representation Project Manager		

## 4 EXECUTIVE SUMMARY

This Construction Parking and Access Strategy (CPAS) has been developed to address the requirements of the Ministerial Conditions of Approval related to the Critical State Significant Infrastructure of Sydney Metro West.

The CPAS, and as also noted in the Environmental Impact Statement, Chapter 10 Transport and traffic, identifies that the closure of the City Centre multi storey car park located on Horwood Place is consistent with the City of Parramatta's approach of closing some council owned parking facilities to allow redevelopment within Parramatta CBD.

The *DRAFT Parramatta CBD Public Car Parking Strategy* (City of Parramatta 2017b) states the impacts arising from the closure of the City Centre (Horwood Place) car park, closure of other public car parks and the removal of on street parking spaces as a result of Parramatta Light Rail (Stage 1) would be offset and therefore minimised through:

- Increased utilisation of other parking facilities by converting long-stay parking to short stay parking
- Additional capacity to be provided with the opening of a multi-level public car park on Macquarie Street
- Potential increase in capacity due to the provision of parking at Parramatta Square.

No onsite parking will be provided at the Parramatta site. All heavy vehicles associated with the works will be accommodated on site.

Parking surveys have not been undertaken at Parramatta due to the COVID restrictions disrupting travel patterns and impacting significantly on movement. This CPAS is therefore reliant on historical data from the *Draft Parramatta CBD Public Car Parking Strategy*. An analysis of this data shows that the parking spaces being removed are able to be accommodated at other parking areas within the Parramatta CBD.

Post the approval of revision 3 Construction Parking and Access Strategy, the partial closure of the Macquarie Lane car park is required to facilitate scaffolding and hoarding installation to meet the requirements of Australian Standard 4687-2007 Temporary fencing and hoardings. The installation of the hoarding will require the removal of 5 parking spaces. These spaces will be provided on Horwood Place. Appropriate signposting will be installed to direct motorists to these alternative parking spaces for the month of January 2022.

## 5 INTRODUCTION

### 5.1 Background

The Sydney Metro is Australia’s biggest public transport program comprising four main packages of works. The Sydney Metro West (SMW) package is a critical part of this overall program extending from Westmead to The Bays site in Rozelle. The package aims to:

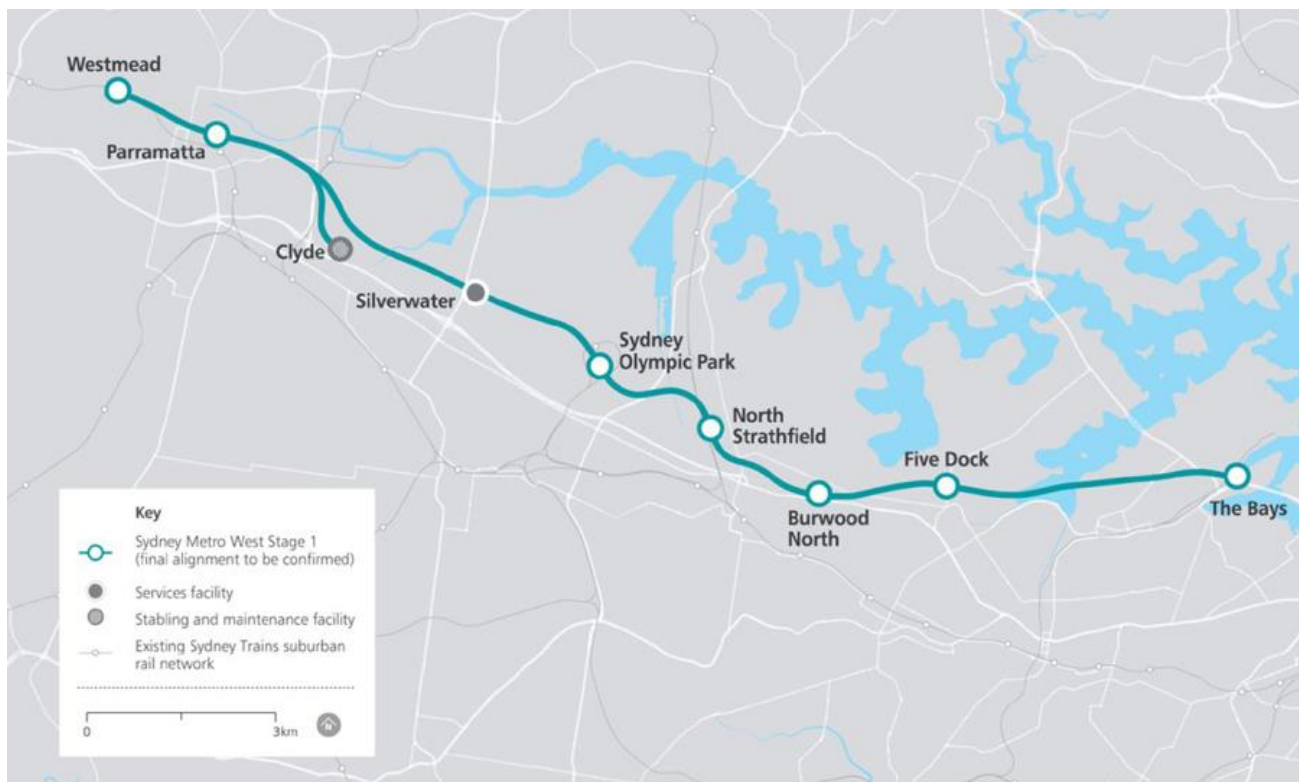
- Provide faster more reliable public transport options between greater Parramatta and the Sydney CBD
- Double the existing rail capacity between Parramatta and Sydney CBDs
- Support growing residential and employment zones between Westmead and The Bays and
- Allow for better public transport transfers between rail lines

The project includes:

- Approximately 24-kilometres of twin tunnels between Westmead and the Sydney CBD
- New metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and Sydney CBD
- A turn-up-and-go metro service operating between Westmead and Sydney CBD.
- The approved Stage 1 construction works includes:
  - Tunnel excavation including tunnel support activities between Westmead and The Bays
  - Station excavation for new stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
  - Shaft excavation for services facilities at Rosehill, Silverwater and between Five Dock and The Bays
  - Civil work for a stabling and maintenance facility at Clyde
  - A concrete segment facility for use during tunnelling located at Clyde
  - Excavation of a tunnel dive structure and associated tunnels at Rosehill to support a connection between the Clyde facility and the mainline metro tunnels.

The proposed Sydney Metro West alignment and the locations of proposed stations and operational ancillary infrastructure are shown in Figure 1 below.

Sydney Metro has engaged DELTA Group to undertake the demolition works at three sites associated with the Sydney Metro West project, specifically at Clyde, Parramatta and Westmead.



**Figure 1: Sydney Metro West alignment and facilities**

## 5.2 Purpose

This Construction Parking and Access Strategy (CPAS) has been prepared and revised to describe how DELTA propose to manage potential and actual traffic and parking impacts as a result of the demolition works for the Parramatta site. The CPAS outlines how DELTA will comply with the applicable NSW Minister for Planning Conditions of Approval (MCoA) and the Sydney Metro Construction Environmental Management Framework (CEMF). It also outlines how DELTA will minimise environmental risks and achieve environmental outcomes on the project by creating a well-defined approach to the implementation of EIS Revised Environmental Management Measures (REMM).

## 5.3 Scope

### 5.3.1 Minister's Conditions of Approval and Revised Environmental Mitigation Measures

DELTA notes that the Project must be carried out generally in accordance with the description provided in the Environmental Impact Statement (EIS) as amended by the Sydney Metro West Westmead to The Bays and Sydney CBD – Amendment Report Concept and Stage 1 2020, and the CSSI Ministerial Conditions of Approval (MCoA) and Revised Environmental Management Measures (REMMs) detailed in Table 1 and Table 2, below

The content of this CPAS has been prepared to comply with MCoA D90 and MCoA D91 and applies to all works to be undertaken for the demolition works at the Parramatta site only. Separate CPAS have been provided for the Clyde and Westmead sites.

**Table 1: Ministerial Conditions of Approval requirements for CPAS**

Requirement	Detail	Where addressed
MCoA D90	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to:	
	a) Minimise parking on public roads	Appendix C
	b) Minimise idling and queuing on state and regional roads	Section 10
	c) Not carry out marshalling of construction vehicles near sensitive land user(s)	Section 10
	d) Not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided and	Section 9
	e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP	Section 10 and refer to Parramatta CTMP
MCoA D91	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off-street parking changes during construction the construction Parking and Access Strategy must include, but not necessarily limited to:	This Strategy
	a) Achieving the requirements of Condition D90 above	
	b) Confirmation and timing of the removal of on and off-street parking associated with construction of Stage 1 of the CSSI	Section 9.1
	c) Parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off peak, school drop off and pick up, weekend periods and during special events	Section 8.1
	d) Consultation with affected stakeholders utilising existing on and off-street parking stock which will be impacted as a result of construction	Section 10 and Appendix A
	e) Assessment of the impacts to on and off-street parking stock taking into consideration, occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events	Section 9 and Appendix A
	f) Identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes	Section 9.3
	g) Where residential parking schemes already exist, off road parking facilities must be provided for the project workforce	Not applicable to this CPAS as no residential parking schemes exist in this location
	h) Mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures	Section 12
	i) Details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites	Not applicable to this CPAS as suitable public transport facilities and other multi car parks are located within walking distance of the construction site – refer to Appendix C
	j) Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective and	Section 12.3
	Provision of reporting or monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals	Section 12
MCoA D92	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before impacting on on-street and parking and incorporated into the CTMPs	This Strategy

Requirement	Detail	Where addressed
MCoA D93	Where disruption cannot be minimised, alternative pedestrian, cyclist and vehicle access, and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of any disruption	Sections 9.3.4, 9.3.5 and 11

**Table 2: Revised Environmental Management Measures**

Requirement	Impact/ Issue	Mitigation Measure	Where addressed
TT10	Loss of parking	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities	Section 11 and Appendix A
TT11	Loss of parking	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: <ul style="list-style-type: none"> <li>▪ Encouraging workers to use public or active transport</li> <li>▪ Encouraging ride sharing</li> <li>▪ Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable</li> </ul>	This strategy



Note that all other allocated traffic, transport and parking MCoA and REMMs will be managed through the preparation and implementation of the Construction Traffic Management Plans prepared in accordance with MCOA D85, and in line with Sydney Metro's Construction Traffic Management Framework (CTMF). Objectives

DELTA is committed to delivering the Project in a way that minimises impacts on parking and access through the implementation of reasonable and feasible mitigation measures. To achieve this the CPAS will outline:

- The proposed methodology for transporting site staff and workforce between Project sites
- Available parking for site staff and workforce across the Project
- Management strategies for site staff and workforce parking
- The existing on-street parking capacity in the area surrounding the Project construction sites and
- The proposed impacts to existing parking and the assessment of existing parking capacity across the construction alignment.

## 6 LEGAL AND OTHER REQUIREMENTS

### 6.1 Legislation

Identified regulatory requirements are:

- An approved and valid Road Occupancy Licence (ROL) both Transport Management Centre and City of Parramatta Council
- An approved relevant Speed Zone Authorisation (SZA)
- Approved permits from City of Parramatta including Road Opening Permit (ROP) and Hoarding Permit, where required
- Australian Road Rules form the basis for state and territory road rules.
- Roads Act 1993 (NSW) sets out rights along a public road, establishes procedures for a public road and provides the classification of roads.

Legislation relevant to traffic management also includes the *Environmental Planning and Assessment Act 1979* (EP&A Act), under which the project approval was granted.

DELTA regularly reviews its legislative requirements in accordance with its Integrated Management System (IMS).

### 6.2 Guidelines and Other Documents

Guidelines, specifications, and policies relevant to traffic include:

- AUSTRROADS Cycling Aspects of AustRoads Guides, 2017
- AUSTRROADS Guide to Traffic Management, 2020 – Parts 1-13
- AUSTRROADS Guide to Road Design, 2013-2021 – Parts 1-7
- AUSTRROADS Guide to Road Safety, -2019 2021– Parts 1-7
- Roads & Traffic Authority NSW Guide to Traffic Generating Developments, 2002 and further updates as provided
- Roads & Traffic Authority NSW Bicycle Guidelines Version 1.2, 2005
- Roads and Maritime QA Specification G10 – Traffic Management, 2020.
- Roads and Maritime NSW Speed Zoning Guidelines, 2011.
- Roads and Maritime Traffic Control at Worksites Manual, 2020

## 7 PROJECT WORKS AND MANAGEMENT

The scope of works for the Parramatta site is as follows:

- Mobilisation and site set up
- Project planning, approvals and stakeholder management
- Service relocations and decommissioning
- Removal of existing substations
- Demolition of structures

### 7.1 Locality

The site is located in the Central Business District (CBD) of the city of Parramatta and is bounded by Macquarie Street/Lane to the south, premises on Church Street to the west, George Street to the north and Macquarie Lane to the east, as shown on Figure 2, below.



**Figure 2: Parramatta site location**

Figure 3 provides the details of the works areas, whilst Table 3 provides the access dates

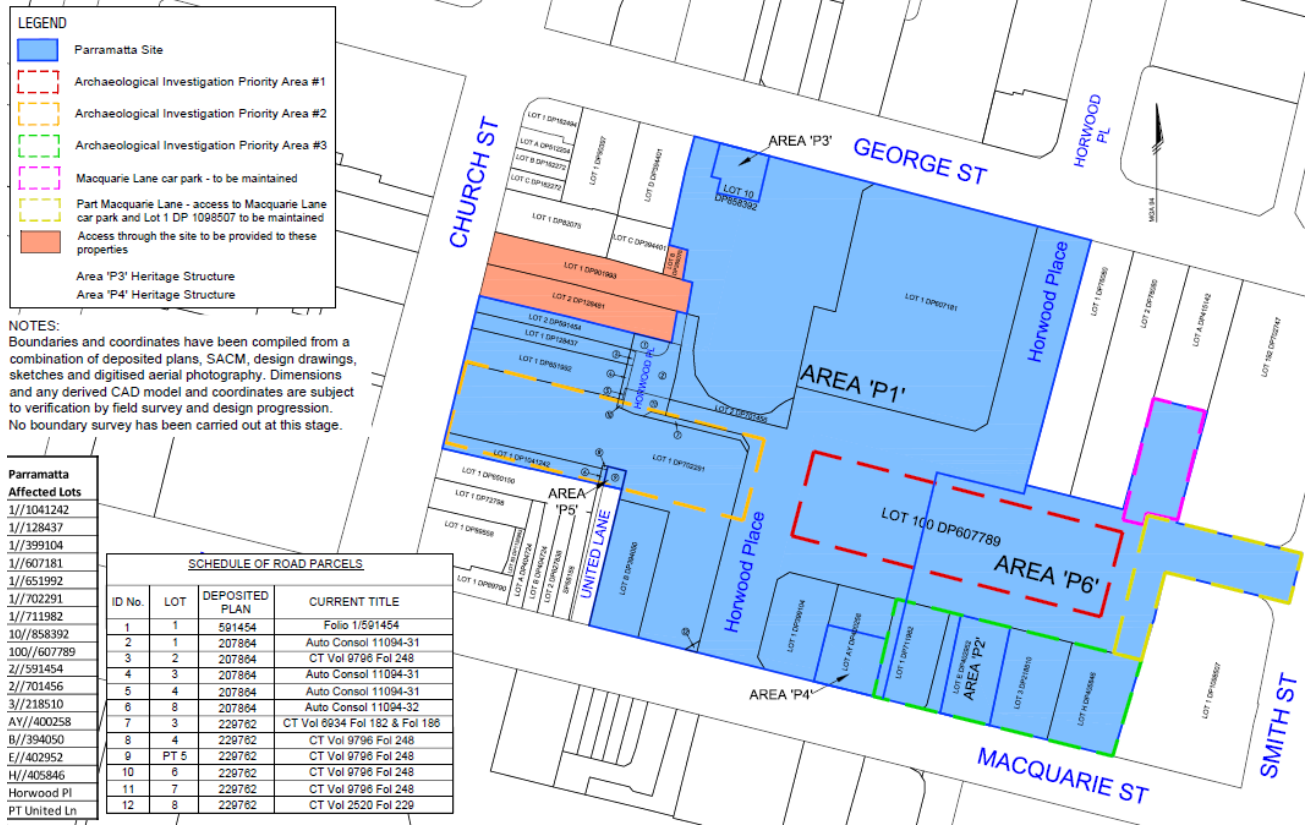


Figure 3: Areas of work

Table 3: Site access schedule

Area of the site	Site Access Date
Area P1	21 October 2021
Area P3	21 October 2021
Area P4	21 October 2021
Area P5	At a date nominated by the Principal with 4 weeks notice
Area P6	21 October 2021

## 7.2 Construction site management

The hierarchy of traffic management plans, in accordance with the Construction Traffic Management Framework (CTMF) developed by Sydney Metro, is as noted in Figure 4, below.

Document	Purpose	Produced by
Construction Traffic Management Framework (CTMF) (this document)	Provides the approach within which subsequent site specific CTMPs will be prepared.	Sydney Metro
Site-specific Construction Traffic Management Plan (CTMP)	Site-specific CTMPs are to be prepared for each Sydney Metro construction site, for each contract.	Contractor
Traffic Control Plans (TCP)	Prepared as part of the site specific CTMP or as a standalone drawing for submission with Road Occupancy License applications and/or Council permits.	Contractor
Pedestrian Movement Plans (PMP) Vehicle Movements Plans (VMP)	Prepared, where required, as part of the site specific CTMP, combined with a TCP or as a standalone drawing for submission with Road Occupancy License applications and/or Council permits.	Contractor
Parking Management Plan (PkMP)	Prepared, where required, as part of the site specific CTMP or as a standalone document for submission with Road Occupancy License applications and/or Council permits.	Contractor

**Figure 4: Table 3-1 from the CTMF**

Separate site specific CTMP will be developed for each of the areas where demolition works are required, specifically:

- Clyde
- Parramatta and
- Westmead

CTMPs are currently in development at both Clyde and Westmead. The Parramatta CTMP will be provided to:

- City of Parramatta Council,
- TfNSW including Greater Sydney and Customer Journey Planning, the latter being a division of Greater Sydney
- Sydney Metro
- Traffic Control Group (TCG) and
- Traffic and Transport Liaison Group

Each relevant CTMP will provide details of all reasonably practicable measures to be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of businesses and affected properties. Disruptions will be avoided where possible, if not feasible then the disruption will be minimised.

With the revision of the Sydney Metro Traffic Control at Work Sites Manual (TCAWS v.6 released in 2020) Traffic Control Plans (TCP) are now known as Traffic Guidance Schemes (TGS). TGS are a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary, through a work site or temporary hazard.

All required site specific TGS for traffic, pedestrian and cyclists will be included in the relevant site CTMP for each section. Each CTMP also addresses impacts to public transport (where applicable) emergency access requirements within and around the work areas, parking impacts (as noted in this document), haulage routes and site access/ egress.

The following documents for the 3 demolition sites address the requirements of the MCoA and REMMs:

- Construction Traffic Management Plans (CTMP) – site specific
- Construction Parking and Access Strategy (CPAS) – this strategy
- Heavy Vehicle use of Local Roads (HVLR) – site specific

Traffic management at the Parramatta site will be undertaken as noted in Table 4

**Table 4: Traffic control – source: Sydney Metro’s TCAWS Manual**

Term	Definition
Short term work	Work requiring traffic control taking less than or equal to one work shift and where road conditions are returned to normal when the shift ends
Long term work	Works requiring traffic control for longer than one work shift and where some form of traffic control remains when the site is left unattended
Shuttle flow	Where a single lane is used alternatively by both directions of traffic (eg: where insufficient width is available for a lane to be provided in each direction)
Lane closure	Closing of a traffic lane normally open for traffic flow
Parking lane	Lane normally reserved for parking of vehicles

**7.2.1 Road occupation/ opening permits**

For any works that involve an occupation of the road/ footpath, a Road Occupancy License (ROL) from TMC will be applied for prior to the submission of a Road Occupancy License from the City of Parramatta Council. ROL through the TMC will be applied for 10 business days from the requirement. Electronic lodgement of the ROL will be undertaken using RMS’ OpLinc system. Council permits will be lodged electronically in accordance with the City of Parramatta Council requirements. For any works where parking is temporary impacted, DELTA will ensure that the parking removal is staged to minimise the time of parking space occupation.

For works involved in excavation which impacts road and footpaths a road opening permit will be obtained from Council

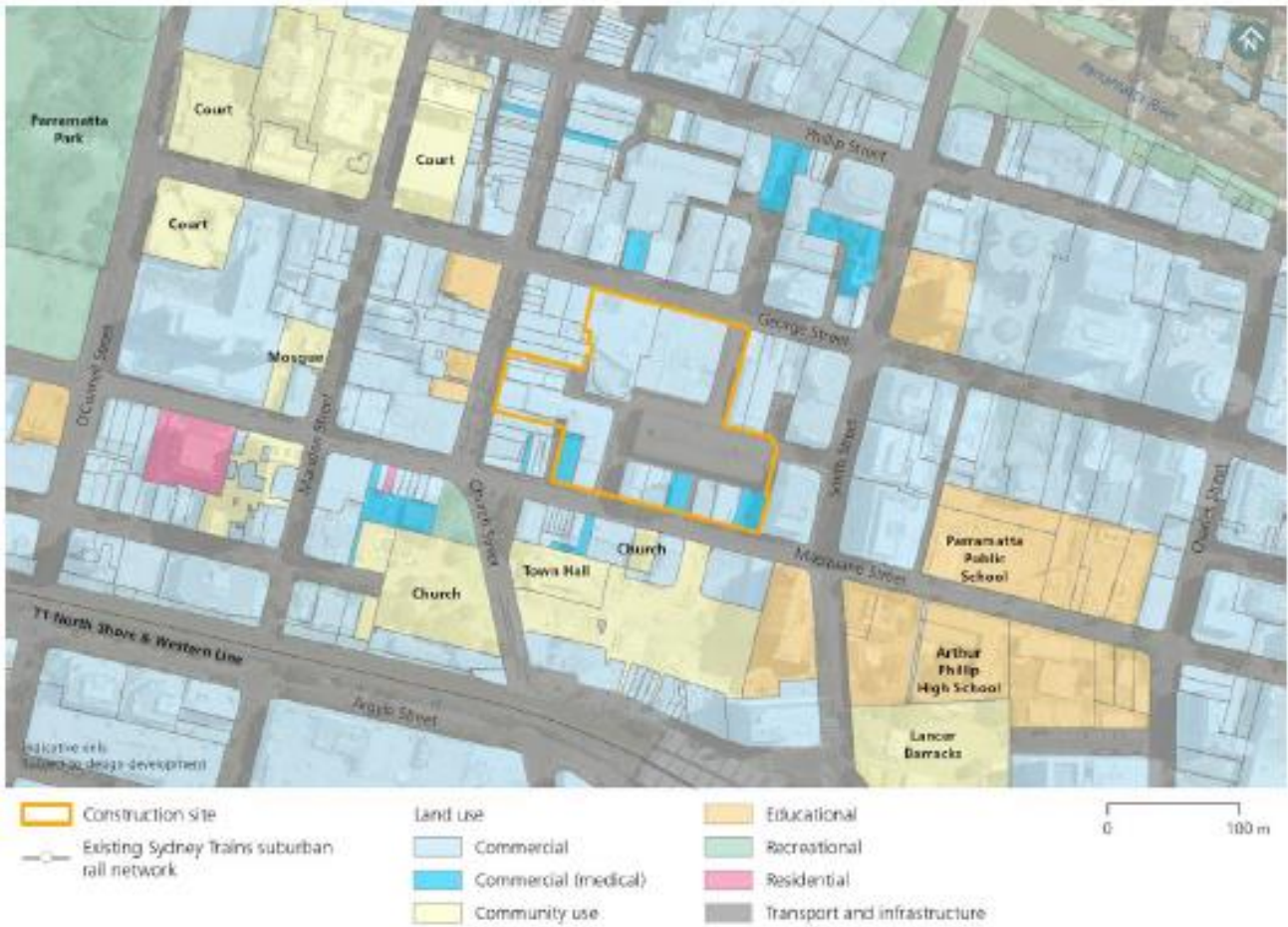
For works relating to hoarding a hoarding permit will be obtained from the Council.

A register of permits/ licenses will be maintained through the Works period and can be tabled at the TCG if requested. The register will also contain details of any traffic accidents that occur across the project.

## 8 EXISTING CONDITIONS

### 8.1 Existing land use

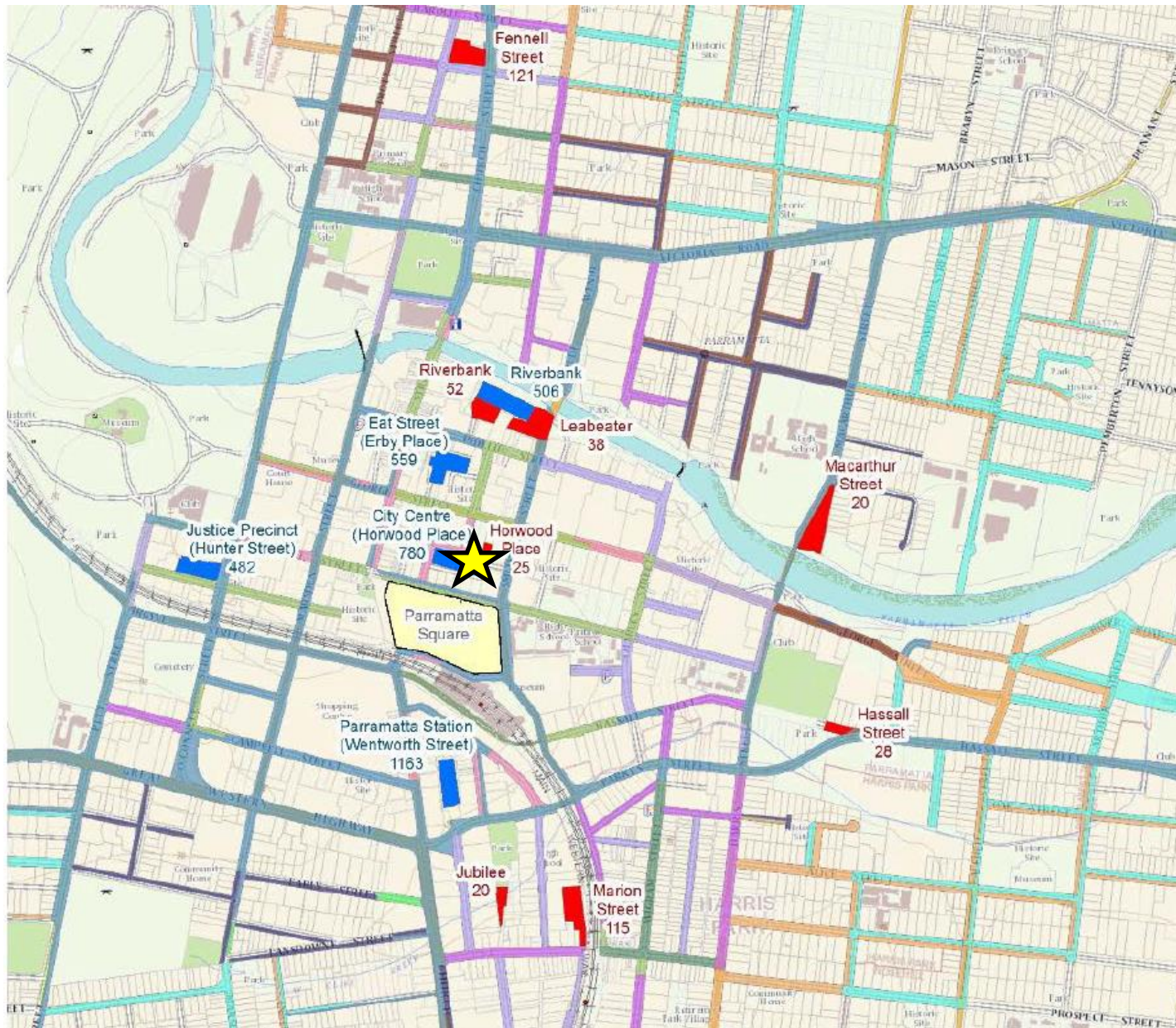
The site is located in the Parramatta CBD and is zoned as commercial use, refer to Figure 5. There are a number of sensitive receivers such as childcare, schools, aged care facilities located within the precinct.



**Figure 5: Existing land use (source: Chapter 14 EIS)**

### 8.2 Existing parking restrictions

The existing parking restrictions installed in the area surrounding the Parramatta site are shown on Figure 6 whilst Figure 7 shows existing public car parks within the Parramatta CBD.



**Legend**

- Parramatta Square redevelopment
  - Multi-level parking
  - Open air parking
- Street parking times**
- 15 mins Free - With Ticket
  - 1.2P - Ticket
  - 1P - No Meters
  - 1P - Ticket
  - 2P - No Meters
  - 2P - Ticket
  - 4P - No Meters
  - 4P - No Meters One Side Only
  - 4P - Ticket
  - 4P No Meters
  - 10P - Ticket
  - No Stopping

Source: POC, LPI, Aurecon

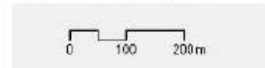


Figure 6: Existing parking restrictions in Parramatta CBD



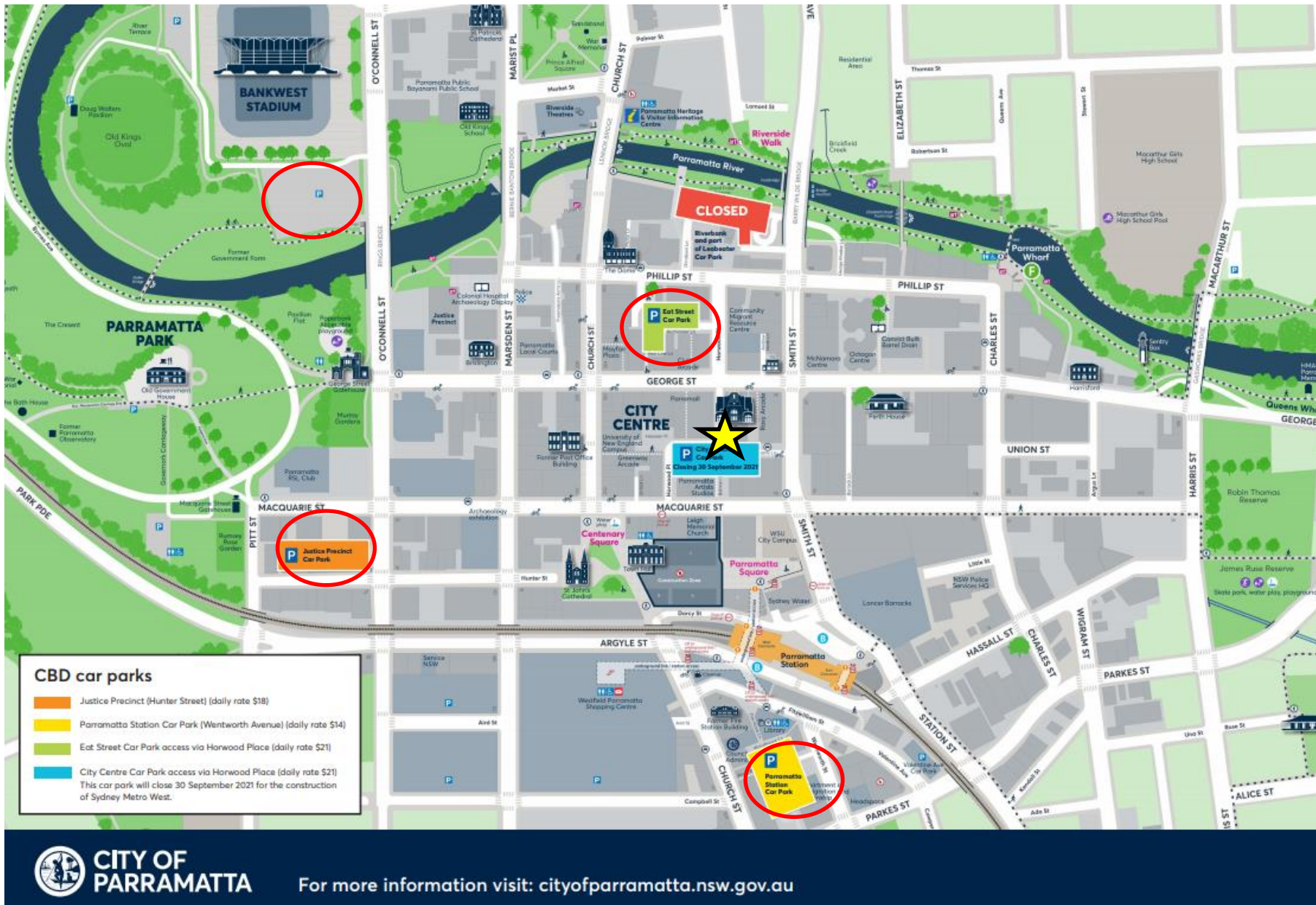


Figure 7: Public car parks (source: [Public car parks](#))

Adjacent to the site, Table 5 provides details on the zoning and this is replicated on Figure 8.

**Table 5: Existing parking restrictions**

Item#	Street	Side	Restriction	Length	Location
1	George	South	No Stopping	20m	At Church St intersection
2	George		Bus zone	15m	East of Church St
3	George		Mail Zone	6m	East of Bus Zone
4	George		Loading Zone 8AM-6PM Mon-Sat 2P Ticket parking 6Pm-8PM Mon-Sat	12m	East of Mail Zone
5	George		½P Ticket parking 8AM-6PM Mon-Fri 2P Ticket parking 6PM-8PM Mon-Fri and 8AM-8PM Saturday	36m	East of Loading Zone
6	George		No Parking	18m	East of ticketed parking
7	George		No Stopping	120m	From west of Horwood Place to Smith Street
8	George	North	No Stopping	20m	At Church St intersection
9	George		Bus Zone	15m	East of Church St
10	George		Loading Zone	30m	East of Bus Zone
11	George		¼ P	30m	East of Loading Zone
12	George		Loading Zone 8AM-6PM Mon – Sat ¼ P 6PM-8PM Mon-Sat	12m	East of ¼ P area
13	George		No Parking	6m	East of item 12
14	George		No Stopping	45m	East of item 13
15	George		No Parking	35m	East of item 14
16	George		No Stopping	40m	East of item 15 to Smith Street
17	Smith	Both sides	No Stopping and 24 Hour Bus Lane	160	Between George Street and Macquarie Street
18	Macquarie Lane		No Stopping	Full Length	Smith Street to Horwood Place
19	Macquarie		Parramatta Light Rail construction site	Full length	Smith Street to Church Street
20	Church		Parramatta Light Rail construction site	Full length	
21	Smith	West	Bus Zone	15m	Mid-block
22	Smith		No Stopping		Outside of Bus Zone
23	Smith	East	No Stopping	20m	From George Street intersection to the north
24	Smith		Taxi Zone 6PM-530AM Fri and 10PM-5AM Saturday, No Stopping at other times	6m	North of No Stopping zone n
25	Smith		Bus Zone	15m	North of Taxi Zone
26	Smith		No Stopping	20m	North of Bus Zone
27	Phillip		South	No Stopping	20m
28	Phillip	No Stopping Taxi's Excepted		6m	West of item 27
29	Phillip	1P ticketed parking 8AM-6PM Mon-Fri and 2P ticketed parking 6PM-8PM Mon-Fri and 8AM-6PM Saturday		30m	West of Item 28 and
30	Phillip	No Stopping		6m	Across car park entry
31	Phillip	1P ticketed parking 8AM-6PM Mon-Fri and 2P ticketed parking 6PM-8PM Mon-Fri and 8AM-6PM Saturday		15m	West of item 30
32	Phillip	No Stopping		50m	Across Horwood Place

Item#	Street	Side	Restriction	Length	Location
33	Phillip	South	1P ticketed parking 8AM-6PM Mon-Fri and 2P ticketed parking 6PM-8PM Mon-Fri and 8AM-6PM Saturday	42m	West of item 32
34	Phillip		No Stopping	20m	Across Erby Place
35	Philip		Loading Zone	6m	West of Erby Place
36	Philip		No Stopping	20m	From Church Street intersection to the east

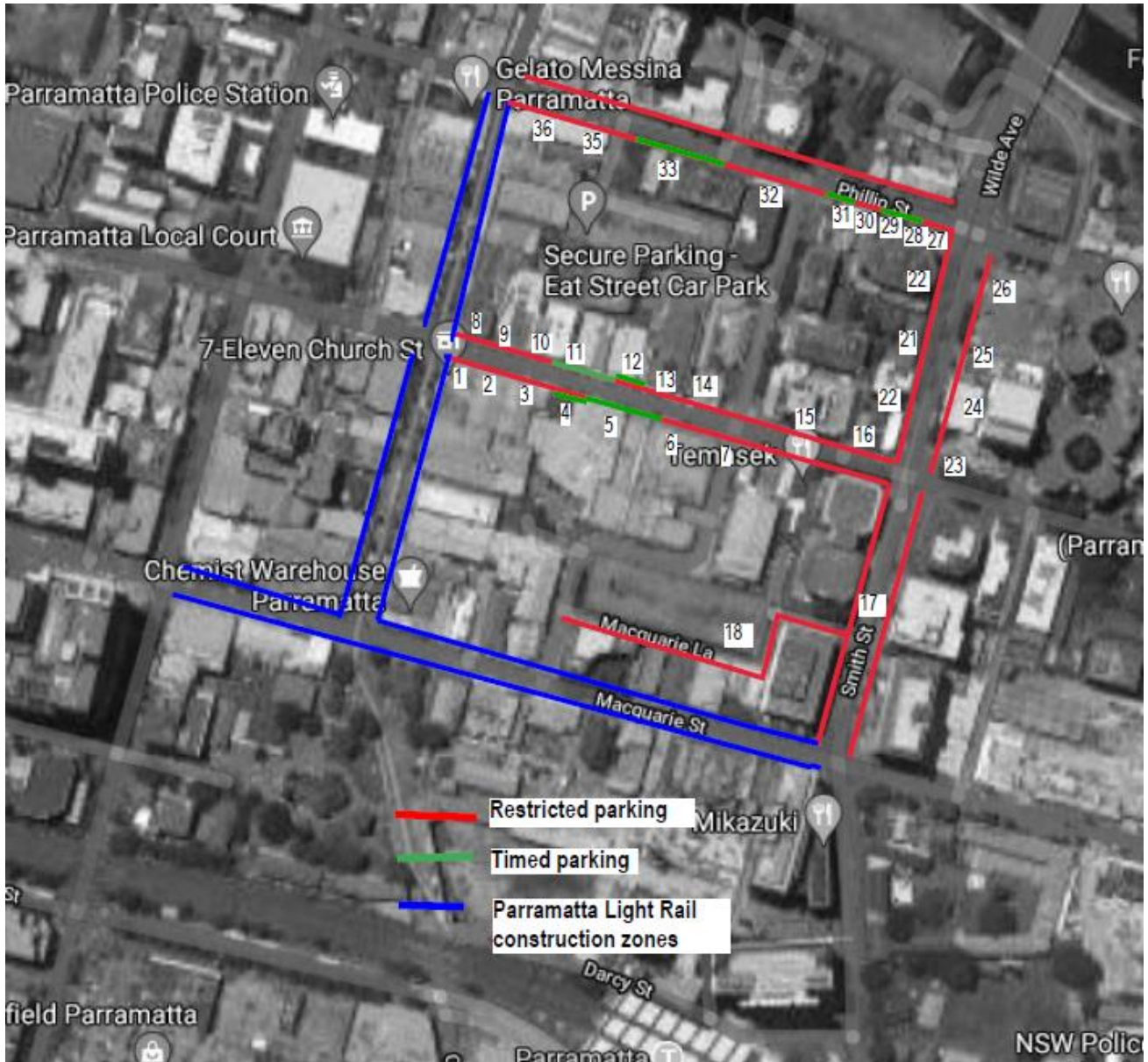


Figure 8: Existing parking restrictions around site

## 9 CONSTRUCTION IMPACTS

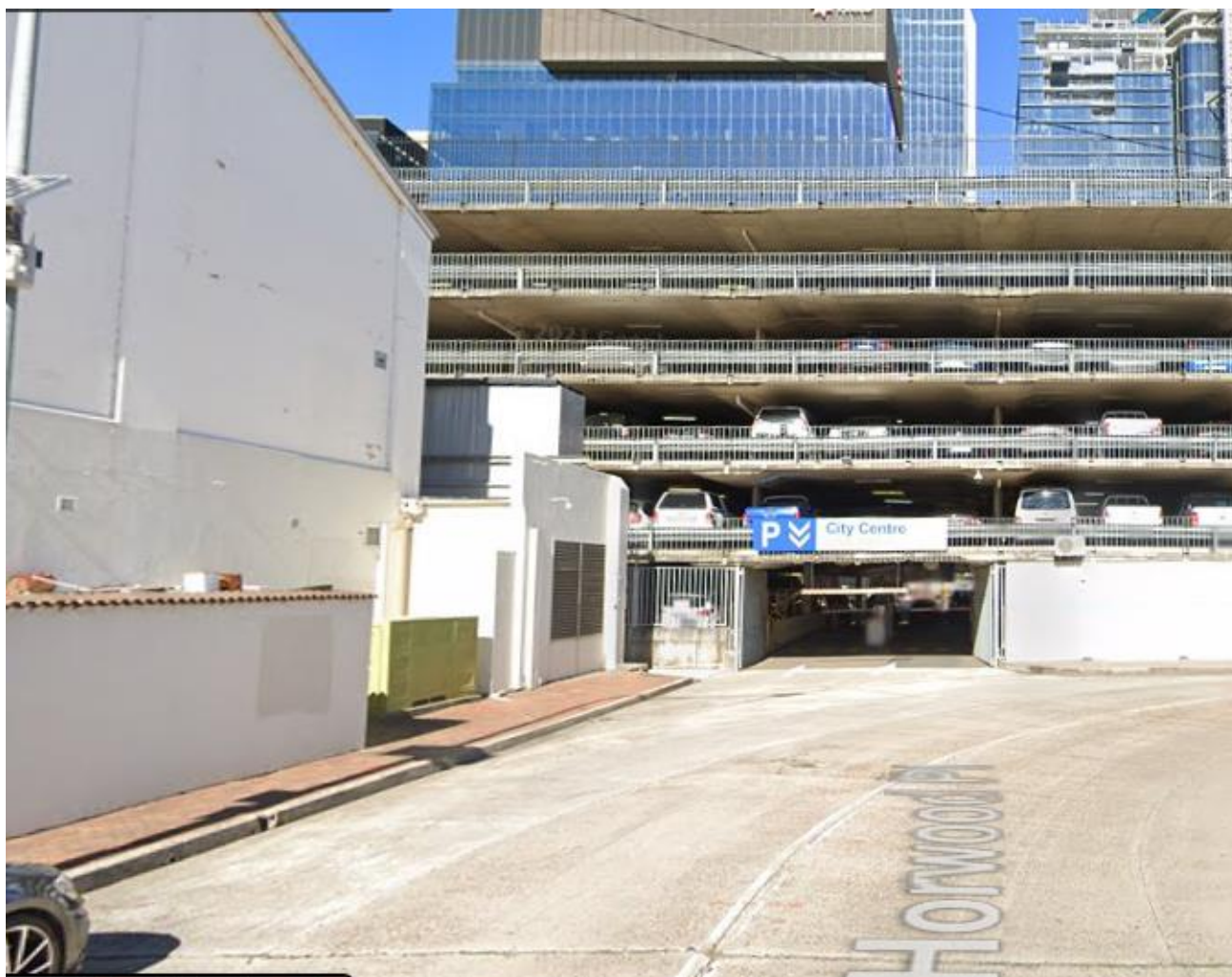
This section of the report details the impacts associated with construction. Temporary parking removal may be required on George Street to facilitate the utility works.

### 9.1 City Centre multi storey car park

As noted in the Sydney Metro West Stage 1 Technical Paper 1: Transport and traffic, a number of on street and off street parking spaces would be permanently removed during construction. The planned removal dates are 30 September 2021, as noted on the Sydney Metro West Construction update, refer to Appendix B.

Spaces to be removed include:

- About 30 metered on street parking spaces in Horwood Place
- 20 off street parking spaces accessible from Horwood Place and located to the rear of properties fronting the south-eastern corner of the Church Street/ George Street intersection
- The City Centre (Horwood Place) multi-level car park with about 805 off street parking spaces which would be demolished, refer to Figure 9



**Figure 9: City Centre car park**

Closure of City Centre car park is consistent with the City of Parramatta’s approach of closing some Council owned parking facilities to allow redevelopment within Parramatta CBD, as stated in the *Draft Parramatta CBD Public Car Parking Strategy* (City of Parramatta 2017). The strategy states the impacts arising from the closure of the City Centre (Horwood Place) car park, closure of other public car parks and the removal of on street parking spaces as a result of Parramatta Light Rail (Stage 1) would be offset and therefore minimised through:

- Increased utilisation of other parking facilities by converting long-stay parking to short stay parking
- Additional capacity to be provided with the opening of a multi-level public car park on Macquarie Street
- Potential increase in capacity due to the provision of parking at Parramatta Square.

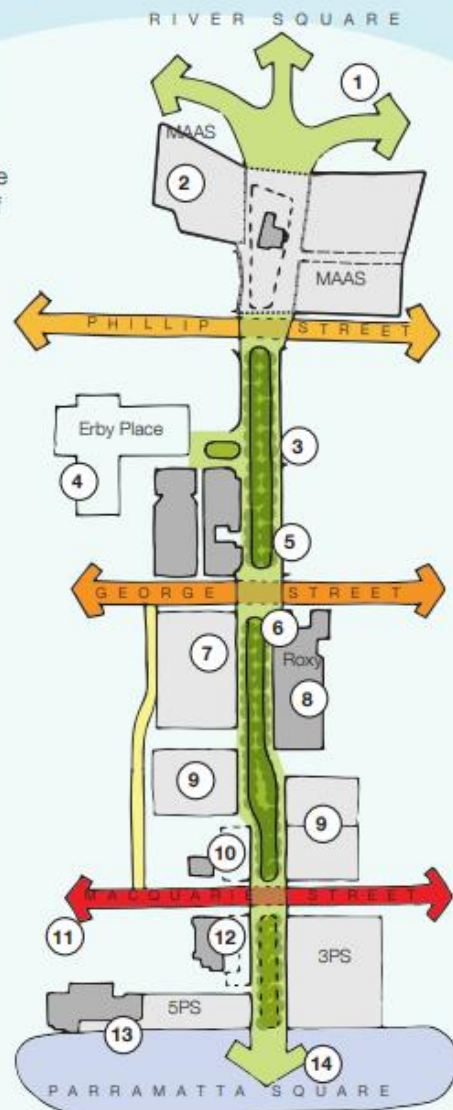
The City of Parramatta also envisaged the removal of this car park as part of the Civic Link, which will be a green pedestrian’s public space between Parramatta Square and Parramatta River, as documented in the *Civic Link*

Framework Plan (City of Parramatta 2017) and the Draft Civic Link Development Control Plan (City of Parramatta, 2019), refer to Figure 10

**The Concept**

The strength of the design concept is the continuous green spine that runs between the River Square and Parramatta Square, and allows the character, activation and design of the spaces to reflect the changing nature of the city along its length. Pedestrian movements are prioritised and cyclists are welcome, as the Link connects into the existing hierarchy of streets, spaces and modes of public transport offered through the CBD.

- 1 Improve pedestrian and cycle connections along the river foreshore
- 2 Development of MAAS on Riverbank to align with Civic Link Connections
- 3 Civic Link features a continuous green space through the heart of the city
- 4 Future development opportunity at Erby Place Car Park
- 5 Continuous tree cover along the Link
- 6 Solar access to Roxy forecourt maintained throughout the year
- 7 Redevelopment of 55 George Street to continue the civic link alignment and to provide a north south connection between George and Macquarie Streets,
- 8 Adaptive reuse of the Roxy Theatre as a cultural destination
- 9 **Redevelopment of the Horwood Place Car Park to facilitate the delivery of the Link.**
- 10 Potential acquisition of 68 Macquarie Street to continue the alignment
- 11 Proposed Light Rail Corridor
- 12 Future Light Rail stop and alignment along Macquarie Street
- 13 3PS and 5PS to address the southern extent of the Civic Link
- 14 Integration of the Link with Parramatta Square concept.



**River Link**  
Critical connection between the Civic Link and River Precinct, incorporating Willow Grove and its landscape setting, and the forecourt and entrance of MAAS.

**City Play**  
A place of play and recreation for families and visitors alike.

**City Stage**  
A social and creative gathering place, the heart of the civic link designed to support cultural events and attractors

**Smart Hub**  
A flexible place to meet, work, share and learn

**Civic Place**  
A place of arrival and departure from the civic link. To be delivered in conjunction with Parramatta Square public domain works

Figure 10: City of Parramatta council Civic Link concept design

Parking occupancy rates are provided in the Draft car parking strategy as shown on Figure 11. This shows an under utilisation of car parking especially at the Wentworth Street (Parramatta Station) car park, located 11 minutes walk from Horwood Place and the Hunter Street (Justice precinct) car park located 9 minutes walk from Horwood Place. Refer to Appendix C for details on other car parking areas available within the Parramatta CBD.

**Table 5: Car Parking Daily Occupancy**

Type	Name of car park	Spaces	Daily occupancy
Council-owned	Erby Place (Eat Street)	559	99%
	Horwood Place (City Centre)	805	90-95%
	Wentworth Street (Parramatta Station)	1,163	55%
	Hunter Street (Justice Precinct)	498	88%
Privately-owned accessible to public	Westfield's	4,661	Unknown
	Coles/Entrada	187	15%
	Several commercial car parks	1,255	73%
	Individual car parks	-	15-60%

**Figure 11: Car parking daily occupancy**

Based on that occupation the loss of the City Centre car park can be accommodated within other CBD parking areas as noted in Table 6

**Table 6: Parking occupancy and availability**

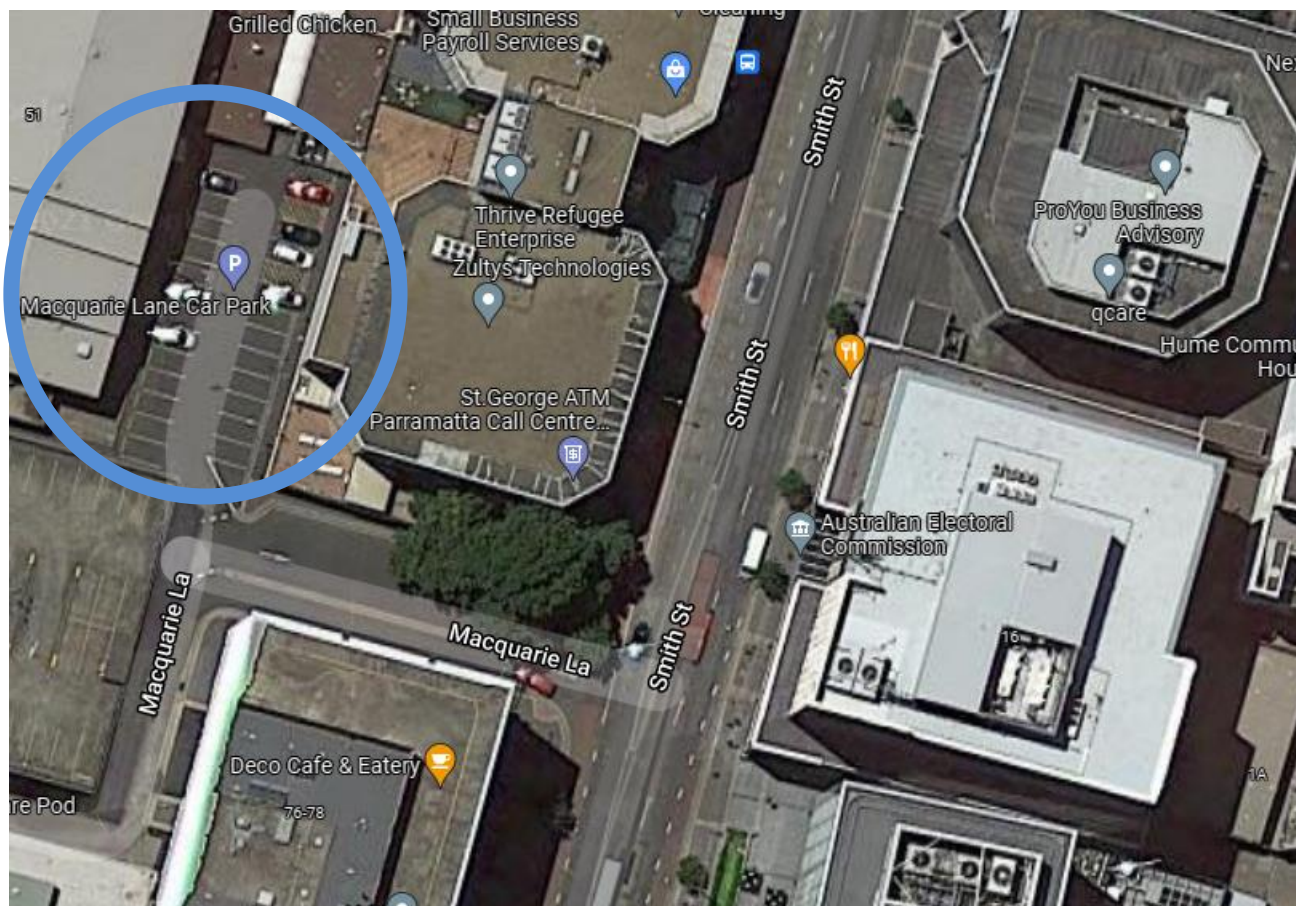
Type	Name of car park	Total Spaces	Spaces Occupied	Spaces available
Council owned	Erby Place (Eat Street)	559	553	6
	Wentworth Street (Parramatta Station)	1163	640	523
	Hunter Street (Justice precinct)	498	438	60
Privately owned accessible to the public	Westfield's	Unknown	Unknown	Unknown
	Coles/ Entrada	187	28	159
	Several commercial car parks	1255	916	339
Sydney Metro Owned	Macquarie Lane Carpark	25	5*	20
<b>Total</b>		<b>3687</b>	<b>2580</b>	<b>1107</b>

With the workforce of 20 on average and 50 during the peak period of construction works (approximately 8 weeks) the existing capacity in other parking locations would still allow these numbers to be catered for. It should be noted that this assumes the worst case that all workers will drive.

\* Temporarily closure of five car spaces for up to one month

## 9.2 Macquarie Lane car park

Macquarie Lane car park is accessed from Macquarie Lane/ Smith Street, as shown on Figure 12.



**Figure 12: Macquarie Lane car park access**

The Macquarie Lane car parking spaces are allocated as follow:

- Four (4) disabled parking spaces on the north eastern side
- One (1) car share space on the south eastern side
- Twenty (20) time restricted parking spaces.

Partial closure of the Macquarie Lane car park is required to allow the installation of scaffolding and hoarding around the now closed City Centre car park. The scaffolding would require removal of one (1) parking space adjacent to the city centre car park, refer to Figure 13.



**Figure 13: Scaffolding location**

The scaffolding would also impact the access/ egress into the Macquarie Lane car park. Options were investigated to review what access/ egress could be provided into the Macquarie Lane car park through the use of swept paths for light vehicles. Light vehicle access (5m) access would require removal of at least one (1) parking space and median modifications. However, it was the egress of the light vehicle back onto Macquarie Lane which had the largest impact on available parking spaces, impacting four (5) parking spaces, as noted on Figure 14.



**Figure 14: Access and egress car swept path impacts**



Vehicle access into the car park will require modifications to the median on Macquarie Lane as shown on Figure 15



**Figure 15: Macquarie Lane median modifications**

### 9.3 Proposed mitigation measures

To minimise impacts on the existing parking stock during the demolition and utility works, the works will be planned to ensure that the following mitigation measures can be achieved.

#### 9.3.1 Staged temporary removal of parking

Temporary parking changes, associated with the short term traffic control to be implemented for the utility works will be required at the locations noted on Figure 16 through to Figure 18. These short term works will result in a temporary loss of parking, where parking is currently allowed.



**Figure 16: Electrical works locations on George Street**

# Communications

Item 13  
- Date: 03/12/2021 - 20/12/2021



Figure 17: Communications works on George Street

# Water

Item 19  
- Date: 03/12/2021 - 20/12/2021

Item 20  
- Date: 03/12/2021 - 20/12/2021



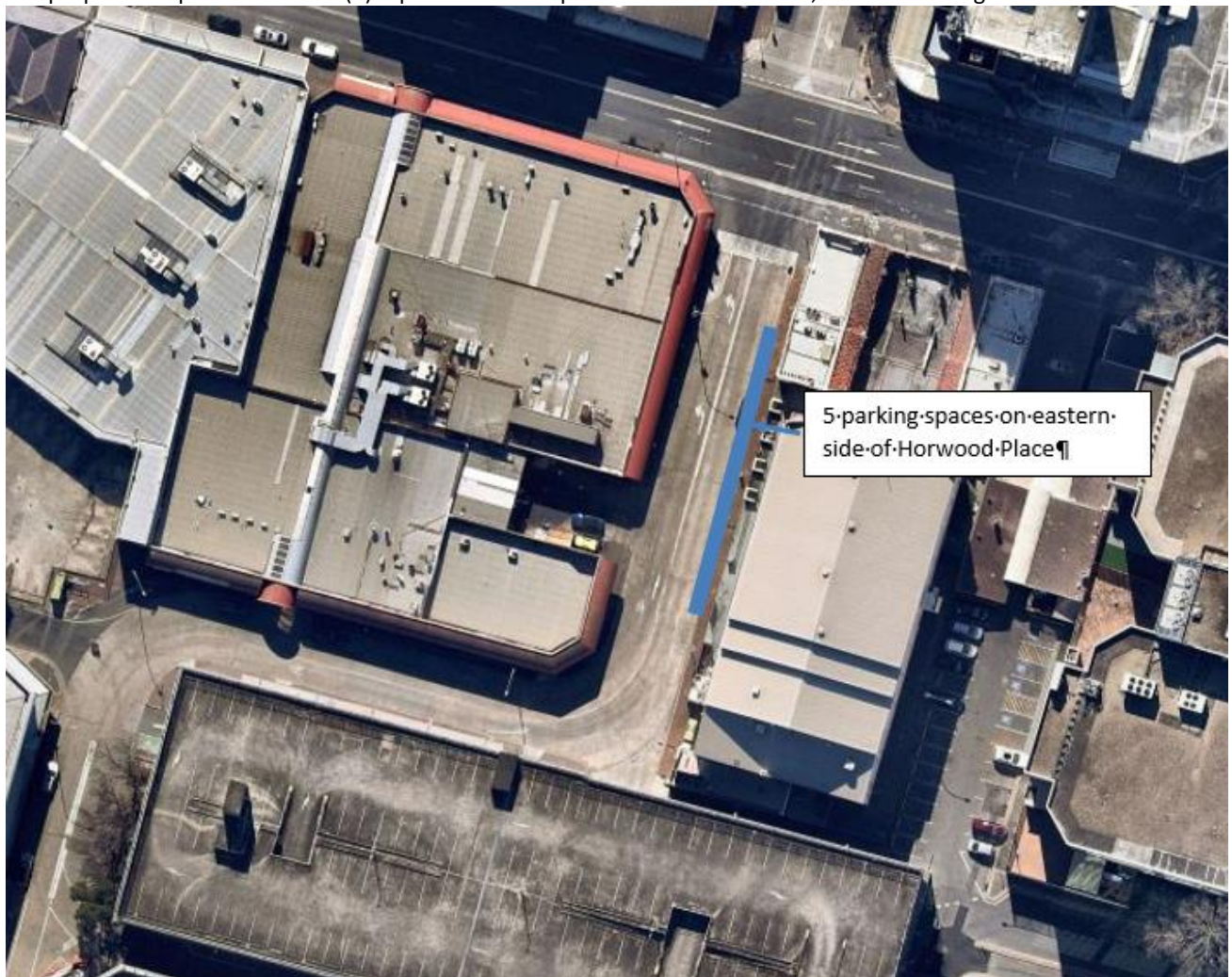
Figure 18: Water works on George Street

### 9.3.2 Replacement parking for Macquarie Lane car park changes

The temporary removal of five parking spaces would be required for up to one month, with an anticipated start date being the first week after the commencement of construction on Monday 3<sup>rd</sup> January 2022. Once the scaffolding is in place the demolition works would commence. Once the demolition works have reached ground level, the scaffolding would be removed and the car park would be reinstated as per the existing situation.

The temporary removal of five parking spaces within the Macquarie Lane car park would require traffic to be redirected to access the proposed temporary parking area off Horwood Place. As the works are scheduled post the Christmas break, Macquarie Street is scheduled to be converted to one way eastbound, by Parramatta Light Rail constructors, from Christmas 2021. This is the “end state” arrangement for the Parramatta Light Rail works. Horwood Place will also be converted to one way northbound between Macquarie Street and George Street.

It is proposed to provide the five (5) replacement car spaces on Horwood Place, as shown on Figure 19.



**Figure 19: Proposed alternate parking spaces**

### 9.3.2.1 Alternative access arrangements

Access to Horwood Place would be promoted via Smith Street, George Street, Marsden Street and Macquarie Street. Egress from the parking area would be via Horwood Place onto George Street as shown on Figure 20.

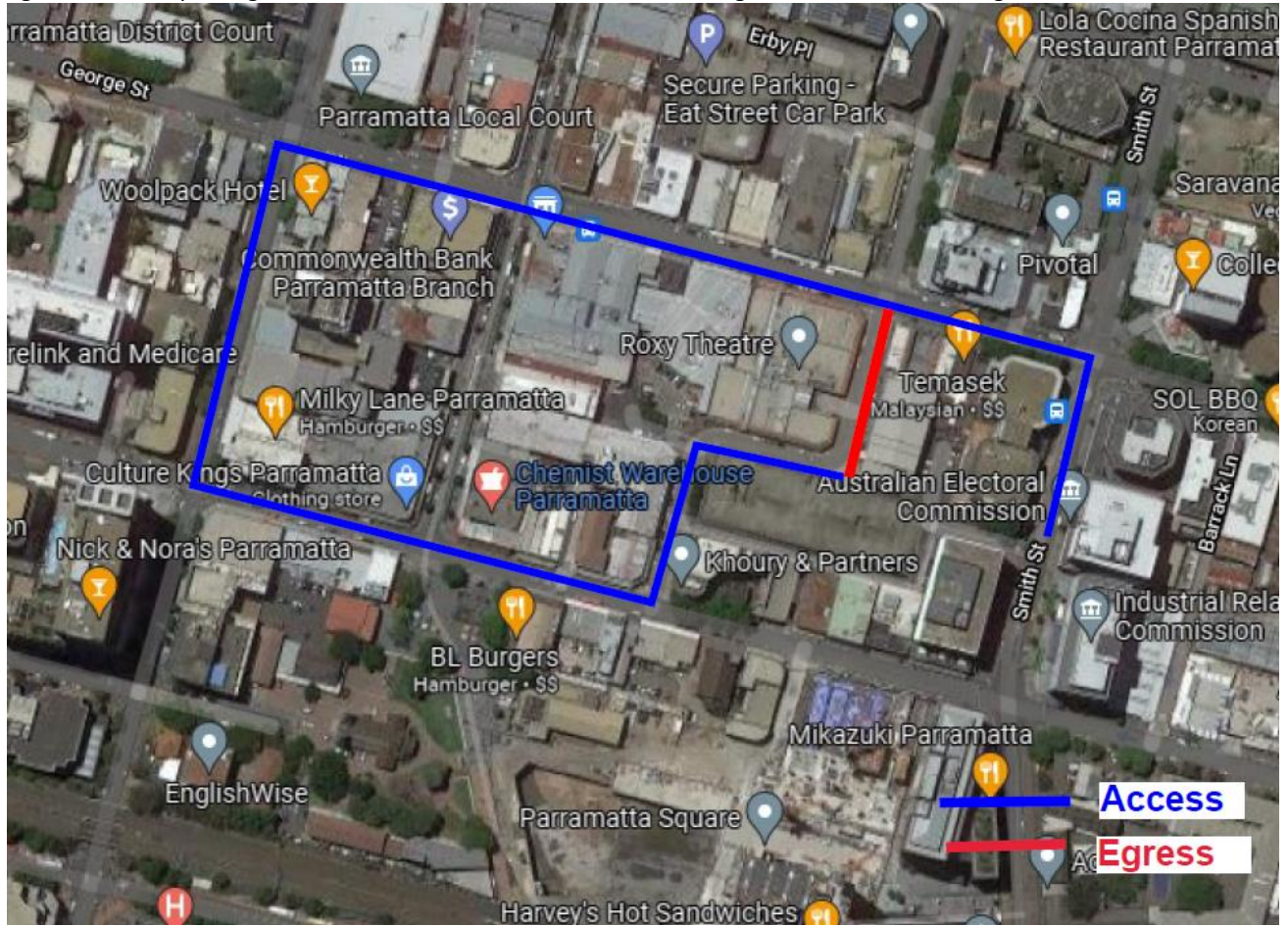


Figure 20: Proposed access/egress

Signposting will be installed to guide motorists to this new temporary car park. Signs will be installed as noted on Figure 21.



**Figure 21: Signposting locations**

**9.3.3 Special events**

Special events previously held near the Parramatta site are:

- Parramatta Lanes Festival typically scheduled in November
- Carols from Parramatta – mid December this was digital only in 2020 details are as yet unknown due to COVID-19
- Christmas – various locations – details are as yet unknown due to COVID-19
- New Year’s Eve – various locations details are as yet unknown due to COVID-19
- Australia Day – various locations details are as yet unknown due to COVID-19
- Friday (weekly) Parramatta Farmers Market held in Centenary Square
- NAIDOC week – July

Other events that have recently been announced include:

- Western Sydney Forage at CommBank Stadium - Saturday 26<sup>th</sup> March

We will also continue to interrogate event websites that provide details on up and coming events such as:

- [NSW and Sydney Events - Destination NSW](#)
- [NSW Events & Festivals | Official NSW Tourism Website \(visitsw.com\)](#)
- [City of Parramatta Events](#)
- [What’s On – CommBank Stadium](#) (formerly Bankwest Stadium)
- [What’s on in Sydney Australia - Events \(experiencesydneyaustralia.com\)](#)

Where major special events are held, we would minimise our level of construction activity, schedule deliveries outside of event hours and ensure that access is maintained to the events.

**9.3.4 Impact on access**

All pedestrian and vehicular access to, and parking in the vicinity of operating businesses will be maintained. Access will be provided for utility owners. Any changes required to access will be agreed with the relevant owner/ occupier. There is no impact on existing businesses in the area who remain. If changes are required to access, then the access will be reinstated to an equivalent standard unless agreed with the property occupier/ owner. Any works that will be required these will be completed within 1 month of the works being undertaken.

**9.3.5 Active transport users**

Vehicle access to and from construction sites will be managed to maintain pedestrian, cyclist and motorist safety, where there is an interface. Footpaths are provided along all streets in the Parramatta CBD. The footpath along

Horwood Place between George Street and properties located on George Street that are not scheduled for demolition will be retained.

### **9.3.6 Police and Emergency Services**

The Police and relevant Emergency Services will be informed, in a timely manner of relevant activities proposed within this CPAS. The initial communication to these stakeholders will be via the Traffic and Transport Liaison Group (TTLG). Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations, through emails and face to face discussions. Access to properties for emergency vehicles will be provided at all times.

### **9.3.7 Sustainable transport options**

DELTA will encourage the use of sustainable transport options to reduce the use of private motor vehicles. Options to be encouraged are:

**9.3.7.1 Public transport**

The Parramatta site is located 700m from the Parramatta rail and bus interchange, an easy 7 minute walk, as noted in Figure 22, below.



**Figure 22: Parramatta walking distance to rail and bus interchange**

The Parramatta rail station is located on the T1, T2 and T5 lines with a number of easy interchanges available between other lines as noted on Figure 23.



Figure 23: Parramatta rail station T1, T2, T5 and Blue Mountains rail lines

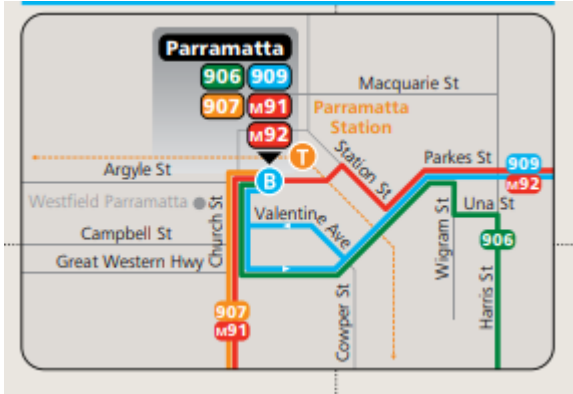
A major bus interchange is located immediately to the north of the rail station. This interchange caters for a number of routes as identified in Table 7 and as shown on Figure 24 and Figure 25.

Table 7: Bus routes at Parramatta Interchange

Route #	Servicing
501	Central Station
521	Eastwood Station
524	West Ryde
525	Strathfield Station
545	Lachlan's Line Estate
546	Epping
550	Macquarie Park
600	Hornsby Interchange
601	Rouse Hill
604	Round Corner Dural
606	Winston Hills Mall
609	Parramatta to North Parramatta Loop Service
660	Castlewood Estate
664	Rouse Hill
665	Rouse Hill
700	Blacktown Station
802	Bonnyrigg
804	Liverpool
811X	Pemulwuy
824	South Wentworthville
906	Fairfield Station
907	Bankstown Station



Route #	Servicing
M91	Hurstville Station
M92	Sutherland Station
T80	Liverpool Station

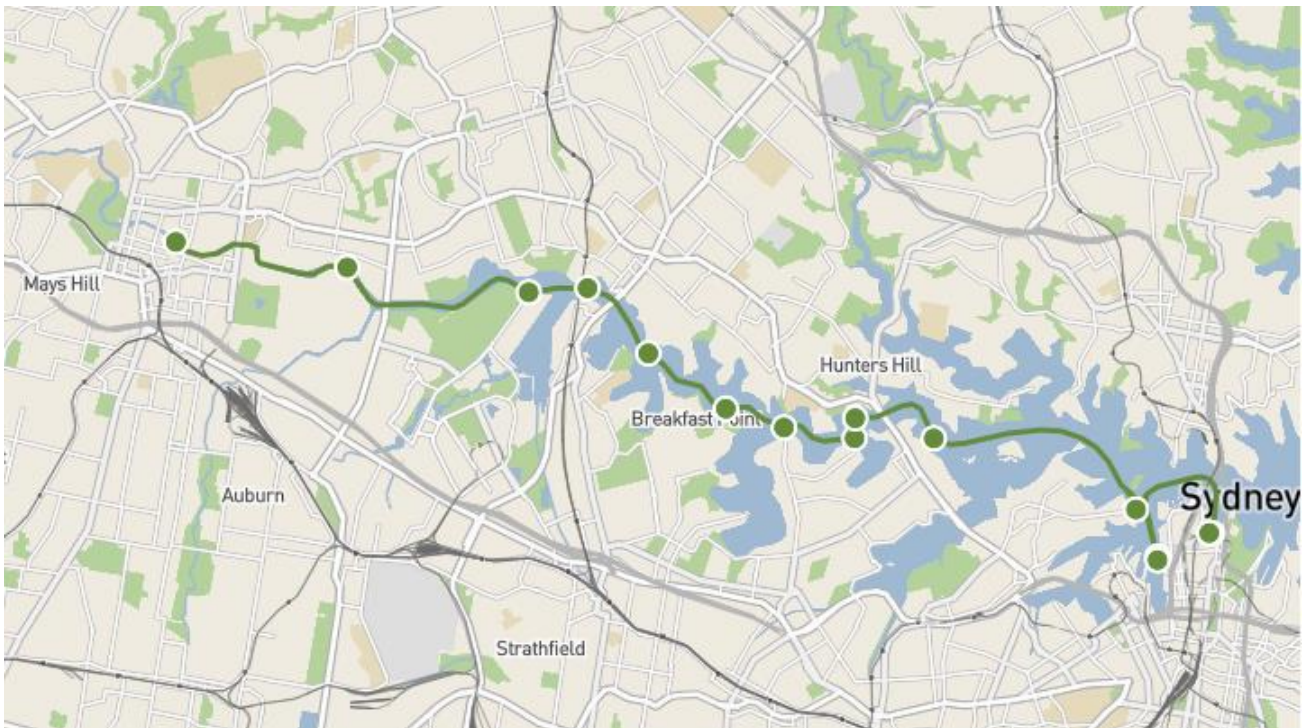


**Figure 24: Transit Systems bus network**



**Figure 25: Transdev bus network**

Parramatta is also well serviced by a ferry service linking the Sydney CBD and Parramatta and a number of stops along the way, as shown on Figure 26.



**Figure 26: Ferry service linking Sydney to Parramatta**

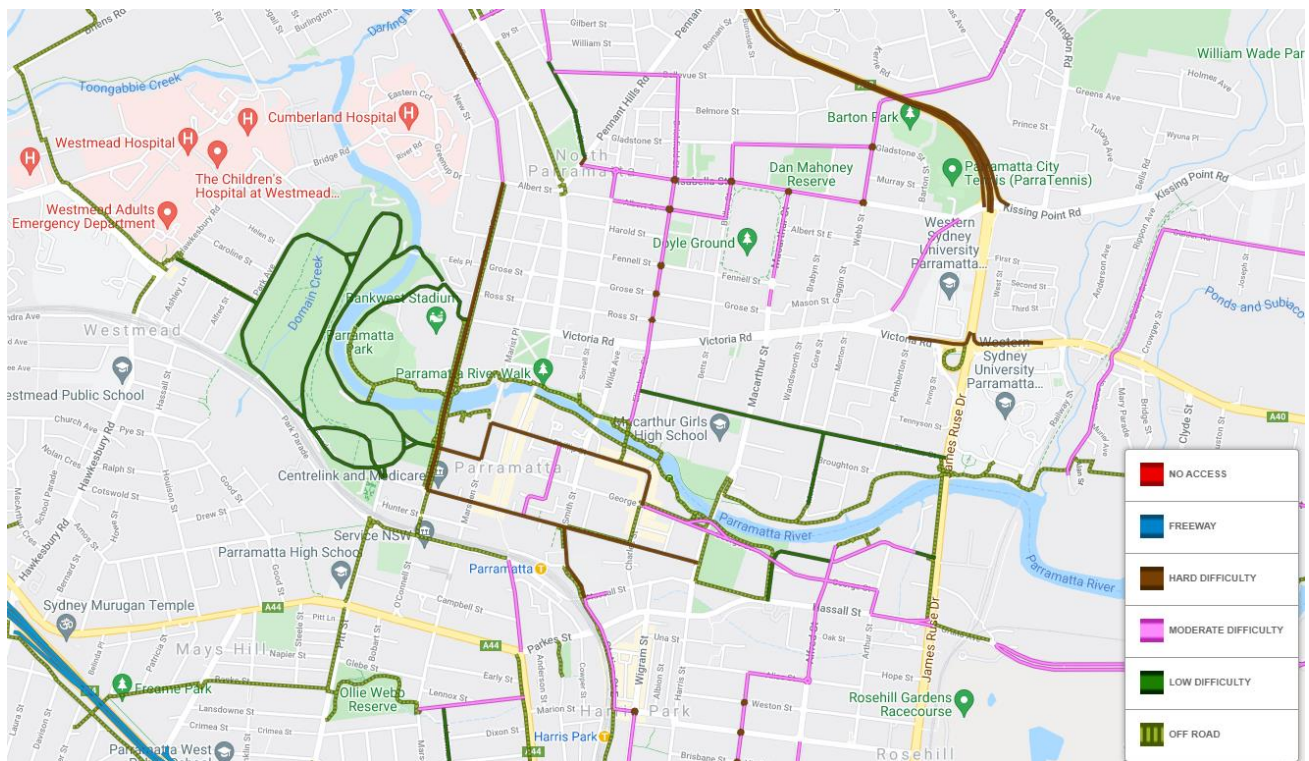
The Parramatta Ferry wharf is located 650m from the worksite an easy 8minute walk, as noted on Figure 27.



**Figure 27: Parramatta Wharf to worksite**

**9.3.7.2 Active transport**

A number of cycle routes and shared use paths exist in the local Parramatta area, as shown on Figure 28. DELTA will encourage the use of active transport to gain access to the site. Secure bicycle parking will be available on site.



**Figure 28: Active transport links, Parramatta**

## 10 FLEET MANAGEMENT

Trucks to be used on the project will be compliant with NSW legislation, Sydney Metro's Principal Contractor Health and Safety Standard, relevant Australian Design Rules and vehicle standards and the Heavy Vehicle National Legislation. All heavy vehicle operations will be conducted in accordance with DELTA's Chain of Responsibility (CoR) Management Plan including monitoring of compliance with nominated haulage routes.

A combination of truck types will be used during the site operations. These trucks may be truck and dog, semi-trailers, bin trucks, 12.5m SU truck, 10 wheeler bin truck, 5t tippers and low loaders.

All trucks will enter and exit the demolition sites in a forward direction, where reasonable and feasible. Where there is a requirement to undertake reversing movements on the public road system, traffic control will be implemented.

Construction site traffic will be managed to minimise movements during peak periods, where reasonable and practicable. This will be achieved by staggered start times for trucks and daily booking of trucks ensuring that only the truck numbers required for the loading tasks for that day are ordered. Given that the trucks will be loaded sequentially this provides for a staggered release of trucks onto the road network during the AM peak. The PM peak is also reduced as typically disposal sites are closed from 5PM meaning that if the disposal site is an hour away, the latest a truck can leave site is 4PM reducing our impact on the road network.

DELTA will provide sufficient onsite parking for heavy vehicles associated with the works. This will ensure that vehicles are not idling or queuing on state and regional roads. In the event that vehicles are unable to be accommodated, vehicles will be directed to the Clyde site as an extended marshalling facility. Given the amount of space available at the Clyde demolition sites, there is no requirement for any further marshalling facilities.

## 11 CONSULTATION AND COMMUNICATION

### 11.1 Stakeholders consulted

Table 8 lists the consultation undertaken in the development of this CPAS. Appendix A contains comments from the various stakeholders and DELTA's responses. All consultation will be undertaken in accordance with:

- Sydney Metro's Overarching Community Communications Strategy
- Small Business Owners Engagement Plan
- Contractor specific community communication strategy

Sydney Metro has undertaken consultation as noted in Table 8. Of the businesses (operators/ owners) consulted (78 in total) three (3) expressed concern around the loss of parking on Horwood Place (80 George Street) and one (1) business on Smith Street regarding general parking.

Consultation with appropriate stakeholders would continue as and when required should existing parking requirements need to be changed in the future.

**Table 8: Stakeholders consulted**

Stakeholder	Date	Consultation	Main contact people
Sydney Metro including Road Safety, Operations, Customer and Place Making	25 August 2021	Submission of CPAS	[REDACTED]
TfNSW Customer Journey Planning	25 August 2021	Submission of CPAS	[REDACTED]
TfNSW Planning and Program	25 August 2021	Submission of CPAS	[REDACTED]
City of Parramatta Council	25 August 2021	Submission of CPAS	[REDACTED]
Sydney Metro including Road Safety, Operations, Customer and Place Making	20 <sup>th</sup> September 2021	Resubmission of CPAS	[REDACTED]
TfNSW Customer Journey Planning	20 <sup>th</sup> September 2021	Resubmission of CPAS	[REDACTED]
TfNSW Planning and Program	20 <sup>th</sup> September 2021	Resubmission of CPAS	[REDACTED]
City of Parramatta Council	20 <sup>th</sup> September 2021	Resubmission of CPAS	[REDACTED]
Sydney Metro including Road Safety, Operations, Customer and Place Making	1 <sup>st</sup> October 2021	Resubmission of CPAS	[REDACTED]
TfNSW Customer Journey Planning	1 <sup>st</sup> October 2021	Resubmission of CPAS	[REDACTED]
TfNSW Planning and Program	1 <sup>st</sup> October 2021	Resubmission of CPAS	[REDACTED]
City of Parramatta Council	1 <sup>st</sup> October 2021	Resubmission of CPAS	[REDACTED]
The Dry Cleaners on George – 26 George Street	Sydney Metro consultation	Identification and issues mapping	Business owner/ operator

Stakeholder	Date	Consultation	Main contact people
Dental Care – 38-40 George Street	Sydney Metro consultation	Identification and issues mapping	Business owner/ operator
Dragon House Restaurant – 38-40 George Street	Sydney Metro Consultation	Identification and issues mapping	Business owner/ operator
Tax Today/ Dae Go Korean Restaurant/ Excel Roll and Bowl/ Parramatta City Massage – 42 George Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
ODAA/ Patrick Lai and Co Accountant/ Gondwana Lawyers/ OEAC Australia Education and migration/ Nimeus Architecture/ ITP Parramatta (Accountant)/ John Grego Accountants/ Jessie Icao Solicitors/ City West Business and Tax/ Tax Store Parramatta/ Vins Taxation Services/ ZK&AS Lawyers/ Sky Realty/ Diamonds Jeweler/ All About your Beauty/ J Olszanicki solicitor and notary/ Kim Long Lawyers/ Naser Chamali Hair/ Nailed by Larouge/ Psychic Reader/ Link Accountants and Advisory Services/ Antons Hairdressing/ Liang Remedial Massage/ D&D Real Estate/ Tobeton Mono (Dumpling world)/ The Barber Workshop/ Business World/ KB Travel Goods – 48 George Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
In the mood for Thai/ MA Bizy Scissors/ Samira's Lebanese Kitchen – 52-56 George Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Recess Psychologies/ Astor Legal – 60 George Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Temasek/ Pwi Pwi Portuguese Chicken/ Yaowarat Thai restaurant – 73 George Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Ground floor coffee espresso bar/ The Tax Factor/ The Optical Co - 80 George Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators

Stakeholder	Date	Consultation	Main contact people
MBE (Mail services) 29 Smith Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Decco Café – 25 Smith Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Double Mac Café – 8 Macquarie Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Vision in White bridal boutique – 44 Macquarie Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Maneesh Bakery and Pizza/ Boon and Wilford Plumbing – 46 Macquarie Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
I Fade Barber – 85B Macquarie Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Style and Hair Barber Shop – 103 Macquarie Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Coffee Emporium/ Dallas Newsagency/ Peter Wynn's Score (sport clothing) – 197 Church Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Just for Fun - 210 Church Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
TSG Tobacconist/ Smart Dollar – 216 Church Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
La Route Café/ Surplus City Camping suppliers – 223-235 Church Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
OK Design/ Habitation Design/ Scram Escape Rooms - 240 Church Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Optix – 242 Church Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Golden Tree Thai Massage – 256 Church Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Dlux jewelers – 260 Church Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Destination Roll/ Tax Tips/ 7 Eleven – 262 Church Street	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators
Mayfair Plaza including S+L Watch Centre/ Tobacconist/ Belle Health and Beauty/ No Name	Sydney Metro Consultation	Identification and issues mapping	Business owners/ operators

Stakeholder	Date	Consultation	Main contact people
Barber/ Aino Sushi/ Pick Thai/ Valone Cellars/ Parramatta newsagency – 272 Church Street			
Sydney Metro including Road Safety, Operations, Customer and Place Making	9 <sup>th</sup> December 2021	Resubmission of CPAS	████████████████████
TfNSW Customer Journey Planning	9 <sup>th</sup> December 2021	Resubmission of CPAS	████████████████████
TfNSW Planning and Program	9 <sup>th</sup> December 2021	Resubmission of CPAS	████████████████████
City of Parramatta Council	9 <sup>th</sup> December 2021	Resubmission of CPAS	██████

### 11.2 Inductions

All personnel, including subcontractors, are required to attend a compulsory site induction before commencing any works o site. Similarly, visitors will be required to undertake a Visitor’s induction.

The parking management strategies and mitigation measures as detailed within this strategy will be included as part of the mandatory induction and public transport information such as maps and timetables of local bus services will be accessible at the site.

A record of all inductions will be maintained.

### 11.3 Toolbox talks

Toolbox talks will be conducted weekly as a minimum, and will be used to present the status of safety and environmental performance including the Construction Parking and Access Strategy requirements, incidents, safety and security alerts, lessons learnt, bulletins, messages, etc.

## 12 MONITORING AND REPORTING

### 12.1 Monitoring and inspections

Monitoring to assess the effectiveness of this Strategy will be carried out by visual inspections of the use of the surrounding street system during peak, off peak, school drop off and pick up, weekend periods and during special events. The inspections will be recorded on spreadsheet noting how many spaces are occupied. This spreadsheet will form part of the reporting requirement as noted in section 12.2. Staff surveys will also be conducted at pre-start meetings to ascertain their journey to work, refer to Appendix D.

Where monitoring or community complaints identify 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,
- 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,
- Reassessment and planning of works to further minimise site vehicles on affected streets, and
- Documenting actions in weekly and monthly internal reports.

The criteria to be used to determine the effectiveness of the measures will be measured through the daily journey to work surveys which will form part of the reporting requirements as noted in section 12.2.

### 12.2 Reporting

A summary report for each month will be provided to City of Parramatta Council, Sydney Metro and DPIE regarding the outcomes of the monitoring undertaken for the preceding quarter. This report will also provide details of non-conformances and corrective actions taken.

### 12.3 Contingency measures

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

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

- Revising site induction and toolbox talk content to better encourage the use of active and public transport
- Revising the site parking arrangements to include further parking areas as building demolition opens up further areas



## A. APPENDIX A CONSULTATION

<b>Project</b>	Sydney Metro West (SSI 10038)
<b>Document</b>	Parramatta Station Construction Site – Construction Parking and Access Strategy
<b>Date received from SM</b>	21 September 2021
<b>Date comments sent to SM</b>	7 October 2021

Comment No.	Condition	Requirement	Document reference	DPIE comment	Project team response	Amendment made Y/N?	Page/section number	DPIE comment	Final Status
1	D90	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to: (a) minimise parking on public roads; (b) minimise idling and queueing on state and regional roads; (c) not carry out marshalling of construction vehicles near sensitive land user(s); (d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the <b>CTMPs</b> .	Section 9 & 10	Section 9 indicates there would be no worker parking provided, however the typical parking needs could be accommodated by nearby marking stations. App C indicates worker parking is available in the nearby parking stations and public transport options to get to site.  Section 10 notes there would be parking/queueing available on site for heavy vehicles and therefore not impact the road network.  Section 9.2.3 notes vehicle access to/from the construction site would be managed to maintain pedestrian, cyclist and motorist safety.  <b>DPIE Comment 1.1: Spoil haulage to be reviewed with the CTMP and is not considered here. Update Table 1 MCoA 90 e) to refer to the CTMP.</b>  <b>DPIE Comment 1.2: Include discussion of the spoil haulage routes within the induction (App C).</b>	Document updated	Y	Table 1 page 8 Appendix C Pages 45-51 inclusive		
2	D91	<b>Construction Parking and Access Strategy</b> must be prepared to identify and mitigate impacts resulting from on- and off-street parking changes during construction. The <b>Construction Parking and Access Strategy</b> must include, but not necessarily be limited to:  a) achieving the requirements of <b>Condition D90</b> above;		The document has been prepared to address the requirements of D90.  <b>Closed.</b>	Noted	N	NA		
3		(b) confirmation and timing of the removal of on- and off-street parking associated with construction of Stage 1 of the CSSI;	Section 9	Section 9.1. discusses the removal of existing parking. It is noted the parking is to be removed from 30 September 2021.  <b>Closed.</b>	Noted	N	NA		
4		(c) parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events;	Section 4, 8 & 9	Section 4 indicates no parking surveys have been undertaken due to COVID and this CPAS has been based on historical data.  Section 8 lists the various existing users in the precinct e.g. schools, aged care etc.	Document amended	Y	Section 12.1 Page 32		

Comment No.	Condition	Requirement	Document reference	DPIE comment	Project team response	Amendment made Y/N?	Page/section number	DPIE comment	Final Status
				<p>Section 9 includes current demand at nearby parking stations and availability to accommodate the lost spaces.</p> <p><b>DPIE Comment 4.1: Noting that parking surveys were not able to be completed due to COVID, the surveys (as noted in Section 12) should include survey of the aspects listed in this Condition periods e.g. school drop off, pickup, weekends etc to ensure each is considered and its impact is managed.</b></p>					
5		(d) consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction;	Section 10 & App A	<p>Section 10 and App A contains a list of stakeholders consulted and their comments.</p> <p><b>DPIE Comment 5.1: Include who is currently using the parking around the site. Are any businesses nearby expected to be impacted, including childcare, school, aged care etc? Please include if they have been consulted and how their comments were addressed.</b></p>	Document amended	Y	Table 8 Pages 31-34 and Appendix D		
6		(e) assessment of the impacts to on- and off-street parking stock taking into consideration, occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events;	Section 8	<p>It is noted no worker parking will be within the construction site and workers would be required to utilise nearby parking stations if required. Stakeholder consultation is included in Section 10 and App A.</p> <p>Section 9.2.2 indicates there are no known Special Events in the area that might impact on parking.</p> <p><b>DPIE Comment 6.1: Refer DPIE Comment 5.1 regarding consultation with existing parking users and businesses.</b></p>	Business Engagement Plan and business surveys provided. More recent business engagement unable to be completed due to COVID-19 restrictions	Y	Table 8 Pages 31-34 and Appendix D		
7		(f) identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes;	Section 9	<p>Section 9 indicates mitigation measures to manage impacts from works, noting there is under-utilised multi-storey parking states elsewhere in the precinct. No staff parking is provided, they must utilise existing parking options elsewhere.</p> <p><b>DPIE Comment 7.1: The document does not indicate who is currently using the time limited parking around the site and for what purpose to know if the impacts are being managed. Please include details of who is currently parking so that appropriate management can occur.</b></p> <p><b>DPIE Comment 7.2: Table 1 refers to this Condition being addressed in Section 7.4, however Section 7.4 does not exist.</b></p>	<p>Limited residential parking issues Document amended</p> <p>Document amended</p>	Y  Y	<p>Table 8 Pages 31-34 and Appendix D</p> <p>Table 1 page 8</p>		
8		(g) where residential parking schemes already exist, off-road parking facilities must be provided for the project workforce;	Table 1	The document notes this is not applicable to as there are no residential parking schemes.	Noted	N	NA		

Comment No.	Condition	Requirement	Document reference	DPIE comment	Project team response	Amendment made Y/N?	Page/section number	DPIE comment	Final Status
				<b>Closed.</b>					
9		(h) mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures;	Section 12	Section 12 indicates monitoring, inspections and surveys would occur of the surrounding streets.  <b>DPIE Comment 9.1: Include specifically what is being monitoring (where, how and what), and what criteria will be used to determine the effectiveness of the measures, including what level would trigger additional mitigation measures. Include how the inspections will be recorded and filed.</b>  <b>Noting that pre-construction surveys were not completed due to COVID, determine an appropriate baseline so impacts can be determined (also refer DPIE Comment 4.1).</b>	Document amended	Y	Section 12 Page 32		
10		(i) details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites;	Table 1	The document notes this is not applicable to as there are sufficient alternate multi-storey car park available and public transport options.  <b>Closed.</b>	Noted	N	NA		
11		(j) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	Section 12	<b>DPIE Comment 11.1: Include details on what contingency measures would be considered should parking issues be identified via daily inspections or surveys.</b>	Document amended	Y	Section 12 Page 32		
12		(k) provision of reporting of monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals.	Section 12	Section 12 notes a summary report would be provided to Council and the Department regarding the outcomes of monitoring for each quarter, including non-conformances and corrective actions.  <b>DPIE Comment 12.1: Refer DPIE Comment 9.1</b>  <b>DPIE Comment 12.2: App A consultation with Parramatta Council recommends monthly reporting during enabling works. This is agreed to in the Response column. Please amend Section 12 accordingly.</b>	Refer to response to comment 9.1  Document amended	Y  Y	Section 12 Page 32  Section 12.2 page 32		
13	D92	The <b>Construction Parking and Access Strategy</b> must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved <b>Construction Parking and Access Strategy</b> must be implemented before impacting on on-street parking and incorporated into the <b>CTMPs</b> .	Table 1	The CPAS has been submitted to the Department for review. Table 1 notes the CPAS will be implemented in conjunction with the CTMP.  <b>Closed.</b>	Noted	N	NA		
14	D93	During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of, businesses and affected	Table 1	<b>DPIE Comment 14.1: Please include Condition D93 in Table 1 and include references to within the document where it is addressed for parking and access (noting most of the Condition is addressed</b>	Document amended	Y	Table 1 Page 9		

Comment No.	Condition	Requirement	Document reference	DPIE comment	Project team response	Amendment made Y/N?	Page/section number	DPIE comment	Final Status
		properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian, cyclist and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.		<b>via other Conditions). The traffic elements of this Condition are to be included in the CTMP as noted.</b>					
16	TT10	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities	Section 11 and App A	Section 11.1 and App A lists the stakeholders consulted in the formation of the CPAS, including Parramatta Council.  <b>DPIE Comment 16.1: Please include that consultation with appropriate stakeholders, would continue as and when required should existing parking requirements need to be changed in future.</b>	Document amended	Y	Section 11 page 30		
17	TT11	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: <ul style="list-style-type: none"> <li>▪ Encouraging workers to use public or active transport</li> <li>▪ Encouraging ride sharing</li> <li>▪ Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable</li> </ul>	Section 9 & App C	Section 9 notes worker parking can be accommodated in the existing multi-storey car parks (currently under-utilised).  App C includes the induction for workers indicating public transport options and parking nearby.  Shuttle bus transport is not proposed due to the available public transport options.  <b>Closed.</b>	Noted	N	NA		
18	CPAS	General Comment	Section 5.2	<b>DPIE Comment 18.1: There is a reference to the Clyde site in the first sentence, this should be Parramatta.</b>	Document amended	Y	Section 5.2 page 7		
19	CPAS	General Comment	Figure 8	<b>DPIE Comment 19.1: Please add a legend to Figure 8 indicating what each coloured line represents.</b>	Figure 8 amended	Y	Figure 8 page 20		
20	CPAS	General Comment – Consultation close out	App A	<b>DPIE Comment 20.1: as noted in Comment 15 of App A, please include/confirm site access requirements for businesses using Macquarie Lane.</b>	Access to Macquarie Lane for the nominated businesses is available and will remain so during the works	N	NA		

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSDDS-DLT-PTA-TF-PLN-000028	Construction Parking Assessment Statement (Parramatta)	01.01	RVW	01	31/08/2021	SMD	BGORDON	SMWSDDS-DLT-PTA-TF-PLN-000028	Section 5.2	General Spec Section 2.7	Section 5.2 of this CPAS is given as the response to this condition. Why does Section 5.2 only detail documentation, and not cover 'Confirmation and timing of the removal of on and off-street parking associated with construction of Stage 1 of the CSSI'? Please review and action.	Minor Non-Compliance	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	Section 5.2	General Spec Section 2.7	NA	Minor Non-Compliance	Y
				01.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	Section 5.2	General Spec Section 2.7	Document amended	Minor Non-Compliance	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	Section 5.2	General Spec Section 2.7	NA	Minor Non-Compliance	Y
				02	31/08/2021	SMD	BGORDON	SMWSDDS-DLT-PTA-TF-PLN-000028	Title	General Spec Section 2.7	Is there a reason for the additional'S' in the title?	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	Title	General Spec Section 2.7	NA	Observation	Y
				02.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	Title	General Spec Section 2.7	Document amended	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	Title	General Spec Section 2.7	NA	Observation	Y
SMWSDDS-DLT-PTA-TF-PLN-000028	Construction Parking Assessment Statement (Parramatta)	01.01	RVW	03	31/08/2021	SMD	BGORDON	SMWSDDS-DLT-PTA-TF-PLN-000028	Section 6.1	General Spec Section 2.7	Section 6.1 of this CPAS is given as the response to this condition. Why does Section 6.1 only detail land use while making no mention of surveys.	Minor Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000028	Section 6.1	General Spec Section 2.7	Correct reference now included	Minor Non-Compliance	N
				03.01	22/09/2021	SMD	BGORDON				This has not been actioned	Minor Non-Compliance	N
											Correct reference now included	Minor Non-Compliance	N
				04	31/08/2021	SMD	BGORDON	SMWSDDS-DLT-PTA-TF-PLN-000028	Throughout CPAS	General Spec Section 2.7	Several of the document links are broken, showing this message: Error! Reference source not found.	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	Throughout CPAS	General Spec Section 2.7	NA	Observation	Y
				04.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	Throughout CPAS	General Spec Section 2.7	Document amended	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	Throughout CPAS	General Spec Section 2.7	NA	Observation	Y
				05	31/08/2021	SMD	BGORDON	SMWSDDS-DLT-PTA-TF-PLN-000028	Section 6.3.1	General Spec Section 2.7	The aim of the CPAS is to detail the impacts (and mitigation/s) when 'Staff and workforce parking will not be available on site.' This section provides no detail on spaces available, spaces required, time frames, impacts or mitigation/s of staff and workforce parking outside the site.	Minor Non-Compliance	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	Section 6.3.1	General Spec Section 2.7	NA	Minor Non-Compliance	Y
				05.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	Section 6.3.1	General Spec Section 2.7	Document amended	Minor Non-Compliance	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	Section 6.3.1	General Spec Section 2.7	NA	Minor Non-Compliance	Y
				06	31/08/2021	SMD	BGORDON	SMWSDDS-DLT-PTA-TF-PLN-000028	Table 1 g) and i)	General Spec Section 2.7	Please provide a few words, within the CPAS, to explain why each clause listed (in the Document Ref column) is not applicable. There is no issue with them being Not Applicable, DPIE will expect an explanation as to why.	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	Table 1 g) and i)	General Spec Section 2.7	NA	Observation	Y
				06.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	Table 1 g) and i)	General Spec Section 2.7	Document amended	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	Table 1 g) and i)	General Spec Section 2.7	NA	Observation	Y
				07	31/08/2021	SMD	BGORDON	SMWSDDS-DLT-PTA-TF-PLN-000028	Section 11.3	General Spec Section 2.7	Section 11.3 is given as the reference to address condition D91 Aj) (Table 1) 'Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective'. The contingency method is detailed as toolbox talks and inductions, what monitoring or mitigation is this the contingency for?	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	Section 11.3	General Spec Section 2.7	NA	Observation	Y
				07.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	Section 11.3	General Spec Section 2.7	Surveys are to be undertaken as noted in the document	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	Section 11.3	General Spec Section 2.7	NA	Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				07.01.01	22/09/2021	SMD	BGORDON				Surveys might be undertaken but the reference in the table is still incorrect. This item was closed as it is almost addressed elsewhere but it should be noted that this creates confusion	Observation	Y
											NA	Observation	Y
				08	31/08/2021	SCO	PKEYES	SMWSDDS-DLT-PTA-TF-PLN-000028	General		The Construction Parking and Access Strategy (Parramatta) is not fit for purpose. The document does not quantify the loss of parking as a result of the works, specifically the closure of the City Centre Carpark. There is no reference to alternate commercial carparks in the Parramatta CBD, their occupancy rates or their ability to accommodate the loss of general parking as a result of the works.	Actual Non-Compliance	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	General		NA	Actual Non-Compliance	Y
				08.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	General		Document amended	Actual Non-Compliance	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	General		NA	Actual Non-Compliance	Y
				12	6/09/2021	SMD	KHIND	SMWSDDS-DLT-PTA-TF-PLN-000028 Rev : 00	Figure 3 & Table 3	NA	There is an Area P6 shown on the figure but no information in the table about when this section will be accessed.	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028 Rev : 00	Figure 3 & Table 3	NA	NA	Observation	Y
				12.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028 Rev : 00	Figure 3 & Table 3	NA	Document amended	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028 Rev : 00	Figure 3 & Table 3	NA	NA	Observation	Y
				13	6/09/2021	SMD	KHIND	SMWSDDS-DLT-PTA-TF-PLN-000028 Rev : 00	Page 11	NA	The first paragraph is repeated. Third paragraph indicating who the CTMP will be distributed to refers to Clyde, not Parramatta.	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028 Rev : 00	Page 11	NA	NA	Observation	Y
				13.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028 Rev : 00	Page 11	NA	Document amended	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028 Rev : 00	Page 11	NA	NA	Observation	Y
				14	6/09/2021	SMD	KHIND	SMWSDDS-DLT-PTA-TF-PLN-000028 Rev : 00	6.2, Table 5	NA	A diagram to accompany the table would make it easier to understand. Need to confirm the Taxi Zone in Smith St is for the hours provided. It appears as though the Taxi Zone operates Friday and Saturday nights only.	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028 Rev : 00	6.2, Table 5	NA	NA	Observation	Y
				14.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028 Rev : 00	6.2, Table 5	NA	Document amended	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028 Rev : 00	6.2, Table 5	NA	NA	Observation	Y
				15	7/09/2021	SMD	APARKER	SMWSDDS-DLT-PTA-TF-PLN-000028	Figure 3	N/A	Figure 3 indicates site access requirements for remaining properties. This should include 25 Smith Street and Macquarie lane car park businesses.	Minor Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000028	Figure 3	N/A	As discussed with T Solomon and A Parker no changes are required	Minor Non-Compliance	N
				15.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	Figure 3	N/A	This figure was provided by Sydney Metro as part of the Site Access Schedule	Minor Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000028	Figure 3	N/A	NA	Minor Non-Compliance	N
SMWSDDS-DLT-PTA-TF-PLN	Construction Parking Assessment	01.01	RVV	15.01.01	28/09/2021	SMD	APARKER				Comment not addresses. Please edit map if needed to indicate properties 25 smith street and 73 George Street as requiring access through site. Both buildings should be shaded orange	Minor Non-Compliance	N
											As discussed with T Solomon and A Parker no changes are required	Minor Non-Compliance	N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				16	7/09/2021	SMD	APARKER	SMWSDDS-DLT-PTA-TF-PLN-000028	7	Requirement D91 MCoA	Requirement MCoA D91 includes: d) Consultation with affected stakeholders utilising existing on and off-street parking stock which will be impacted as a result of construction and e) Assessment of the impacts to on and off-street parking stock taking into consideration, occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events References to section 7 does not include an address	Minor Non-Compliance	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	7	Requirement D91 MCoA	NA	Minor Non-Compliance	Y
				16.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	7	Requirement D91 MCoA	Consultation is as per Appendix A, assessment of the impacts is per section 9	Minor Non-Compliance	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	7	Requirement D91 MCoA	NA	Minor Non-Compliance	Y
				17	7/09/2021	SMD	APARKER	SMWSDDS-DLT-PTA-TF-PLN-000028	6.3 proposed mitigations. 6.3.1	N/A	6.3 proposed mitigations. 6.3.1 - not providing workforce parking on site is not a mitigation. It will increase the likelihood of workers utilizing surrounding parking. Also does not indicate workers on site.	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	6.3 proposed mitigations. 6.3.1	N/A	NA	Observation	Y
				17.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	6.3 proposed mitigations. 6.3.1	N/A	Number of workers both average and peak included. Mitigation measures are captured in section 9.2 and Appendix C	Observation	Y
								SMWSDDS-DLT-PTA-TF-PLN-000028	6.3 proposed mitigations. 6.3.1	N/A	NA	Observation	Y
				18	7/09/2021	SMD	ISUBRAMANI	SMWSDDS-DLT-PTA-TF-PLN-000028	page 11	n/a	CJP and Greater Sydney are not Sydney Metro. CJP sit within Greater Sydney Division of TfNSW. Update accordingly.	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000028	page 11	n/a	Document amended	Observation	N
SMWSDDS-DLT-PTA-TF-PLN	Construction Parking Assessment	01.01	RVW	18.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	page 11	n/a	Document amended	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000028	page 11	n/a	NA	Observation	N
				18.01.01	24/09/2021	SMD	ISUBRAMANI				Amendment is incorrect. Sydney Metro is a standalone entity from TfNSW. I understand Delta are only engaging with CJP, so updated accordingly. Update to: - Sydney Metro - TfNSW -Customer Journey Planning (CJP)	Observation	N
											Document amended	Observation	N
				19	8/09/2021	SMD	JIEROKLIS	SMWSDDS-DLT-PTA-TF-PLN-000028	Full document	Westmead comments CPAS	Please see my comments on the Westmead CPAS and reflect those in this document too.	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000028	Full document	Westmead comments CPAS	Document amended	Observation	N
				19.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	Full document	Westmead comments CPAS	Noted and transferred below for clarity	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000028	Full document	Westmead comments CPAS	Noted	Observation	N
SMWSDDS-DLT-PTA-TF-PLN	Construction Parking Assessment	01.01	RVW	19.01.01	27/09/2021	SMD	JIEROKLIS	SMWSDDS-DLT-PTA-TF-PLN-000028	Section 12.3	D91(j)	Most of my corresponding comments from the Westmead CPAS have been addressed in the Parramatta CPAS, consider these closed on this CPAS. There is still no mention of contingency parking strategy in section 12.3. Please amend.	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000028	Section 12.3	D91(j)	Document amended	Observation	N
				21	10/09/2021	PAR	MJOLLON	SMWSDDS-DLT-PTA-TF-PLN-000028	General	n/a	The CPAS for Parramatta is generally in adequate. It should consider the following elements: o Quantify the potential parking lost, analyse alternative supply, or offer mitigations for any road occupations o Quantify the on-street and off-street car parking lost as a result of closure of Horwood Place and the City Centre Car Park, analyse alternative supply, or offer mitigations for the lost spaces. o Quantify the number of workers expected to attend the site and consider their parking arrangements. The CPAS is nominated to be reviewed and reported quarterly. Given the short duration of the enabling works, this should be revised to monthly in Parramatta CBD. If road occupancies are expected, the CPAS should detail the approval process.	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000028	General	n/a	All of the issues raised were incorporated into the revised document sent to TfNSW on 17 September	Observation	N



DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				21.01	20/09/2021	DLT	DKADYAN	SMWSDDS-DLT-PTA-TF-PLN-000028	General	n/a	Noted. The document has now been amended to quantify the number of permanent parking spaces removed and the number of workers attending the site - both average and peak. The report will be provided monthly as required. The permit process is now included	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000028	General	n/a	All of the issues raised were incorporated into the revised document sent to TfNSW on 17 September	Observation	N
				22	21/09/2021	SMD	KHIND				No Comments		Y
											NA		Y

## B. APPENDIX B SYDNEY METRO CONSTRUCTION UPDATE



An artist's impression of Parramatta metro station.

# Parramatta update

July 2021

## About Sydney Metro West

Sydney Metro is Australia's biggest public transport project, transforming Sydney with a world-class metro.

Sydney Metro West will double rail capacity between Greater Parramatta and the Sydney CBD, transforming Sydney for generations to come. The once in a century infrastructure investment will have a target travel time of about 20 minutes between Parramatta and the Sydney CBD, link new communities to rail services and support employment growth and housing supply.

Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and the Sydney CBD. Further planning is underway to determine the locations of the Pyrmont and Sydney CBD stations.

## About Parramatta metro station

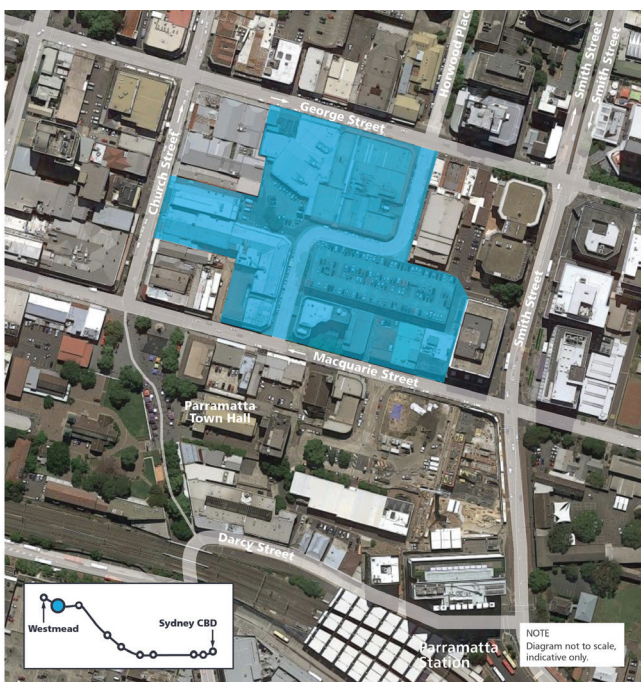
Parramatta metro station will support Parramatta CBD as a major employment growth centre, boosting jobs and improving connections across Greater Sydney. It will provide easy, efficient and accessible interchange with buses and Parramatta Light Rail.

Parramatta metro station will be on the block bounded by George, Macquarie, Church and Smith streets with an entrance proposed on Horwood Place.

Strategically located to the north of the existing Parramatta Station, the new metro will be within the commercial core of the Parramatta CBD, taking pressure off the existing station and giving customers a second rail option.

Sydney Metro has received planning approval for the Sydney Metro West project concept between Westmead and the Sydney CBD and for major construction work between Westmead and The Bays. This means work can now begin to prepare for tunnels and station excavation between Westmead and The Bays. Sydney Metro will advise the community before any works begin.

Learn more about Parramatta metro station here: [sydnymetro.info/metrowest](https://sydnymetro.info/metrowest)



■ Proposed construction site for new metro station.

## Closure of the City Centre Car Park on Horwood Place

In October 2019, the site of City Centre Car Park on Horwood Place was identified as being required for the Sydney Metro West project. In order to facilitate construction of Sydney Metro West, the City Centre Car Park will close on **30 September 2021**.

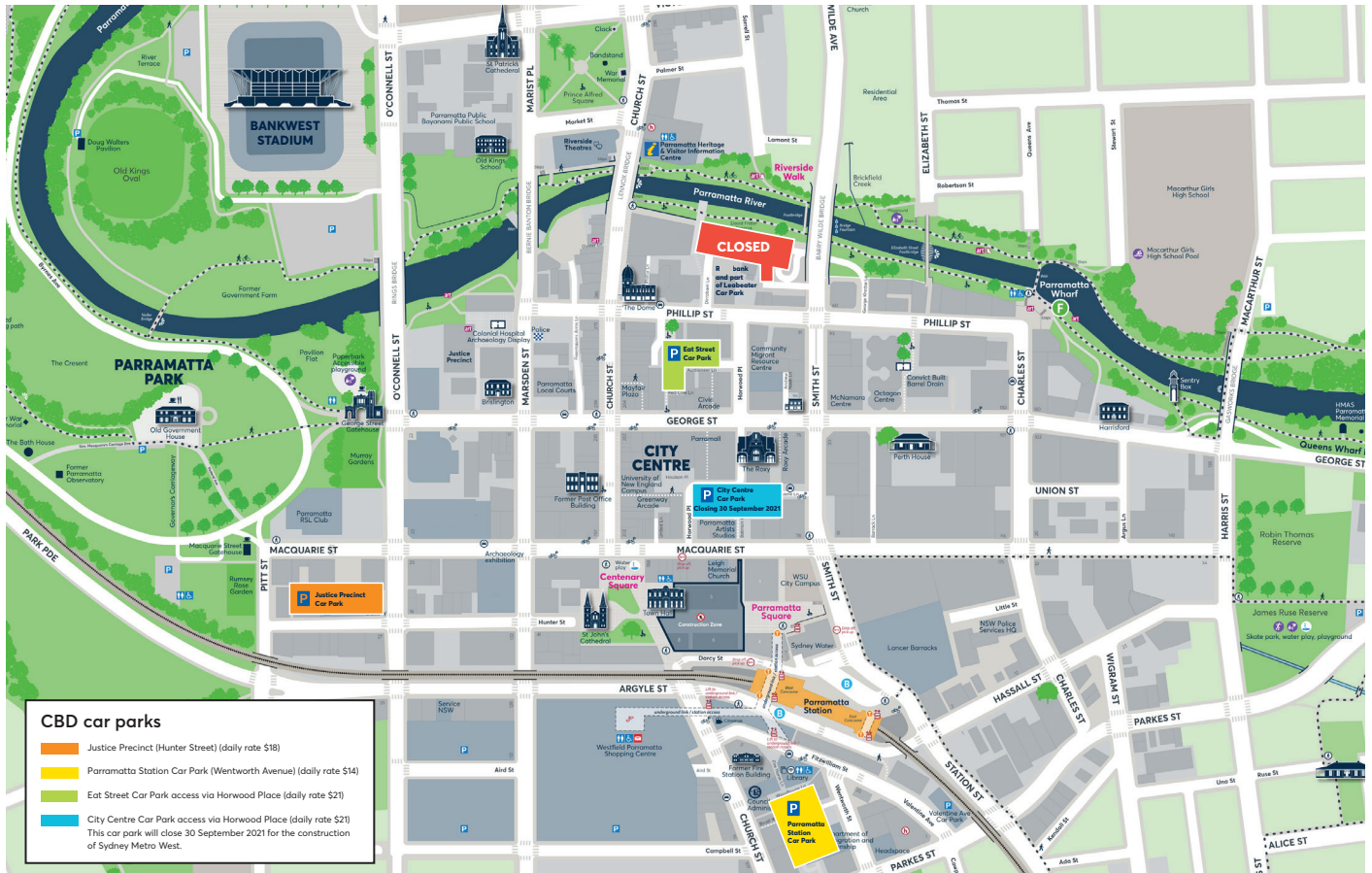
Now is the time to consider where you will park if you are a current patron of the City Centre Car Park.

## Alternative parking

We appreciate changes to parking arrangements may cause the community some inconvenience. There are currently about 3,860 on and off-street parking spaces in the Parramatta Local Government Area. The City of Parramatta operates paid ticket parking in the city centre and North Parramatta.

Nearby alternative off-street parking to the Parramatta city centre is available at:

- Justice Precinct Car Park – Hunter Street
- Parramatta Station Car Park – Wentworth Avenue
- Eat Street Car Park – Erby Street.



Source: City of Parramatta Council map, May 2021.

To find alternative locations near your destination you can search using City of Parramatta Council's Parking Finder tool – [parramatta.spotparking.com.au](http://parramatta.spotparking.com.au)

Visit [sydnymetro.info](http://sydnymetro.info) to learn more about Sydney Metro West and sign up for email alerts.

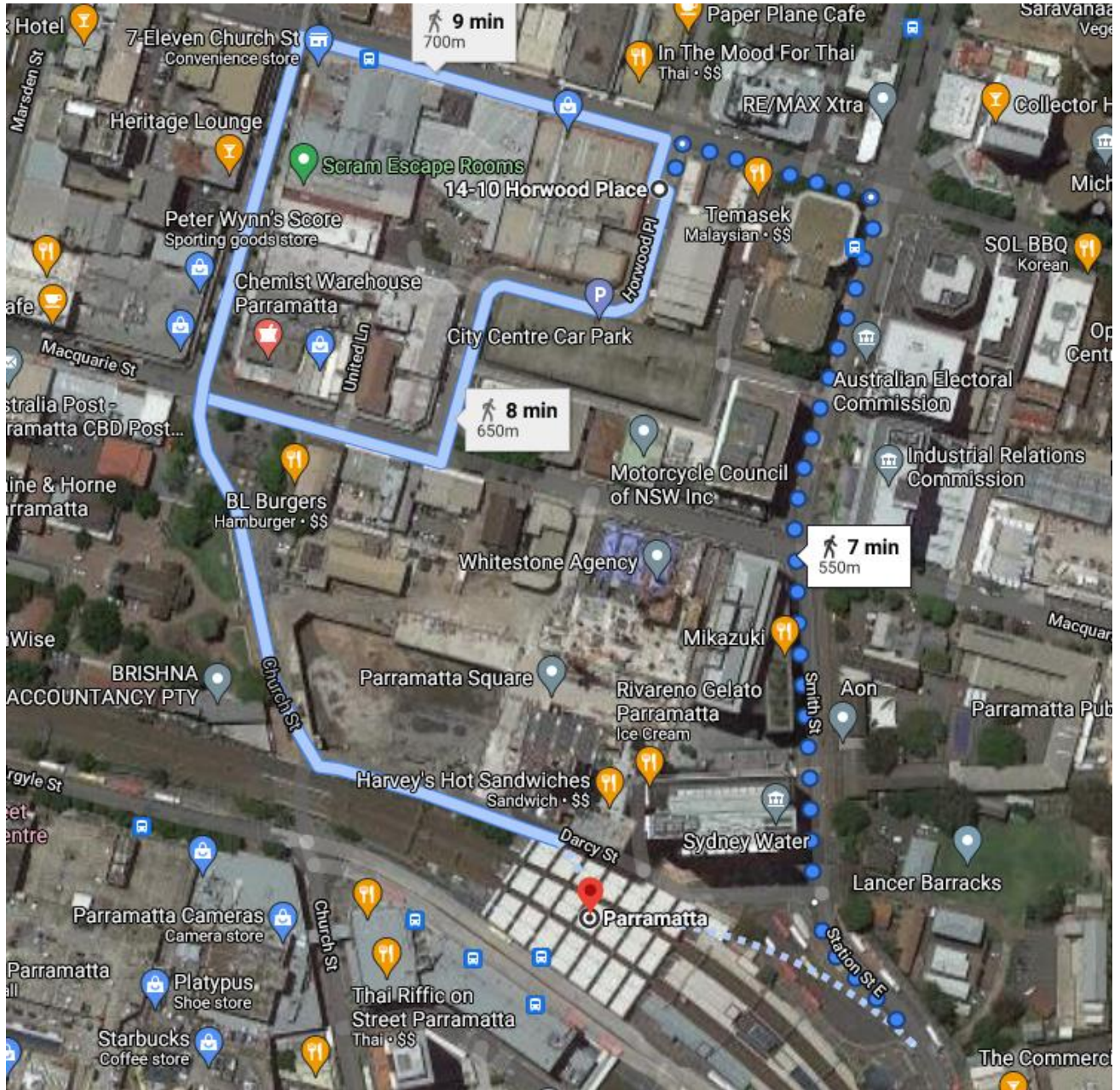
## Contact us

- 1800 612 173** Community information line open 24 hours
- [sydnymetrowest@transport.nsw.gov.au](mailto:sydnymetrowest@transport.nsw.gov.au)
- Sydney Metro West**, PO Box K659, Haymarket NSW 1240
- If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 612 173**



### C. APPENDIX C: DELTA PARRAMATTA SITE INDUCTION

There is no parking available on the Parramatta site. DELTA would encourage you to look at more sustainable options to get to work. We will provide locker areas for your tools and personal equipment. The Parramatta train station is a short 7 minute walk to the construction site

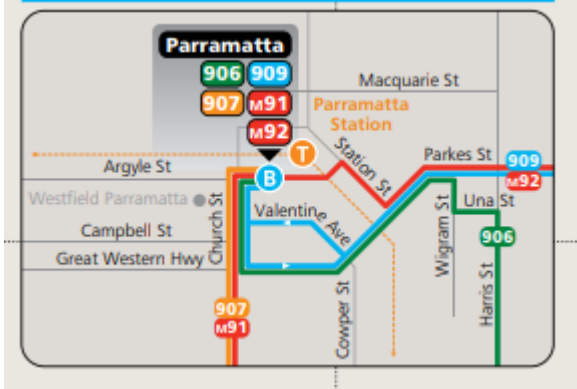


The train station services the following train lines and buses

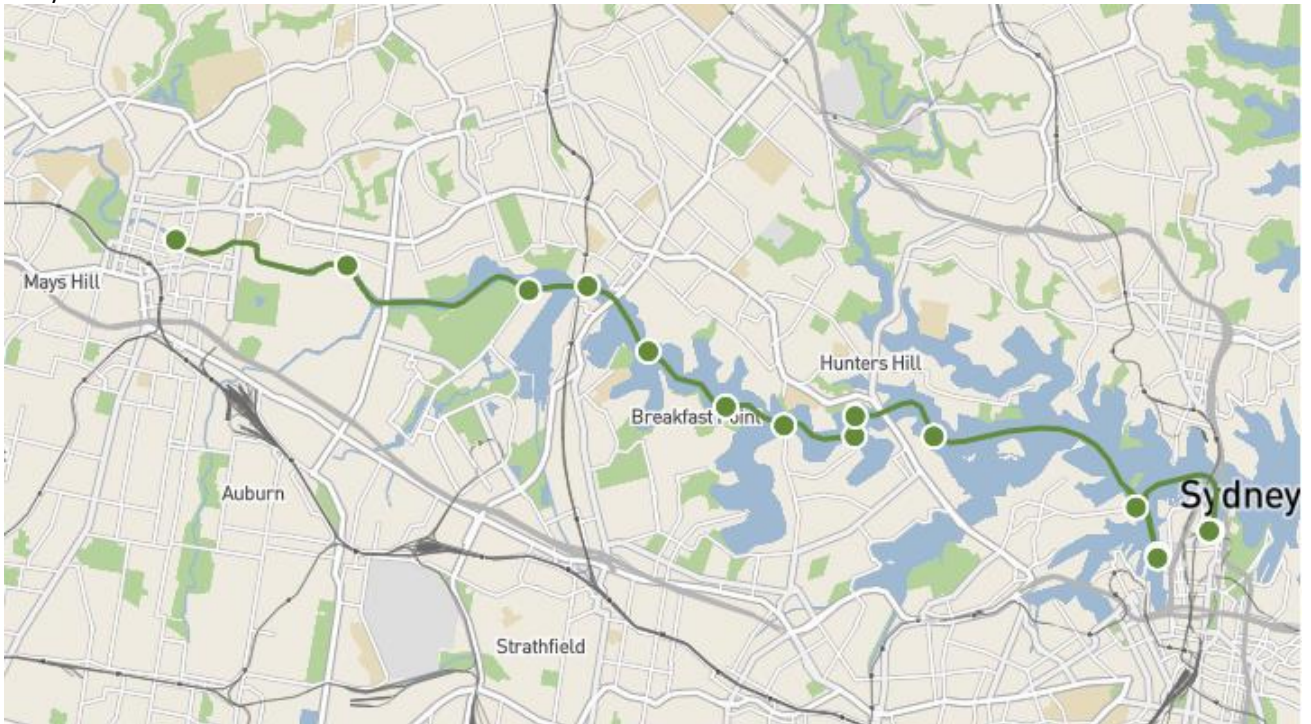


Route #	Servicing
501	Central Station
521	Eastwood Station
524	West Ryde
525	Strathfield Station
545	Lachlan's Line Estate
546	Epping
550	Macquarie Park
600	Hornsby Interchange
601	Rouse Hill
604	Round Corner Dural
606	Winston Hills Mall
609	Parramatta to North Parramatta Loop Service

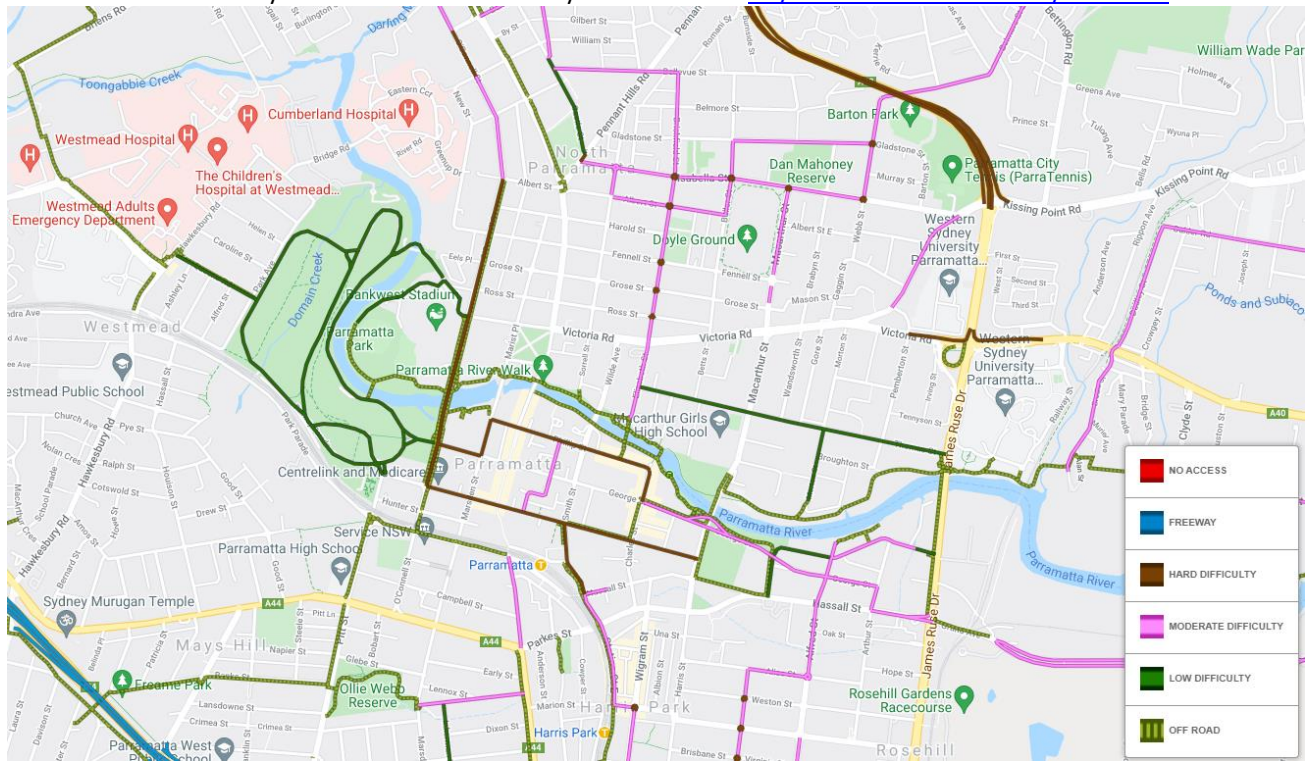
Route #	Servicing
660	Castlewood Estate
664	Rouse Hill
665	Rouse Hill
700	Blacktown Station
802	Bonnyrigg
804	Liverpool
811X	Pemulwuy
824	South Wentworthville
906	Fairfield Station
907	Bankstown Station
M91	Hurstville Station
M92	Sutherland Station
T80	Liverpool Station



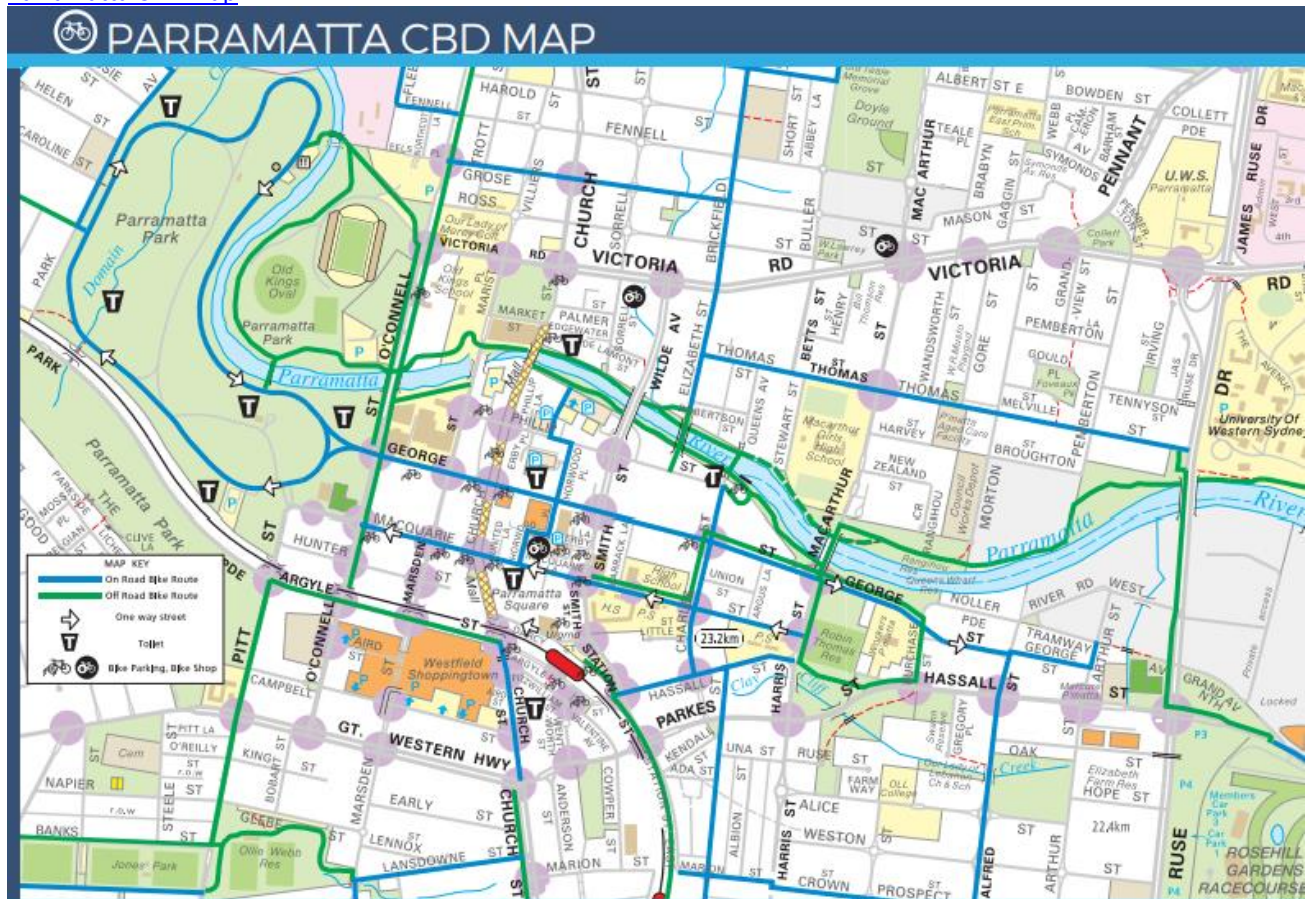
The Parramatta River Ferry operates between Sydney CBD and Parramatta Wharf which is located an 8 minute walk away from the construction site.



There are a number of cycle routes around the site you can also use [City of Parramatta Council cycle routes](#) and



[Parramatta CBD Map](#)





If you do need to drive to work the following information may be useful

The City of Parramatta Council has developed a web page which allows you to look at parking availability in the area.

This website can be accessed at [Parramatta Parking Finder \(spotparking.com.au\)](https://www.spotparking.com.au)

Multi storey/ long term car parking is also available at a number of sites within short walking distance of the work site at the following locations:

- Bankwest Stadium
- Justice precinct council owned car park
- Wentworth Street council owned car park
- 330 Church Street (Meriton)and
- Eat Street car park on Church Street

## The cheapest all-day parking in Parramatta!

Bankwest Stadium now operates a user pays car park 7 days a week. Parking availability is subject to Stadium Events, check out our event calendar [here](#).

\*Please note there is no onsite parking available on event days.

### Stadium Car Park Operating Hours

- 6.00am – 12.00am – Monday to Sunday

### Parking Rates

- \$3 per hour, up to \$10 per day
- Additional fee of \$40 applies for vehicles departing after 12.00am

### Entry

The car park entries are located on O'Connell St, Parramatta.

Stadium West – Entry is via Gate 1

Stadium North – Entry is via Gate 2, access is only available south bound off O'Connell Street.



### Long Term Parking

Enquiries regarding long term parking arrangements can be made by local businesses, corporate entities and agencies on behalf of commuting employees / workers by emailing [parking@bankweststadium.com.au](mailto:parking@bankweststadium.com.au)

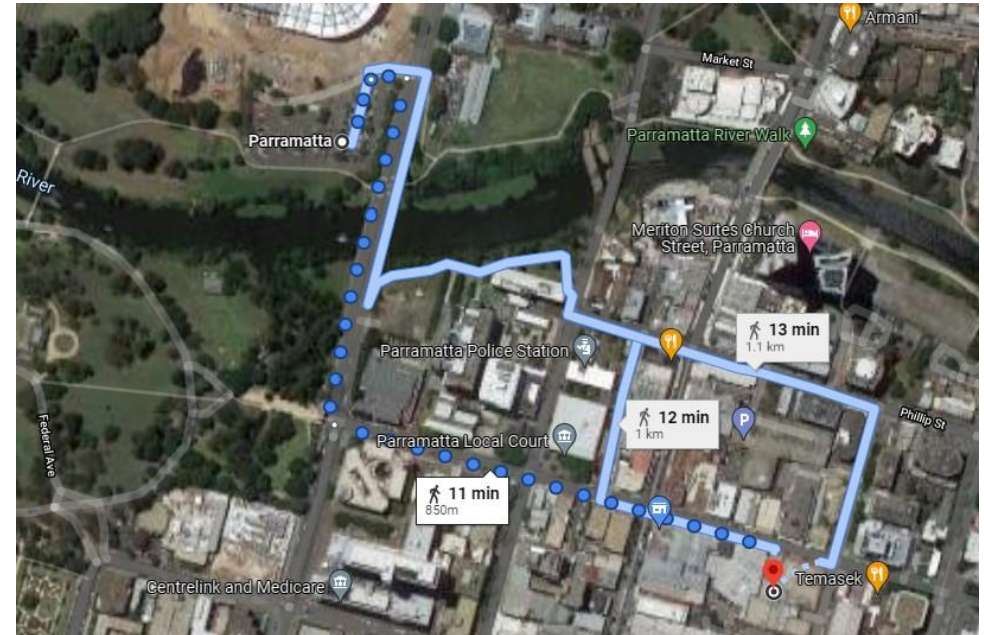


Figure 29: Walking distance from Bankwest Stadium

**Justice Precinct Car Park (Hunter Street)**

Day	Time	Cost
Monday-Saturday	less than 1 hour	\$3.00
	1-2 hours	\$6.00
	2-3 hours	\$9.00
	3-4 hours	\$12.00
	4-5 hours	\$15.00
	5-18 hours	\$18.00
	18-24 hours	\$25.00
Sunday	up to 4 hours	Free
	4+ hours	\$10.00 flat rate
	2-3 hours	\$27.00

Lost ticket - \$27.00

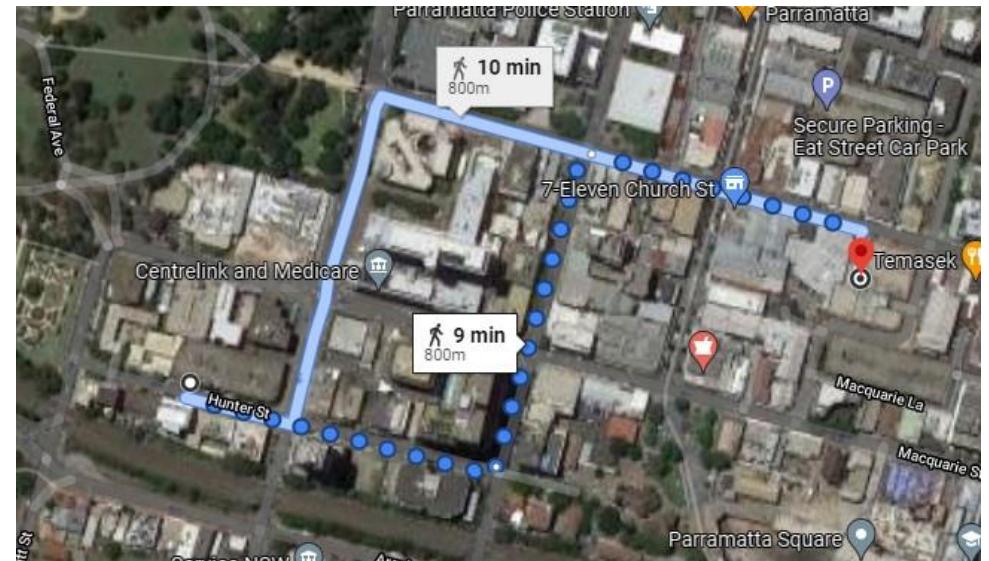


Figure 30: Walking distance from Justice Precinct car park

**Parramatta Station Car Park (Wentworth Street)**

Day	Time	Cost
Monday–Saturday	up to 20 minutes	Free
	20 minutes–1 hour	\$3.00
	1–2 hours	\$6.00
	2–3 hours	\$9.00
	3–4 hours	\$12.00
	4–18 hours	\$14.00
Sunday	18–24 hours	\$25.00
	up to 4 hours	Free
	4+ hours	\$10.00 flat rate
	2–3 hours	\$27.00

Lost ticket – \$27.00

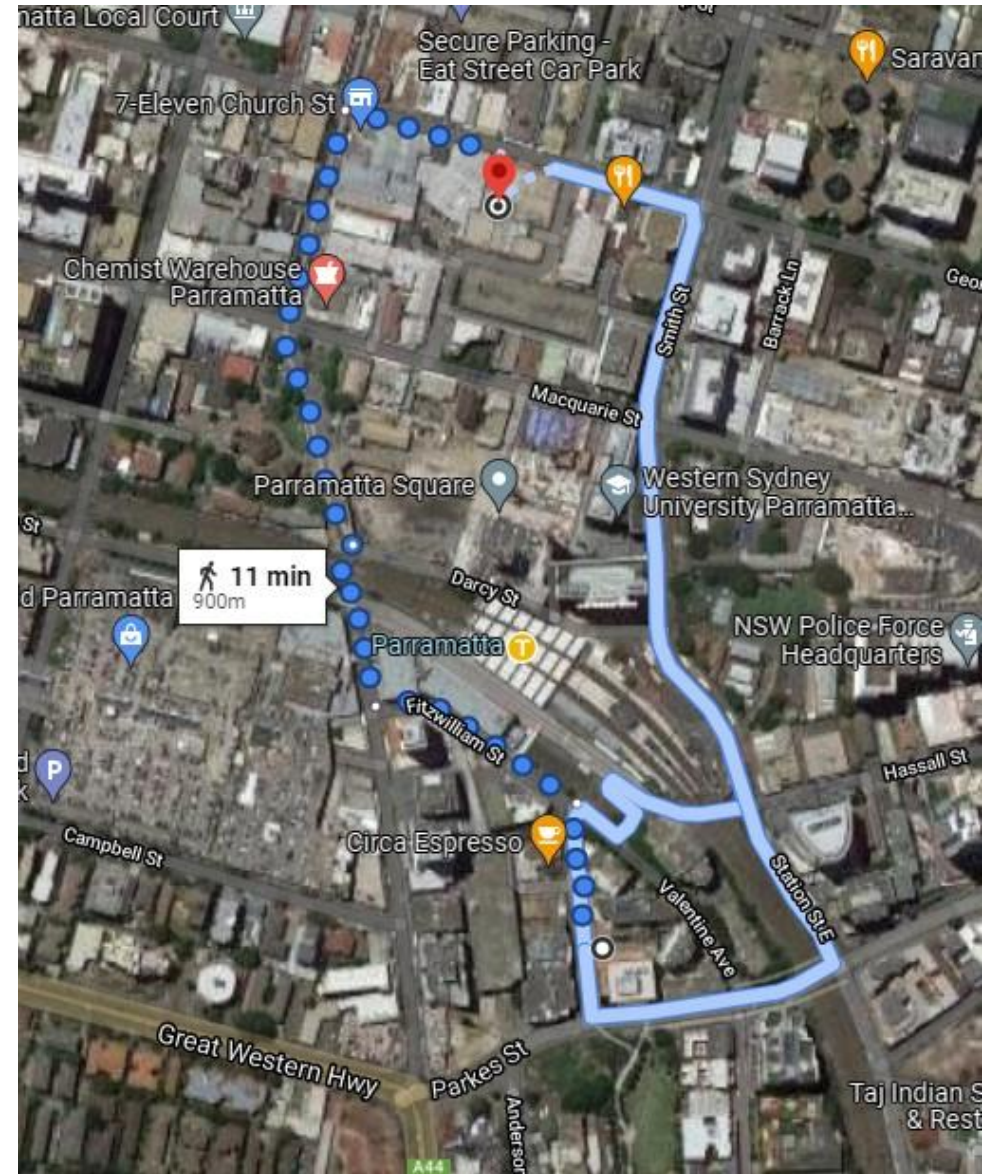


Figure 31: Walk from Wentworth Street car park

### 330 CHURCH STREET, PARRAMATTA, 2150

FROM \$18	DAILY
FROM \$12	EVENING
FROM \$12	WEEKEND
FROM \$350	MONTHLY PARKING

**DIRECTIONS:**

Entry via Dirrabarri Lane

**OPENING HOURS:**

Monday: 24 hrs  
 Tuesday: 24 hrs  
 Wednesday: 24 hrs  
 Thursday: 24 hrs  
 Friday: 24 hrs  
 Saturday: 24 hrs  
 Sunday: 24 hrs

**OTHER INFORMATION:**

Height Clearance: 2.2m

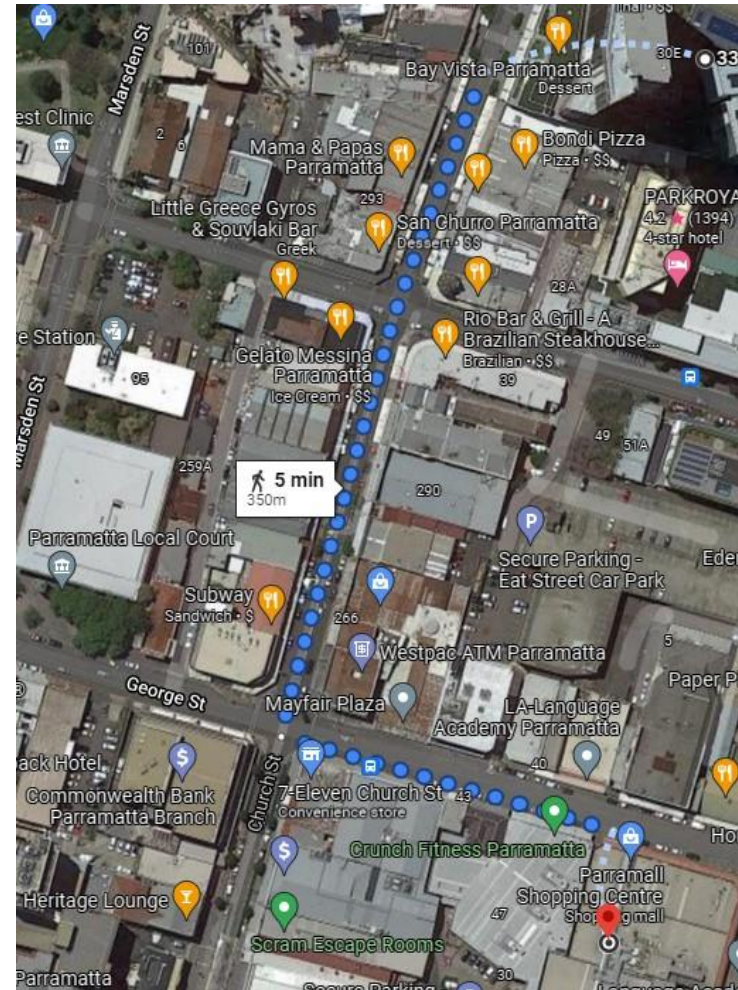
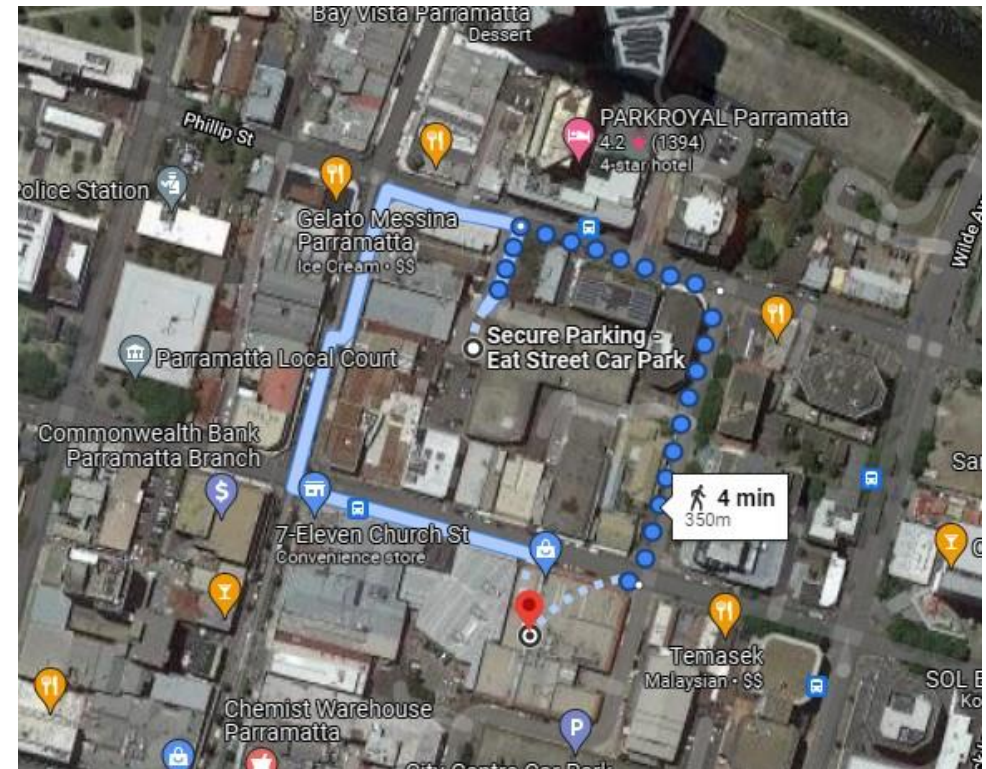


Figure 32: Walk from Meriton car park

### Eat Street and City Centre (Horwood Place)

City Centre Car Park in Parramatta CBD will close on **30 September 2021** to make way for the NSW Government's Sydney Metro West rail network. Visit the [Parramatta metro station project page](#) for more information.

Day	Time	Cost	From 1 October 2021
Monday–Saturday	less than 1 hour	\$3.00	\$3.00
	1–2 hours	\$6.00	\$6.00
	2–3 hours	\$10.00	\$10.00
	3–4 hours	\$13.00	\$20.00
	4–5 hours	\$17.00	\$25.00
	5–12 hours	\$21.00	\$35.00
Sunday	up to 4 hours	Free	Free
	4+ hours	\$10.00	\$10.00
Lost ticket		\$27.00	\$50.00



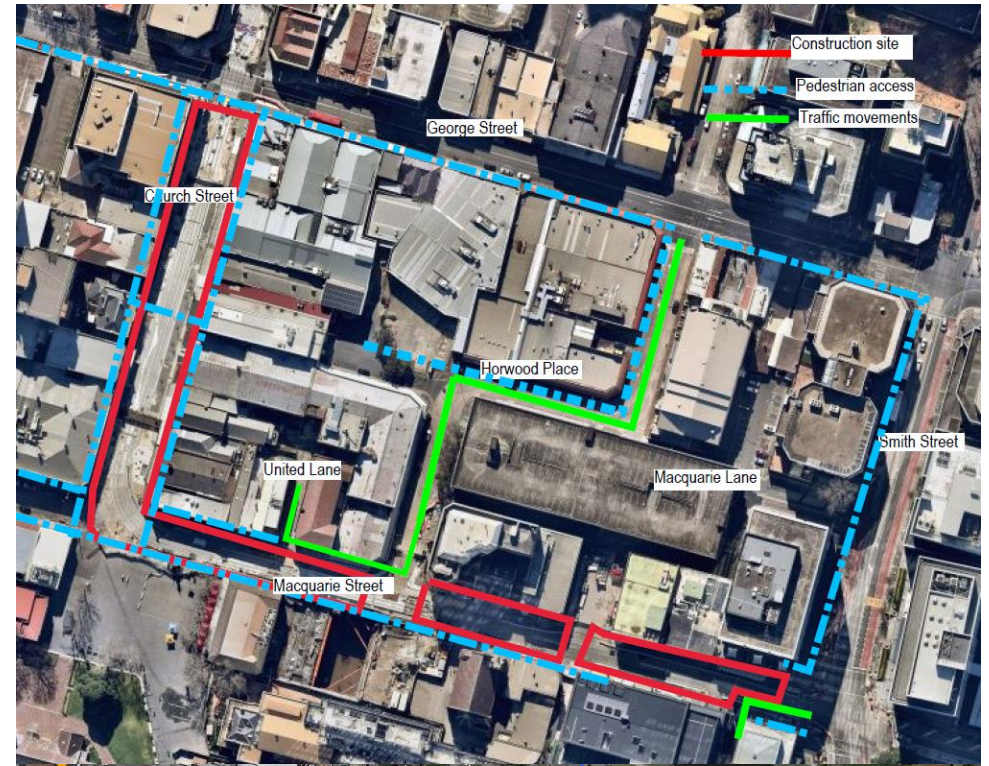
**Routes to the site September to Christmas 2021**

There are many changes occurring in the Parramatta CBD. DELTA have been working with Parramatta Connect (constructors of Parramatta Light Rail) and Sydney Metro West to provide access and egress at the Parramatta site.

All access to the site will be provided from George Street

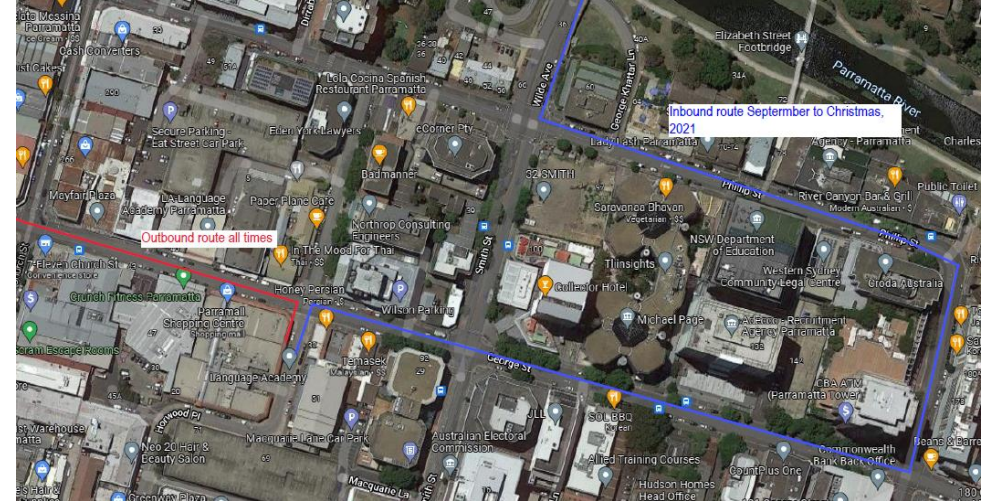
All egress from the site will be provided onto George Street

The site arrangements are shown here



The route into Parramatta CBD is via Wilde Avenue/ Smith Street/ Phillip Street/ Charles Street/ George Street/ Horwood Place

The route out of the Parramatta CBD is via Horwood Place/ George Street



The routes to get to the site are shown below

**13 min** (5.7 km)



via Great Western Hwy/A44

12 min without traffic

**Western Motorway**

Merrylands NSW 2160

- > Take Great Western Hwy/A44 to Pitt St in Parramatta

5 min (2.3 km)

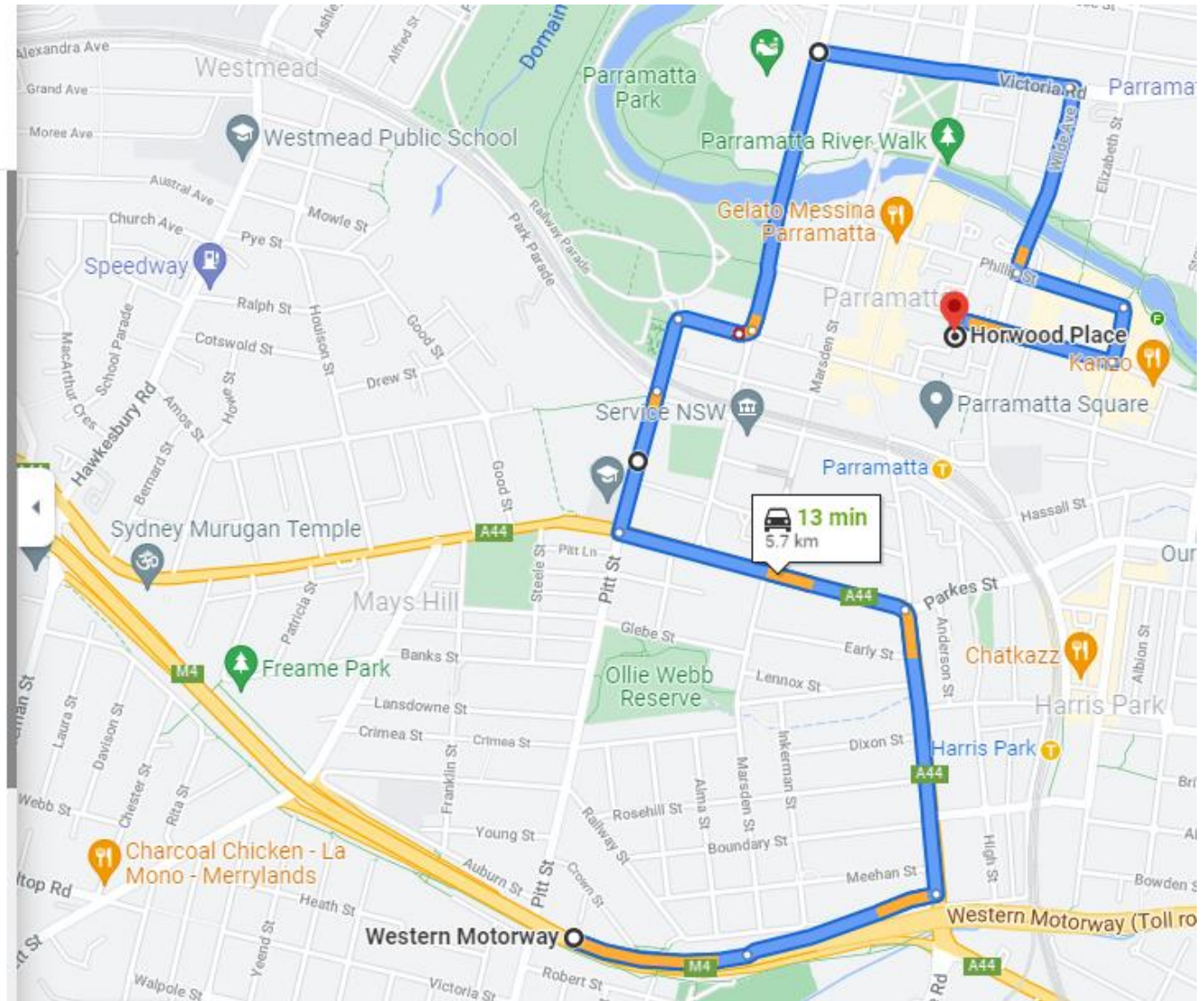
- > Continue on Pitt St. Take O'Connell St, Victoria Rd, Wilde Ave and George St to Horwood Pl

10 min (3.3 km)

**Horwood Pl**

Parramatta NSW 2150

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.





← from Western Motorway, Lidcombe NSW 2141 to Horwood Pl, Parramatta NSW 2150

13 min (9.5 km)

via M4

12 min without traffic

⚠ This route has tolls.

Western Motorway

Lidcombe NSW 2141

- > Take M4 and James Ruse Dr to Victoria Rd in Parramatta. Take the exit for Victoria Rd from James Ruse Dr

7 min (6.9 km)

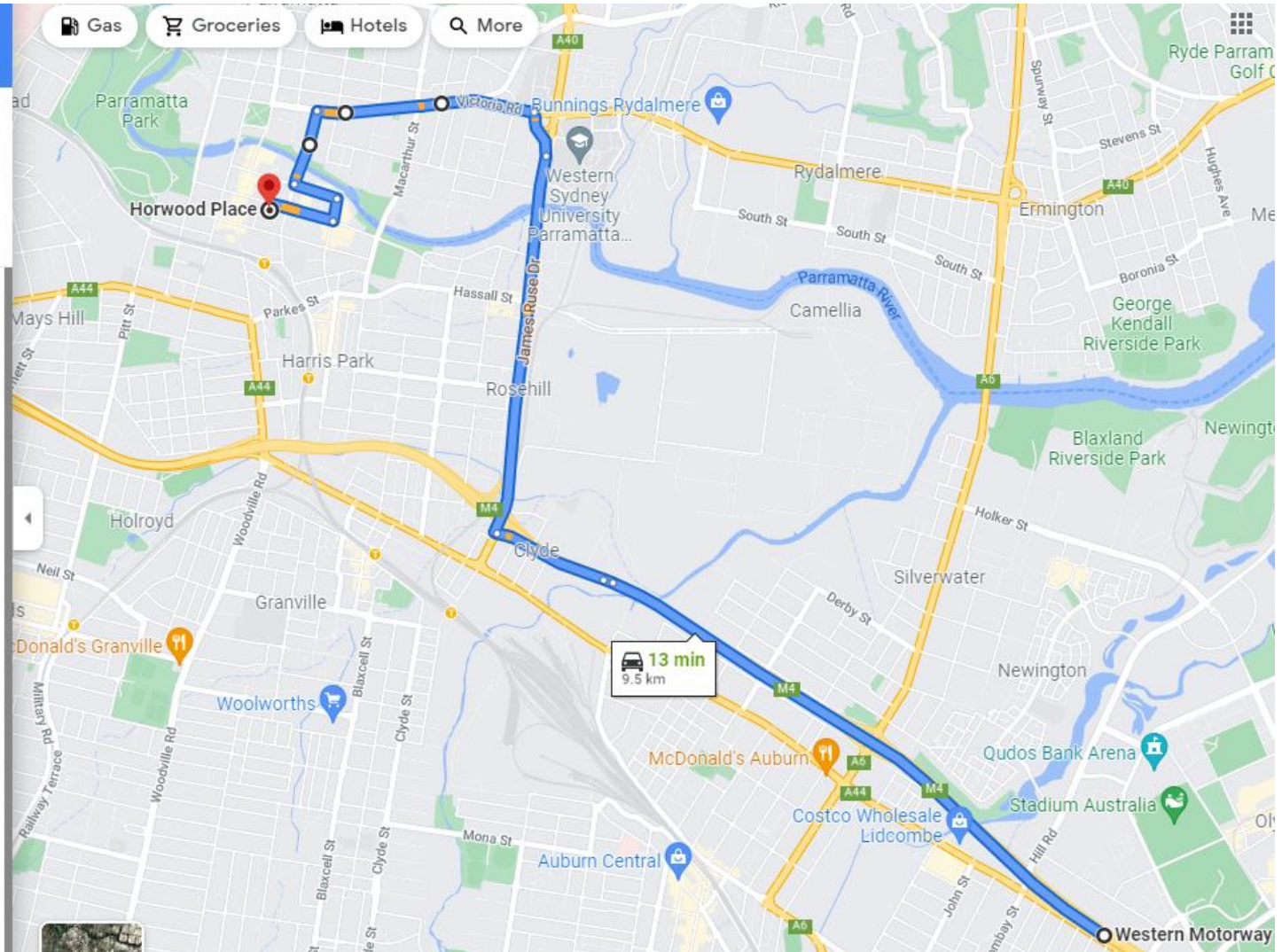
- > Continue on Victoria Rd. Take Wilde Ave to Horwood Pl

7 min (2.6 km)

Horwood Pl

Parramatta NSW 2150

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.



← from Cumberland Hwy, North Rocks NSW 2151  
to Horwood Pl, Parramatta NSW 2150

10 min (4.2 km)

via O'Connell St  
9 min without traffic

### Cumberland Hwy

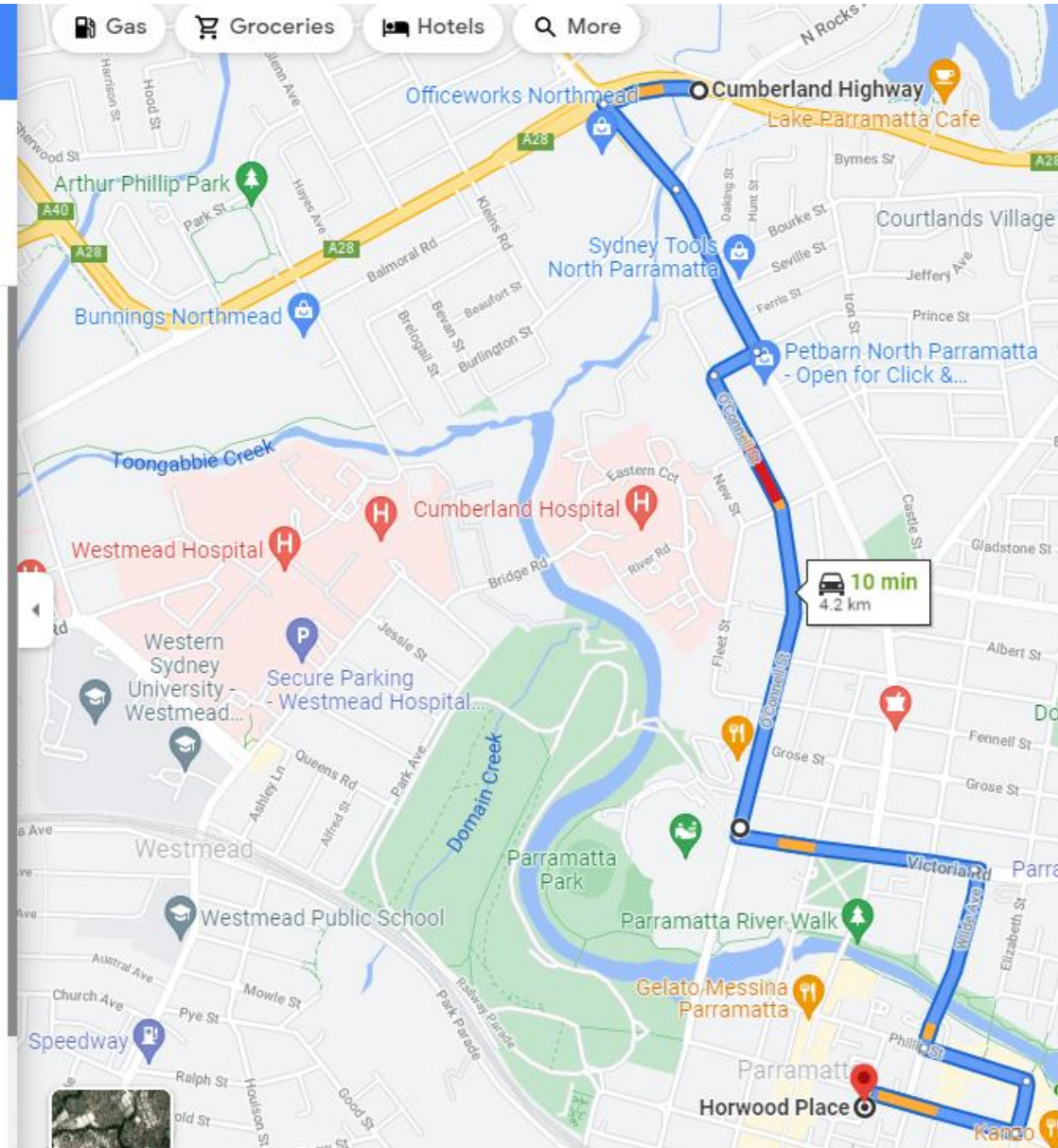
North Rocks NSW 2151

- > Take Church St to Barney St in North Parramatta  
2 min (1.0 km)
- > Take O'Connell St, Victoria Rd and Wilde Ave to Horwood Pl in Parramatta  
9 min (3.3 km)

### Horwood Pl

Parramatta NSW 2150

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.



Routes from the site are shown below

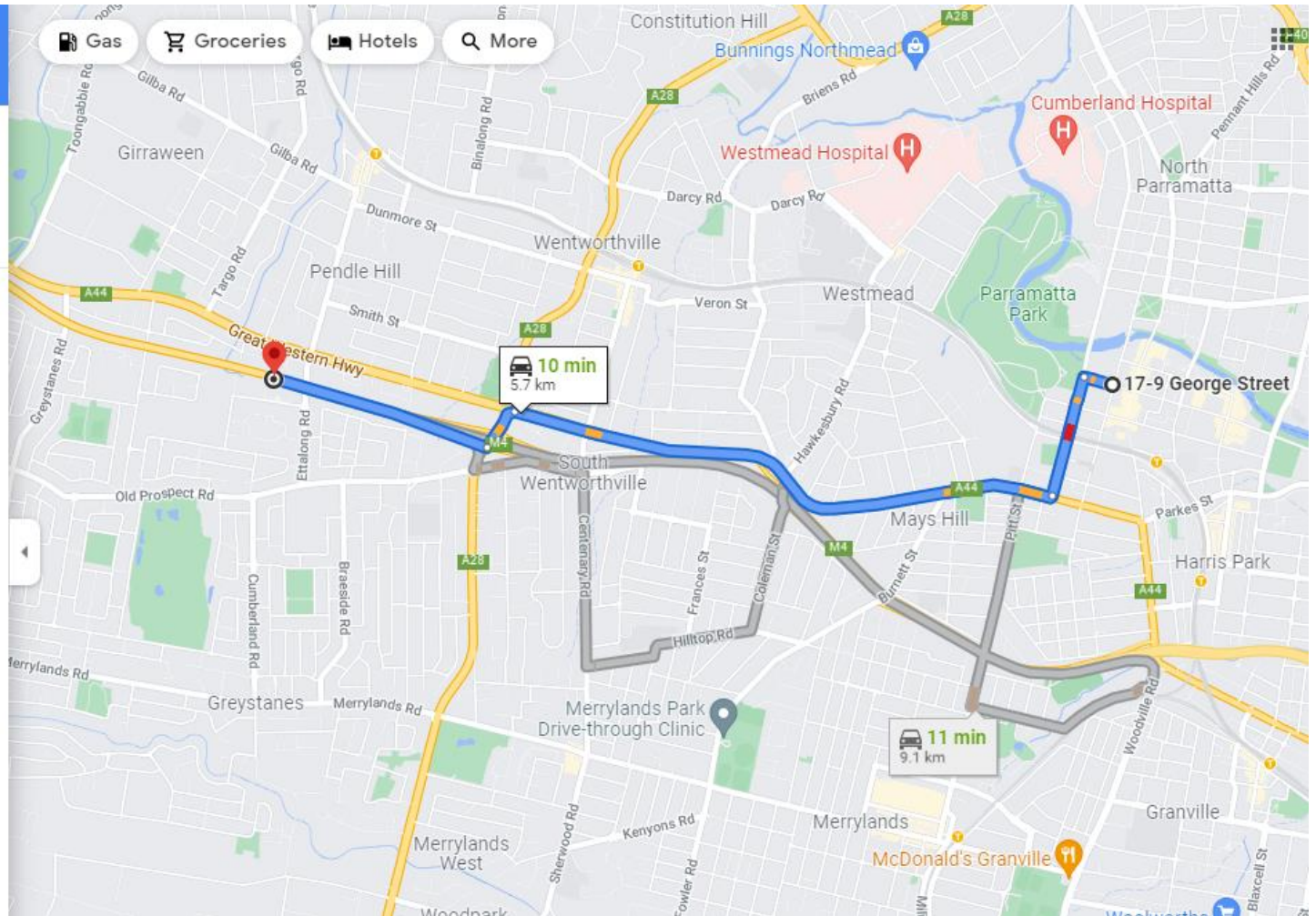
← from 17-9 George St, Parramatta NSW 2150  
to Western Motorway, Greystanes NSW 2145

**10 min** (5.7 km)  
via Great Western Hwy/A44  
Fastest route, lighter traffic than usual

**17-9 George St**  
Parramatta NSW 2150

- ↑ Head west on George St towards O'Connell St  
170 m
- ↶ Turn left onto O'Connell St  
700 m
- ↷ Use any lane to turn right onto Great Western Hwy/A44  
3.3 km
- ↶ Turn left onto Cumberland Hwy/Jersey Rd/A28  
270 m
- ↗ Use the right 2 lanes to turn right to merge onto Western Motorway/M4 towards Penrith/Blue Mtns  
1.3 km

**Western Motorway**  
Greystanes NSW 2145



**8 min** (4.6 km)

via Great Western Hwy/A44

Fastest route, lighter traffic than usual



### 17-9 George St

Parramatta NSW 2150

↑ Head west on George St towards O'Connell St

170 m

↶ Turn left onto O'Connell St

700 m

↷ Use any lane to turn right onto Great Western Hwy/A44

3.3 km

↶ Turn left onto Cumberland Hwy/Jersey Rd/A28

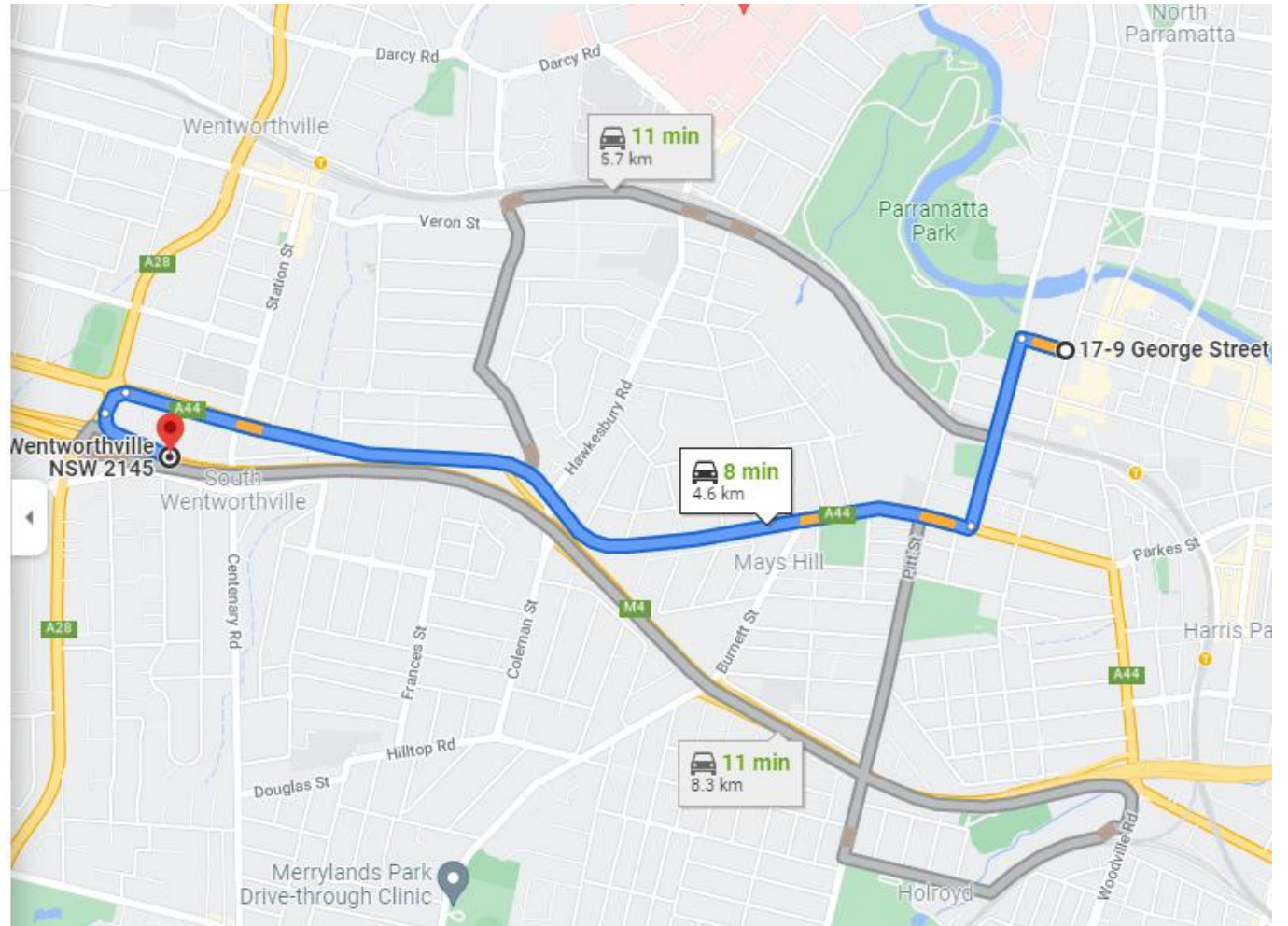
110 m

↶ Turn left onto the M4 ramp to Sydney

300 m

### South Wentworthville

New South Wales 2145



**5 min** (2.7 km)



via O'Connell St and Pennant Hills Rd

Fastest route, lighter traffic than usual

**17-9 George St**

Parramatta NSW 2150

↑ Head west on George St towards O'Connell St

160 m

↘ Turn right onto O'Connell St

1.1 km

↘ Turn right onto Albert St

250 m

↙ Albert St turns left and becomes Pennant Hills Rd

1.1 km

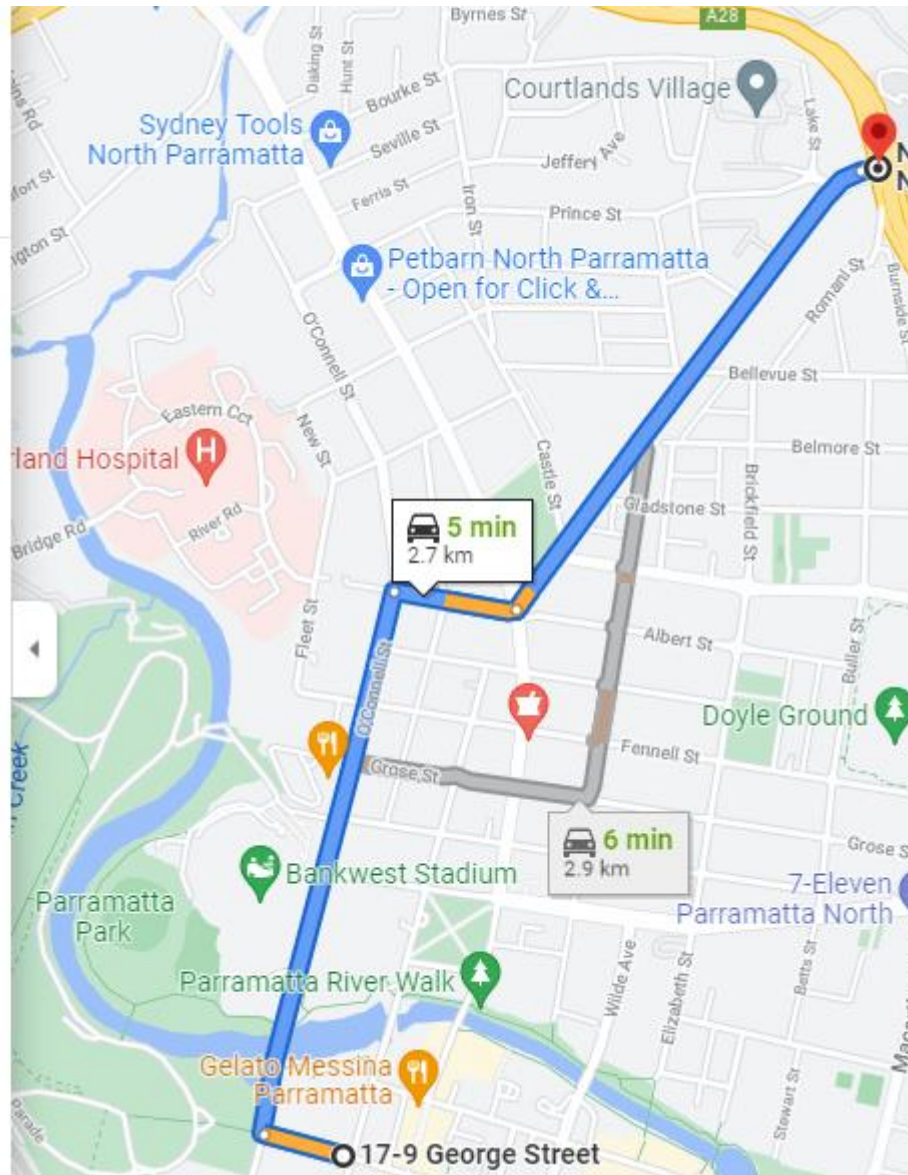
↘ Keep right to stay on Pennant Hills Rd

35 m



**North Parramatta**

New South Wales 2151

These directions are for planning purposes only. You may find that



## D. APPENDIX D STAFF JOURNEY TO WORK SURVEY

Form:	<b>Staff Journey to Work Survey</b>	  
Revision: C		

Please complete this form and give to your supervisor      DATE:.....

**What days of the week do you work?**

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- All

**How do you get to work?**

- Personal car
- Motorbike
- Bus
- Train
- Ferry
- Bicycle
- Walking

**If you drive where did you park?**

.....

**What postcode do you live in?**

**Are you an employee or subcontractor?**

- Employee
- Subcontractor
- Site where you worked (please circle)

CLYDE                                      PARRAMATTA                                      WESTMEAD

## E. SYDNEY METRO'S SMALL BUSINESS OWNERS ENGAGEMENT PLAN



# **Small Business Owners Engagement Plan**

Parramatta and Clyde Enabling Works

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<b>Author:</b>	Alex Parker
<b>Date:</b>	October 2021
<b>Version:</b>	1
<b>Reference:</b>	N/A
<b>Division:</b>	Communications & Engagement, Sydney Metro West
<b>Review date:</b>	N/A

# 1 Introduction

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## 1.1 Document purpose

This Small Business Owners Engagement Plan describes the approach Sydney Metro will take to engage with small business owners located adjacent to Westmead, Parramatta and Clyde Enabling works (the works).

This plan is intended to meet the Minister's Condition of Approval D70 under SSI 10038 which states:

**Small Business Owners Engagement Plan(s)** must be implemented in accordance with the **Overarching Community Communication Strategy** to minimise impact on small businesses adjacent to major construction sites during construction of Stage 1 of the CSSI. These plans must be prepared and submitted to the Planning Secretary for information before construction at the relevant construction site.

**For the purposes of this plan:**

***A 'small business' is defined as a business that employs fewer than 20.***

**(Source: Australian Bureau of Statistics)**

## 1.2 Objectives

The objectives of this plan are to:

- Establish consultative guidance that will assist Sydney Metro to minimise project impacts on small businesses by highlighting specific needs and requirements
- Ensure all small businesses adjacent to the works are identified early and that the project team gains a clear understanding of any unique requirements
- Provide information that may be used to support identified small businesses in the lead up to and during construction
- Detail the approach Sydney Metro will use in order to engage with small business owners and understand the impacts on these businesses from any construction work related to the Parramatta and Clyde Enabling Works
- Propose a mechanism for small businesses to inform Sydney Metro they are being adversely impacted and for Sydney Metro to minimise or eliminate these impacts by addressing the cause through investigation, validation and remedy

## 1.3 Relationship to other Plans

The Overarching Community Communication Strategy (OCCS) is used to guide Sydney Metro's approach to stakeholder and community liaison during construction and to address the requirements of each project's planning approval. The OCCS will be implemented throughout the construction of each of Sydney Metro's projects and for 12 months following the completion of construction.

This plan is intended as an additional layer of guidance for small business engagement and does not replace best practice management, and mitigation measures for businesses as outlined in the Overarching Community Communication Strategy and contract-specific Community Communication Strategies.

This plan is also supported by a Construction Complaints Management System which outlines the framework for managing complaints, enquiries and escalation processes throughout the project lifecycle.



Figure 1 – Communication strategy hierarchy

The development and review of this plan will also be considered in relation to surrounding projects in each precinct. Parramatta Light Rail is adjacent to the Parramatta and Clyde enabling works and has a developed relationship with small businesses in each area. Sydney Metro will work with Parramatta Light Rail to incorporate small business insight into this plan.

## 2 Engagement Mechanisms

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### 2.1 Approach to Small Business Owner Engagement

Sydney Metro's approach to engaging with small and adjacent businesses is to:

- Introduce a single point of contact for small businesses - through a dedicated place manager - who will proactively doorknock and consult with business owners and commit to respond quickly to any issues or complaints raised by that business
- Gain an understanding of the business owners' concerns about potential disruptions to their businesses
- Provide businesses with information about the project, the local scope and proposed timing of the works
- Provide businesses with information about construction progress and the steps taken to minimise potential impacts
- Ensure the project team understands the operational requirements and sensitivities of particular small businesses around each work area
- Where a small business has indicated they are being impacted adversely by the Enabling Works, the Place Manager shall investigate this complaint by liaising with the Project Team
- Where it is determined that the Enabling Works are causing an actual adverse impact, a remedy to this impact will be developed between the Place Manager and the Project Team
- The Place Manager will inform the small business owner about the remedy that the project will implement and provide for a follow-up call to the business owner to ensure the remedy worked satisfactorily
- Assist small businesses to identify opportunities available to participate in mentoring, education, events and/or promotion programs via local council and/or NSW Government agencies, including any relevant Sydney Metro activities.

This will be supported by stakeholder engagement activities outlined in the project Community Communications Strategy and the Overarching Community Communications Strategy.

### 2.2 Communication Tools

Sydney Metro uses a range of communication and engagement tools in accordance with the Overarching Community Communication Strategy to ensure project information reaches small and adjacent businesses likely to be impacted by the project. Using a variety of tools provides our communities with options to engage with the project in ways that suit their needs and business activities.

Specific communication tools include:

- Personal communication via dedicated place managers who are responsible for ensuring that any business consultation is documented and communicated to the relevant members of the project team.
- Surveys to understand their business requirements including operating hours, main delivery times, reliance on foot traffic, any signage or advertising that

may be impacted, customer origin, and other information specific to the business that will need to be considered in early works planning;

- Individual briefings or meetings to keep businesses informed and to provide opportunity to discuss business requirements or general feedback;
- Notifications including maps to keep businesses informed, explaining the purpose of the works, what they can expect, and any potential impacts (delivered in paper or electronic format);
- Newsletters to provide a three month look-ahead to properties within 500 metres of the construction site on a quarterly basis (delivered in paper or electronic format);
- Fact sheets (where suitable) to provide detail on aspects of the work and the project;
- Distribution and access to information will be maintained on the Sydney Metro website, disseminated via project distribution email lists and accessible via the Metro Connect app.

This will be augmented by stakeholder engagement activities outlined in the projects Community Communications Strategy and the Overarching Community Communications Strategy.

### **2.3 Contact facilities and information points:**

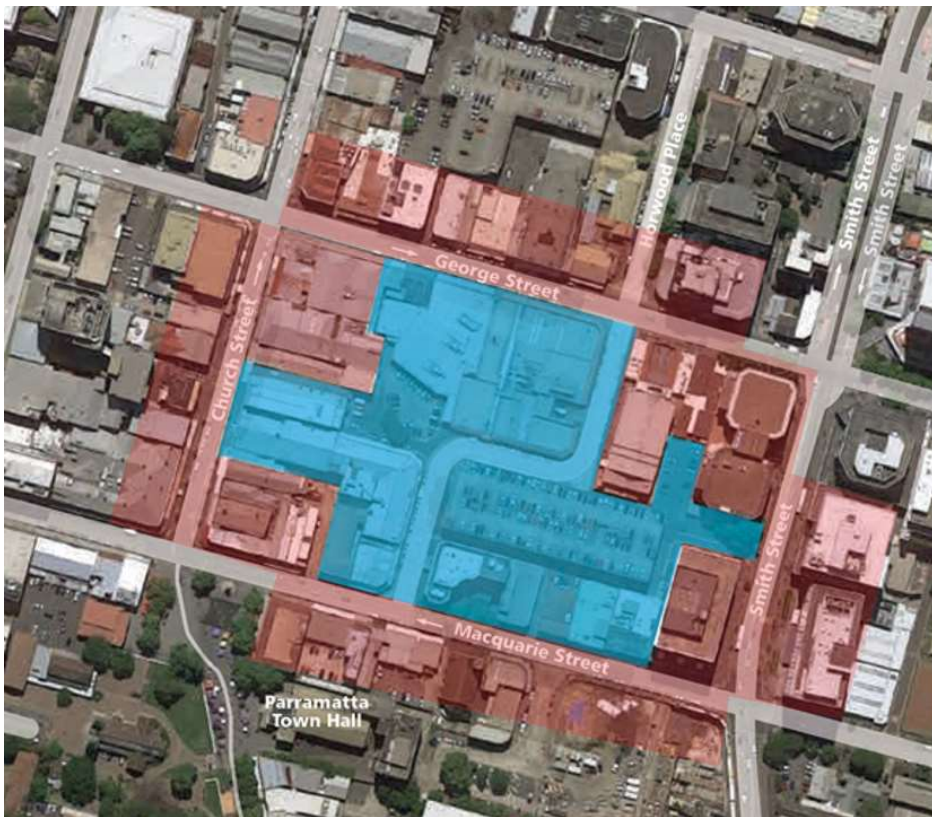
- Project website - [www.sydneymetro.info](http://www.sydneymetro.info)
- Facebook - [www.facebook.com/SydneyMetro](https://www.facebook.com/SydneyMetro)
- 24-hour community information line - 1800 612 173
- Postal address - PO Box K659, Haymarket, NSW 1240
- Community email address - [sydneymetrowest@transport.nsw.gov.au](mailto:sydneymetrowest@transport.nsw.gov.au)
- Briefings to strata managers, building owners, council officers and local business chambers;
- Mitigation measures to respond to the reasonable requirements of the business; and
- Stakeholder database to record interactions with business and to record business information collected in the business surveys.

### **2.4 Business areas**

Westmead is a predominantly residential area. No small businesses have been identified within 50 meters of the project site and therefore no small business engagement activities are proposed during construction.

Parramatta is a small to large business precinct surrounding the future Parramatta station site and enabling works. Small businesses in the area are primarily:

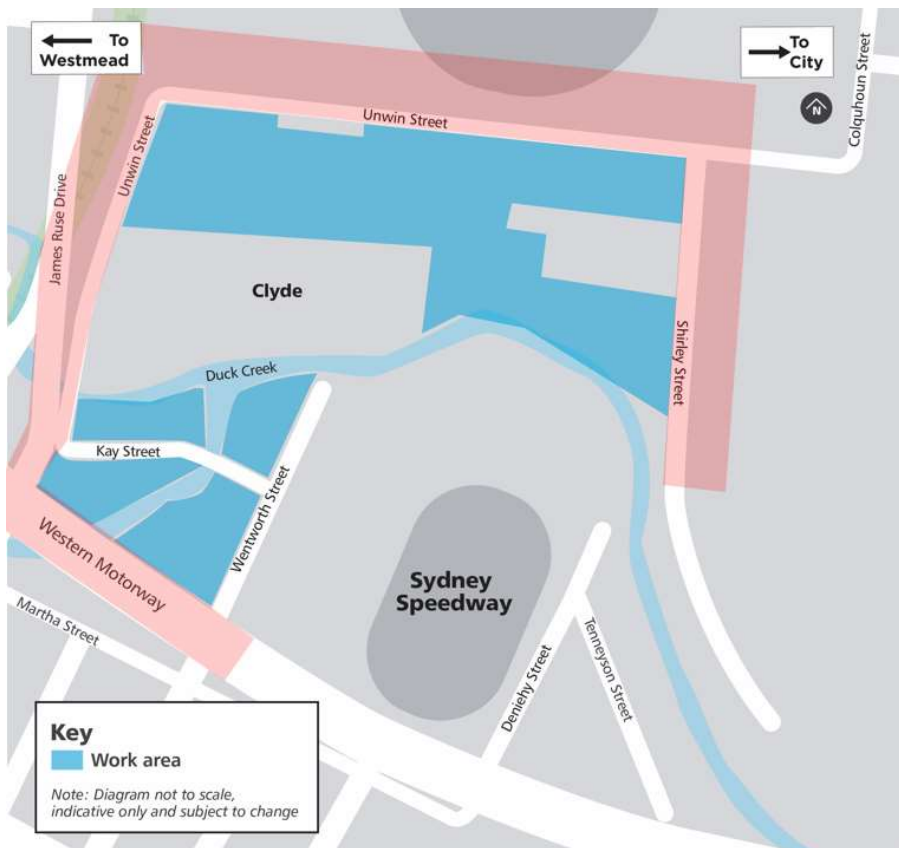
- Mixed retail including cafes and small goods
- Restaurants and clothing stores
- Health services such as dental, medical and optical
- Small professional services including financial, consulting and legal



**Figure 1 Businesses within 50 metres of Parramatta enabling works site**

Clyde is a large business precinct. Small businesses have been identified within 50 meters on Unwin Street. Small businesses in this area are primarily:

- Animal training and care



**Figure 2: Businesses within 50 metres of Clyde enabling works site**

Small businesses have been identified through desktop assessment, visual inspection and where available business door knocks and surveys. Due to the ongoing impact of Covid 19 and evolving public health orders, access to localities and businesses has been limited. Information provided in this plan may not accurately reflect all small business within 50 metres of our Parramatta and Clyde enabling works project areas.

Sydney Metro will undertake additional investigation and assessment of small business when Covid 19 restrictions and public health orders allow this to be safely undertaken. This plan will be updated as required.

## **2.5 Evaluation**

Sydney Metro will evaluate the performance and effectiveness of the Small Business Owners Engagement Plan will be through a review undertaken every six months or as required in accordance with the measures outlined in the Overarching Community Communication Plan.



Throughout early works, complaints and enquiries received from local businesses will be monitored and:



- Repeat issues will be addressed with the project team to further mitigate on site where possible
- Communication tools, methods and the provision of information to small business will be reassessed to further clarify the construction activities, expected duration and measures in place to minimise impacts.


Lessons learnt will be captured using reviews and regular feedback from businesses and incorporated into the review of this strategy.







### 3 Small and adjacent business identification and issues mapping



Parramatta				
Sector	Stakeholder	Issues/Interest	Mitigation measures	Communication strategy and tools
<b>George Street</b>	<b>Day Trading</b>			
	<p><b>26 George Street</b> The Dry Cleaners on George</p>	<p>General construction impacts including noise and vibration, dust and construction traffic</p> <p>Deliveries and access via George Street</p>	<p>Well maintained local traffic controls to manage local traffic</p> <p>Clear communication of changes to local road network and access routes</p> <p>Dust controls</p> <p>Ensure pedestrian access is clear and unobstructed during the day</p> <p>Wayfinding signage is clear and appropriately set out</p> <p>Toolbox talks to remind workforce of behaviour and neighbouring businesses</p>	<p>No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required</p> <p>Meetings/doorknocks, regular updates, notifications and newsletters</p> <p>Verbal and electronic updates</p> <p>Metro Connect app updates</p>
	<p><b>38 – 40 George Street</b> George Street Dental Care Dragon House Restaurant</p>			



Parramatta				
Sector	Stakeholder	Issues/Interest	Mitigation measures	Communication strategy and tools
	<p><b>42 George Street</b></p> <p>Tax today</p> <p>Dae Go Korean Restaurant</p> <p>Excel Roll and Bowl</p> <p>Parramatta City Massage</p>			
	<p><b>48 George Street</b></p> <p>ODAAT</p> <p>Patrick Lai and Co</p> <p>Accountant</p> <p>Gondwana Lawyers</p> <p>OEAC Australia education and migration</p> <p>Nimeus Architecture</p> <p>ITP Parramatta (accountant)</p> <p>John Grego Accountants</p> <p>Jessie Icao Solicitors</p> <p>CityWest Business and Tax</p> <p>Tax Store Parramatta</p> <p>Vins Taxation Services</p> <p>ZK &amp; AS Lawyers</p> <p>Sky Realty</p> <p>Diamonds Jeweller</p> <p>All About Your Beauty</p> <p>J Olszanicki solicitor and notary</p>	<p>General construction impacts including noise and vibration, dust and construction traffic</p> <p>Deliveries and access via George Street</p> <p>Number of businesses within arcade require translation assistance</p> <p>Low visibility due to location</p>	<p>Well maintained local traffic controls to manage local traffic</p> <p>Clear communication of changes to local road network and access routes</p> <p>Dust controls</p> <p>Ensure pedestrian access is clear and unobstructed during the day</p> <p>Wayfinding signage is clear and appropriately set out</p> <p>Toolbox talks to remind workforce of behaviour and neighbouring businesses</p>	<p>No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required</p> <p>Meetings/doorknocks, regular updates, notifications and newsletters</p> <p>Verbal and electronic updates</p> <p>Metro Connect app updates</p>

Parramatta				
Sector	Stakeholder	Issues/Interest	Mitigation measures	Communication strategy and tools
	Kim Long Lawyers Naser Chamali Hair Nailed by Larouge Psychic Reader Link Accountants and Advisory Services Antons Hairdressing Liang Remedial Massage D&D Real Estate Tobeton Mono (Dumpling world) The Barber Workshop Business World KB Travel Goods			
	<b>52-56 George Street</b> In the mood for Thai MA Bizy Scissors Samira's Lebanese Kitchen <b>60 George Street</b> Recess Psychologist Astor Legal	General construction impacts including noise and vibration, dust and construction traffic	Well maintained local traffic controls to manage local traffic Clear communication of changes to local road network and access routes Dust controls Ensure pedestrian access is clear and unobstructed during the day Wayfinding signage is clear and appropriately set out Toolbox talks to remind workforce of behaviour and neighbouring businesses	No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates Metro Connect app updates

Parramatta				
Sector	Stakeholder	Issues/Interest	Mitigation measures	Communication strategy and tools
	<b>73 George Street</b> Temasek (restaurant) Pwi Pwi Portuguese Chicken Yaowarat Thai restaurant	General construction impacts including noise and vibration, dust and construction traffic Access for deliveries and rubbish collection via Macquarie Lane car park	Property condition survey undertaken Vibration monitoring available for high impact work within zone of influence Dust controls Ensure pedestrian access is clear and unobstructed during the day Wayfinding signage is clear and appropriately set out Ensure access to rear of property is maintained throughout construction Well maintained local traffic controls to manage local traffic Clear communication of changes to local road network and access routes Toolbox talks to remind workforce of behaviour and neighbouring businesses	No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates Metro Connect app updates Regular and direct engagement around access requirements
	<b>80 George Street</b> Ground floor coffee espresso bar The Tax Factor The Optical Co	General construction impacts including noise and vibration, dust and construction traffic Staff and visitors utilise Horwood Place parking	Well maintained local traffic controls to manage local traffic Clear communication of changes to local road network and access routes Dust controls Ensure pedestrian access is clear and unobstructed during the day Wayfinding signage is clear and appropriately set out Toolbox talks to remind workforce of behaviour and neighbouring businesses	No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates Metro Connect app updates


Parramatta				
Sector	Stakeholder	Issues/Interest	Mitigation measures	Communication strategy and tools
<b>Smith Street</b>	<b>Day Trading</b>			
	<b>29 Smith Street</b> MBE (Mail services)	General construction impacts including noise and vibration, dust and construction traffic	Vibration monitoring available for high impact work within zone of influence Dust controls Ensure pedestrian access is clear and unobstructed during the day Wayfinding signage is clear and appropriately set out Toolbox talks to remind workforce of behaviour and neighbouring businesses	No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates Metro Connect app updates
	<b>25 Smith Street</b> Decco Café	General construction impacts including noise and vibration, dust and construction traffic Access for deliveries and general parking (if relevant for café) to building via rear on Macquarie Lane.	Property condition survey undertaken Vibration monitoring available for high impact work within zone of influence Dust controls Ensure pedestrian access is clear and unobstructed during the day Ensure access to rear of property is maintained throughout construction Wayfinding signage is clear and appropriately set out Toolbox talks to remind workforce of behaviour and neighbouring businesses	No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates Metro Connect app updates Regular and direct engagement around access requirements



Parramatta				
Sector	Stakeholder	Issues/Interest	Mitigation measures	Communication strategy and tools
<b>Macquarie Street</b>	<b>Day Trading</b>			
	<p><b>8 Macquarie Street</b> Double Mac Café</p>	<p>General construction impacts including noise and vibration, dust and construction traffic</p>	<p>Dust controls Ensure pedestrian access is clear and unobstructed during the day Wayfinding signage is clear and appropriately set out Toolbox talks to remind workforce of behaviour and neighbouring businesses</p>	<p>No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates Metro Connect app updates</p>
	<p><b>44 Macquarie Street</b> Vision in White bridal boutique <b>46 Macquarie Street</b> Manaeesh Bakery and Pizza Boon and Willord Plumbing</p>	<p>General construction impacts including noise and vibration, dust and construction traffic Cumulative impacts with other projects Laneway access required for deliveries/pick ups</p>	<p>Property condition survey undertaken Vibration monitoring available for high impact work within zone of influence Dust controls Ensure pedestrian access is clear and unobstructed during the day Ensure laneway access is maintained throughout construction. Wayfinding signage is clear and appropriately set out Toolbox talks to remind workforce of behaviour and neighbouring businesses</p>	<p>No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates Metro Connect app updates</p>

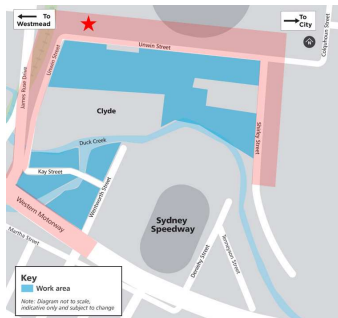
Parramatta				
Sector	Stakeholder	Issues/Interest	Mitigation measures	Communication strategy and tools
	<b>85B Macquarie Street</b> I Fade Barber <b>103 Macquarie Street</b> Style and Hair Barber Shop	General construction impacts including noise and vibration, dust and construction traffic Possible translations required	Dust controls Ensure pedestrian access is clear and unobstructed during the day Wayfinding signage is clear and appropriately set out Toolbox talks to remind workforce of behaviour and neighbouring businesses	No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates Metro Connect app updates
<b>Church Street</b>	<b>Day Trading</b>			
	<b>197 Church Street</b> Coffee Emporium Dallas Newsagency Peter Wynn;s Score (sport clothing)	General construction impacts including noise and vibration, dust and construction traffic  Possible translations required	Dust controls Ensure pedestrian access is clear and unobstructed during the day Wayfinding signage is clear and appropriately set out Toolbox talks to remind workforce of behaviour and neighbouring businesses	No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates Metro Connect app updates

Parramatta				
Sector	Stakeholder	Issues/Interest	Mitigation measures	Communication strategy and tools
	<p><b>210 Church Street</b> Just for Fun adult store</p> <p><b>216 Church Street</b> TSG Tobacconist Smart Dollar</p>	<p>General construction impacts including noise and vibration, dust and construction traffic</p> <p>Requires access to rear laneway for deliveries and rubbish collection</p>	<p>Property condition survey undertaken</p> <p>Vibration monitoring available for high impact work within zone of influence</p> <p>Dust controls</p> <p>Ensure pedestrian access is clear and unobstructed during the day</p> <p>Ensure laneway access is maintained throughout construction.</p> <p>Wayfinding signage is clear and appropriately set out</p> <p>Toolbox talks to remind workforce of behaviour and neighbouring businesses</p>	<p>No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required</p> <p>Meetings/doorknocks, regular updates, notifications and newsletters</p> <p>Verbal and electronic updates</p> <p>Metro Connect app updates</p>
	<p><b>223 -235 Church Street</b> La Roue Café Surplus City Camping supplies</p>	<p>General construction impacts including noise and vibration, dust and construction traffic</p> <p>Low visibility, dependant on word of mouth</p>	<p>Dust controls</p> <p>Ensure pedestrian access is clear and unobstructed during the day</p> <p>Wayfinding signage is clear and appropriately set out</p> <p>Toolbox talks to remind workforce of behaviour and neighbouring businesses</p>	<p>No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required</p> <p>Meetings/doorknocks, regular updates, notifications and newsletters</p> <p>Verbal and electronic updates</p> <p>Metro Connect app updates</p>
	<p><b>240 Church Street</b> CK Design Habitation Design Scram Escape Rooms</p>	<p>General construction impacts including noise and vibration, dust and construction traffic</p> <p>Adjoining landowner agreement in place</p> <p>Only access is off Horwood Place</p>	<p>Property condition survey undertaken</p> <p>Vibration monitoring available for high impact work within zone of influence</p> <p>Dust controls</p> <p>Ensure pedestrian access is clear and unobstructed during the day and night</p>	<p>No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required</p> <p>Meetings/doorknocks, regular updates, notifications and newsletters</p> <p>Verbal and electronic updates</p>



Parramatta				
Sector	Stakeholder	Issues/Interest	Mitigation measures	Communication strategy and tools
		Frequent after hour deliveries and special appointments	<p>Ensure vehicle access is maintained to rear of properties throughout construction. Clear and early engagement when access routes are required to change</p> <p>Wayfinding signage is clear and appropriately set out</p> <p>Well maintained local traffic controls to manage local traffic</p> <p>Clear communication of changes to local road network and access routes</p> <p>Toolbox talks to remind workforce of behaviour and neighbouring businesses</p> <p>Adjoining owner agreement in place for scaffolding</p>	<p>Metro Connect app updates</p> <p>Regular and direct engagement around access requirements</p>
	<p><b>242 Church Street</b> Optix</p>	<p>General construction impacts including noise and vibration, dust and construction traffic</p>	<p>Property condition survey undertaken</p> <p>Vibration monitoring available for high impact work within zone of influence</p> <p>Dust controls</p> <p>Ensure pedestrian access is clear and unobstructed during the day</p> <p>Wayfinding signage is clear and appropriately set out</p> <p>Well maintained local traffic controls to manage local traffic</p> <p>Clear communication of changes to local road network and access routes</p> <p>Toolbox talks to remind workforce of behaviour and neighbouring businesses</p>	<p>No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required</p> <p>Meetings/doorknocks, regular updates, notifications and newsletters</p> <p>Verbal and electronic updates</p> <p>Metro Connect app updates</p>

Parramatta				
Sector	Stakeholder	Issues/Interest	Mitigation measures	Communication strategy and tools
	<p><b>256 Church Street</b> Golden Tree Thai Massage</p> <p><b>260 Church Street</b> Dlux jewellers</p> <p><b>262 Church Street</b> Destination Roll Tax Tips 7 Eleven <b>(Also night trading)</b></p>	<p>General construction impacts including noise and vibration, dust and construction traffic</p>	<p>Property condition survey undertaken</p> <p>Vibration monitoring available for high impact work within zone of influence</p> <p>Dust controls</p> <p>Ensure pedestrian access is clear and unobstructed during the day</p> <p>Wayfinding signage is clear and appropriately set out</p> <p>Well maintained local traffic controls to manage local traffic</p> <p>Clear communication of changes to local road network and access routes</p> <p>Toolbox talks to remind workforce of behaviour and neighbouring businesses</p>	<p>No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required</p> <p>Meetings/doorknocks, regular updates, notifications and newsletters</p> <p>Verbal and electronic updates</p> <p>Metro Connect app updates</p>
	<p><b>272 Church Street</b> Mayfair Plaza S+L Watch Centre Tobacconist Belle Health and Beauty No Name Barber Aino Sushi Pick Thai Valone Cellars Parramatta newsagency</p>	<p>General construction impacts including noise and vibration, dust and construction traffic</p> <p>Low visibility, dependant on word of mouth</p> <p>Possible translation requirements</p>	<p>Dust controls</p> <p>Wayfinding signage is clear and appropriately set out</p> <p>Well maintained local traffic controls to manage local traffic</p> <p>Clear communication of changes to local road network and access routes</p> <p>Toolbox talks to remind workforce of behaviour and neighbouring businesses</p>	<p>No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required</p> <p>Meetings/doorknocks, regular updates, notifications and newsletters</p> <p>Verbal and electronic updates</p> <p>Metro Connect app updates</p>

Clyde				
Sector	Stakeholder	Issues/Interest	Mitigation measures	Communication strategy and tools
<b>Unwin Street</b>				
<b>Day Trading</b>				
	<p><b>TBC Small businesses within Rosehill Racecourse.</b></p> <p>ATC (Australian Turf Club) to provide further detail around sub leases</p>	<p>General construction impacts including noise and vibration, dust and construction traffic</p> <p>High impact construction that might impact the health and safety of horses</p> <p>Access</p> <p>Timing of works and out of hours works</p>	<p>Noise monitoring has been ongoing inside the stables to assess background noise.</p> <p>Vibration monitoring available for high impact work within zone of influence</p> <p>Dust controls</p> <p>Ensure pedestrian access is clear and unobstructed during the day</p> <p>Well maintained local traffic controls to manage local traffic</p> <p>Ongoing communication about additional mitigations during long term works</p> <p>Toolbox talks to remind workforce of behaviour and neighbouring businesses</p>	<p>Meetings/doorknocks, regular updates, notifications and newsletters</p> <p>Verbal and electronic updates</p> <p>Metro Connect app updates</p>

## F. VERSION 3 CPAS APPROVAL



Planning,  
Industry &  
Environment

Stuart Hodgson  
Director, Project Environment, Sustainability and Planning  
Metro West  
Level 43, 680 George Street,  
Sydney NSW 2000

26/10/2021

Dear Mr Hodgson

**Sydney Metro West (SSI-10038)  
Parramatta Construction Parking and Access Strategy**

I refer to the Parramatta Construction Parking and Access Strategy (CPAS) submitted to the Planning Secretary for approval in accordance with Condition D92 of SSI 10038. I also acknowledge your response to the Department's request for information.

I note that the CPAS:

- has been reviewed by Sydney Metro and no issues have been raised;
- has been prepared in consultation with Transport for NSW, City of Parramatta Council and nearby businesses; and
- meets the conditions of approval.

Accordingly, as nominee of the Planning Secretary, I approve the Parramatta Construction Parking and Access Strategy (Revision 3, dated 19 October 2021). Please ensure that the approved strategy is placed on the project website at the earliest convenience.

You are reminded that if there is any inconsistency with the Parramatta CPAS and the conditions of approval, then the requirements of the conditions of approval will prevail.

If you wish to discuss the matter further, please contact Matthew Todd-Jones at [Matthew.Todd-Jones@planning.nsw.gov.au](mailto:Matthew.Todd-Jones@planning.nsw.gov.au).

Yours sincerely

A handwritten signature in blue ink that reads 'Jake Shackleton'.

**Jake Shackleton**  
Director – Infrastructure Management

As nominee of the Planning Secretary

## Addendum 1 – Long term change to one parking space

This Addendum has been prepared to allow the long term change to a parking space in the Macquarie Lane Car Park at Parramatta.

This long term change was not identified in *DG01 Temporary use of Macquarie Lane car park* consistency assessment, hence this addendum.

The following information includes the description of the change and identification of impacts and confirms that no changes are required to the endorsed *DG01 Temporary use of Macquarie Lane car park* consistency assessment.

### 1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):  
No changes to that outlined in Section 1.0

Date of determination:  
No changes to that outlined in Section 1.0

Type of planning approval:  
No changes to that outlined in Section 1.0

Description of existing approved project you are assessing for consistency:  
No changes to that outlined in Section 1.0

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

- *DG01 Temporary use of Macquarie Lane car park* (approved by Sydney Metro 17 December 2021) (the Consistency Assessment)
- Parramatta CBD Public Car Parking Strategy Draft (05 April 2017)
- Parramatta CBD Public Car Parking Strategy Draft (May 2021)

### 2. Description of proposed development/activity/works

Describe ancillary activities, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

The works described in Section 2.0 have been completed and the scaffolding removed. Hoarding has since been installed from the rear wall of the Roxy Theatre into Macquarie Lane, essentially along the boundary of the proposed archaeological investigation area 'P6' as shown in Figure 1.

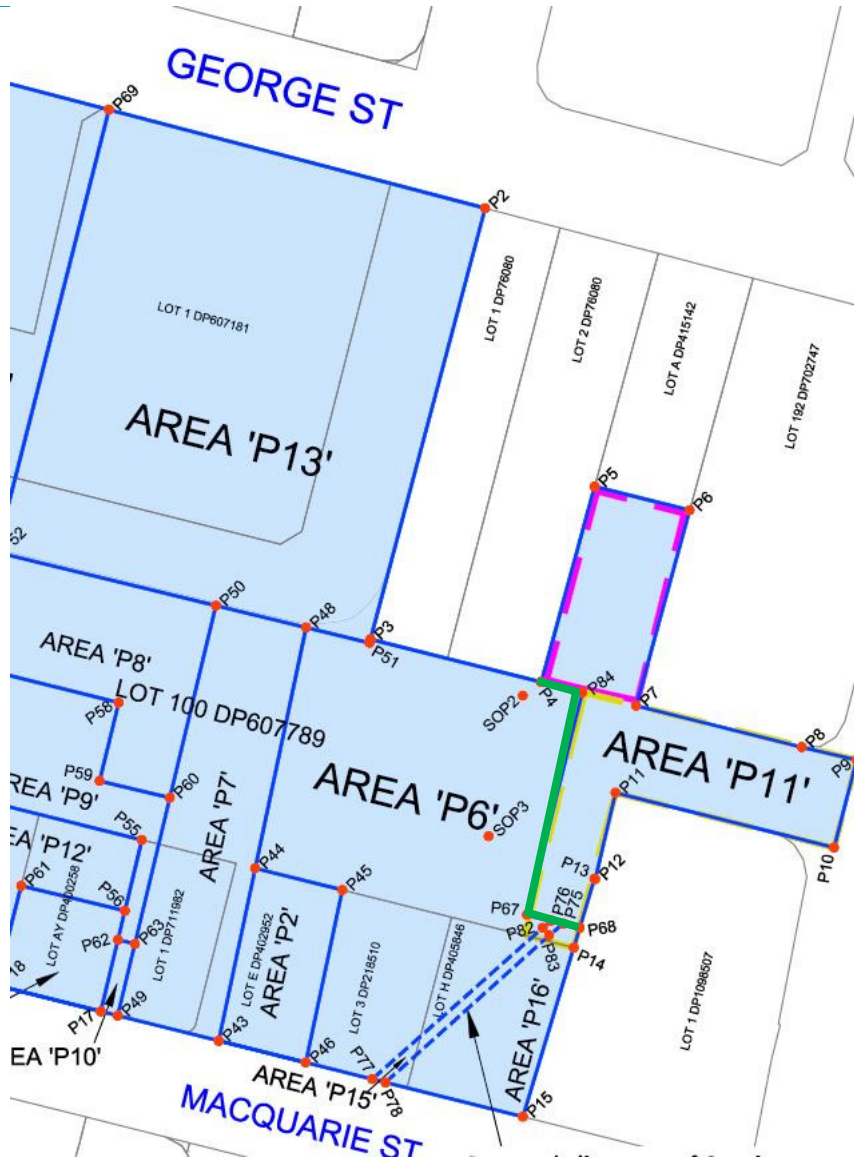


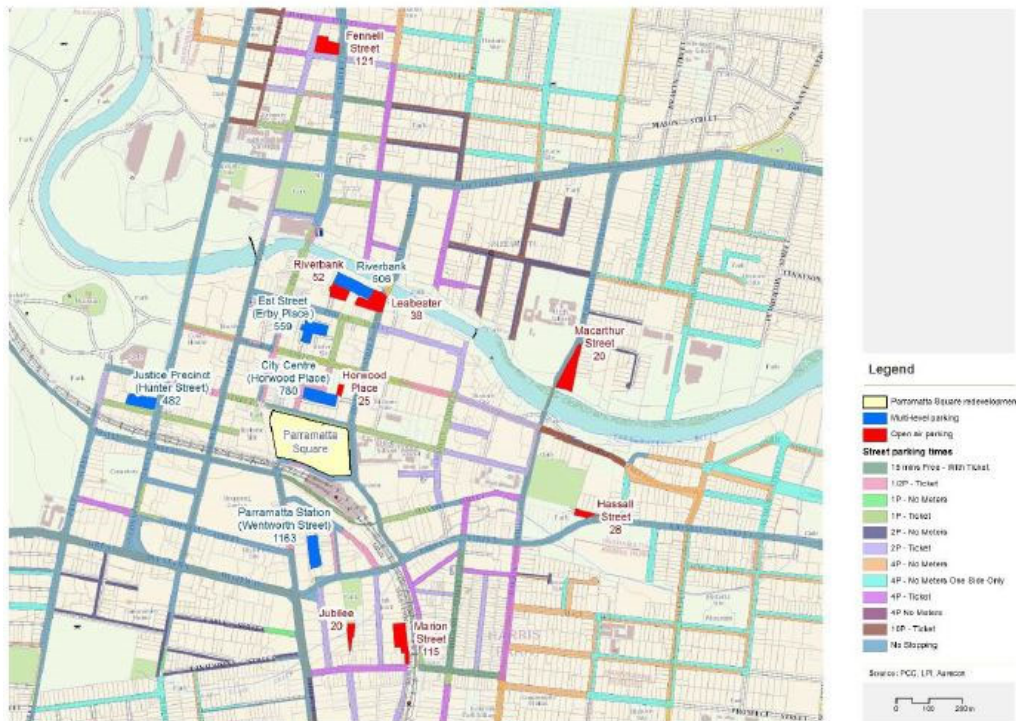
Figure 1: Installed Hoarding in Macquarie Lane (in green)

The addendum has been prepared to address the change in the parking space in the southwest side of the car park from a space suitable for a vehicle to a motorcycle space.



**Figure 2: Hoarding installed through car park space**

Table 9-11 of the EIS indicates permanent removal of around 850 off-street car parking spaces accessible from Horwood Place – including the City Centre Car Park and a small at-grade car park. The Draft Parramatta CBD Public Car Parking Strategy (City of Parramatta, 2017) referenced in the EIS indicates this small at-grade car park would be the area referred to in the consistency assessment as the Macquarie Lane car park (refer Figure 3). As such the removal of these car parks has been assessed in the EIS for Stage 1 and Concept.



**Figure 3: Map of Council-owned public parking (Draft Parramatta CBD Public Car Parking Strategy, 2017).**

### 3. Timeframe

When will the proposed change take place? For how long?

Section 3.0 no longer relevant. This change is for archaeology investigations and construction access and has been implemented and will be long term, for at least the duration of construction activities.

### 4. Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

Minor change to that outlined in Section 4.0. Impacts to the southwest carpark space identified in Appendix A will be long term as opposed to temporary. The hoarding is wholly within Lot 100 DP607789 which also includes Macquarie Lane and the carpark areas (see Figure 4), and is owned by Sydney Metro.



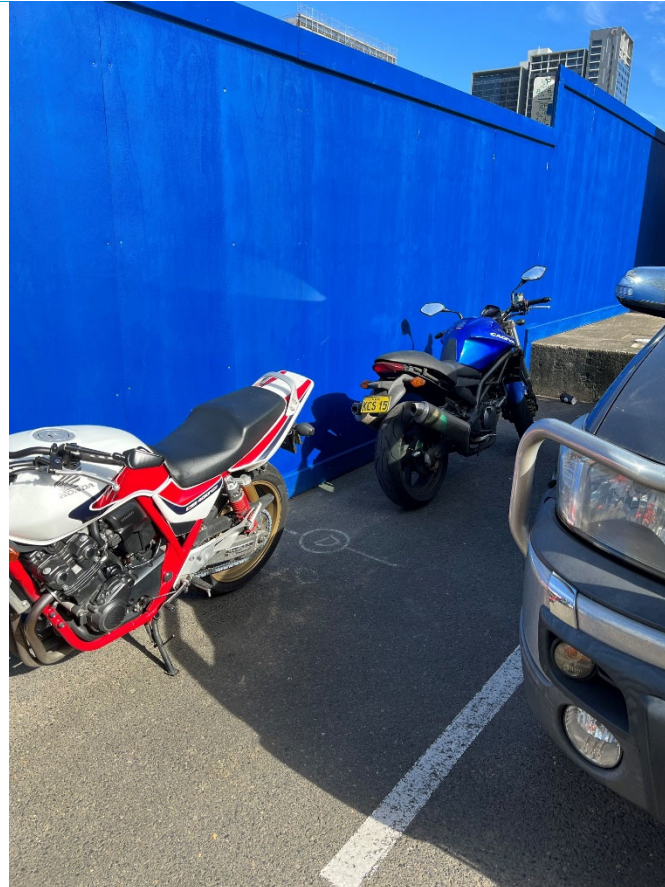
**Figure 4: Lot 100 DP607789**

### 5. Site Environmental Characteristics

Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.

No changes to that outlined in Section 5.0, with the exception that the proposed closure of one of the five car parking spaces will now be longer term, and replaced by a motorcycle parking space.





**Figure 5: Space open as motorcycle parking**

## 6. Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

Readjustment of the hoarding to reinstate the car park was considered, however the Site Access Plan within the Deed was updated with the Amended Agreement to change the boundary of the Macquarie Lane car park to be maintained such that it reduced the size of the space in the south western corner.

## 7. Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

No changes to that outlined in Section 7.0.

## 8. Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

Phase C works in Parramatta are undertaken in accordance with their approved Construction Environmental Management Plan (CEMP) and sub-plans.

The Delta Construction Parking and Access Strategy (CPAS) was updated and approved by DPE to cover temporary removal of five (5) parking spaces in the Macquarie Lane car park for up to one month. This has occurred and the car park reinstated with a minor change to that described in the

CPAS. The reinstatement is not strictly “as per the existing situation”, but rather a car park space has been converted into motorcycle parking.

### 10.0 Impact Assessment – Construction

There are minor changes to the construction impacts described in the Approved Project (see Section 10) and this addendum is considered consistent with the approved project.

The changes are conversion of a car parking space into motorcycle parking.

### 11.0 Impact Assessment - Operation

No change to the operational impacts described in the Approved Project (see Section 11).

Impacts applicable to the operational aspects of Sydney Metro West are developed within the Stage 3 approval application. The Stage 3 EIS indicates the existing carpark is to be retained as a proposed shared zone.

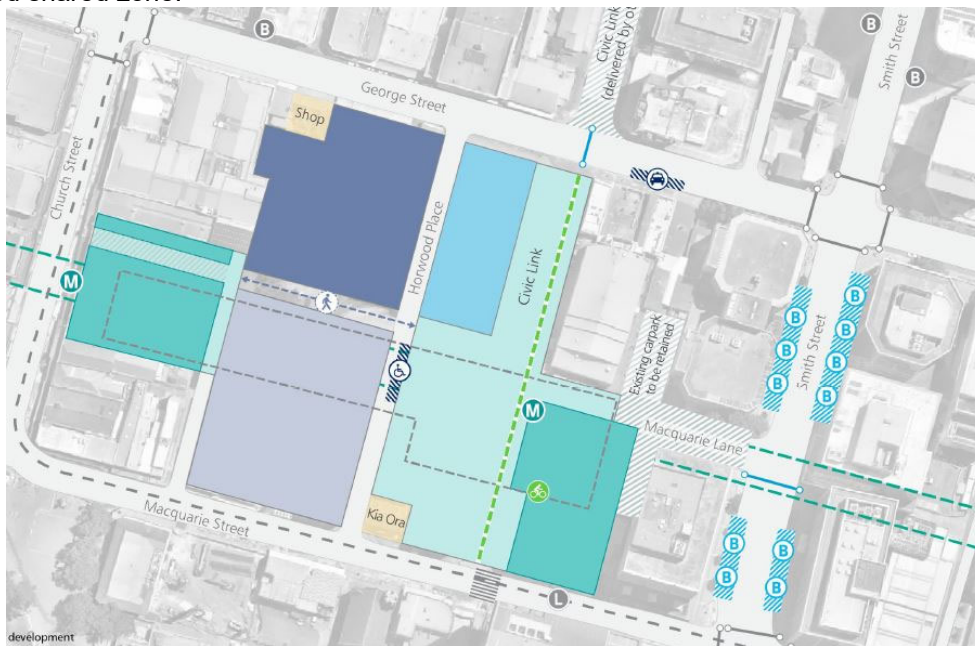


Figure 6: Indicate layout and key design elements (from Figure 8-1, Stage 3 EIS)

### 12.0 Consistency with the Approved Project

Is the project consistent with the approved project?

The proposed activities to be undertaken as part of this Addendum are consistent with the activities associated with those approved project. The proposed works:

- would not transform the project
- are consistent with objectives and functions of the approved project as a whole and function of elements of the approved project
- negligible environmental impacts are expected as a result of the proposed works
- the proposed works are consistent with the conditions of approval (including D92).
- the impacts of the proposed works would be managed to avoid adverse impacts.

### 13.0 Other Environmental Approvals

Are other environmental approvals required as a result of the proposed works?

N/A

## Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	██████████	Signature:	██████████
Title:	Environmental Manager		
Company:	Sydney Metro	Date:	21-June 2022

This section is for Sydney Metro only.

### Application supported and submitted by

Name:	██████████	Date:	21/06/2022
Title:	Associate Director Planning Approvals	Comments:	
Signature:	██████████		

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

Yes  The proposed activity/works are consistent and no further assessment is required.

No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	[REDACTED]	Date:	21 June 2022
Title:	Director West, Environment, Sustainability & Planning	Comments:	
Signature:	[REDACTED]		