

# Operational Parking & Access Strategy

Project Name: WestConnex New M5

|                         |                     |
|-------------------------|---------------------|
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## Document Approval

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|            |          |             |             |                |             |         |
| Signature: |          |             |             |                |             |         |

## Details of Revision Amendments

### Document Control

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

### Amendments

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

### Revision Details

| Revision | Details                                |
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## 1. Introduction

### 1.1. Project Description

WestConnex is one of the NSW Government's key infrastructure projects which aims to ease congestion, create jobs and connect communities. The 33 kilometre motorway linking Sydney's west and south-west with the Sydney Central Business District, Sydney Airport and Port Botany is being delivered by Sydney Motorway Corporation as a series of separate projects, see Figure 1 below.



Figure 1: WestConnex project overview

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

Key features of the New M5 include:

- New twin tunnels which are higher, wider and flatter, which will more than double capacity along the M5 East corridor and provide motorway access to north of Sydney Airport
- A new interchange at an industrial site at St Peters, which reduces the impact on nearby residential areas
- Connections from the interchange to key roads in the area, including Campbell Road/Street, Euston Road and across the canal to Bourke Road
- Widening of Campbell Road/Street and Euston Road through existing road widening reservations
- Western tunnel entry and exit points at Kingsgrove.

### 1.2. Scope of Strategy

This Operational Parking and Access Strategy describes the final parking and access arrangements that will be implemented during operation of the New M5. The strategy has been prepared in accordance with Condition of Approval (CoA) E42, as outlined in Table 1.

Permanent changes to parking arrangements as a result of the project will occur in the Local Roads Works areas, in the suburbs of St Peters, Alexandria and Mascot. No changes to parking will occur elsewhere in the project area. Access will be maintained to all residences and businesses, including loading areas, during operation of the project.



Table 1: Conditions of Approval Clause E42 compliance

| Reference | Requirements  | Where addressed  |
|-----------|---|--|
| E42       | The Proponent must prepare and implement an Operational Parking and Access Strategy to facilitate the optimization of the return of on- and off-street parking removed or altered during construction and consequent to the operation of the SSI. The strategy shall include, but not necessarily be limited to:                                  |  |
|           | a) confirmation and timing of the return of on- and off-street parking removed or altered as a result of construction and operation of the SSI with reference to the Residual Land Management Plan required in condition B67;   | Section 2  |
|           | b) review of comprehensive parking surveys required in condition D50(b) with consideration of changes in demand attributable to land use changes, acquisitions or other cumulative impacts;   | Section 3  |
|           | c) consultation with affected stakeholders, including relevant councils, that will experience continued loss, return or additional on- and off-street parking;  | Section 4<br>Appendix B<br>Appendix C                  |
|           | d) assessment of the impacts of changes to on- and off-street parking stock taking into consideration of outcomes of consultation with affected stakeholders and reviews of parking surveys;  | Section 5  |
|           | e) identification of mitigation measures and arrangements to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, provision of alternative parking arrangements, and working with relevant councils to introduce parking restrictions or permit schemes where appropriate; | Section 5  |
|           | f) mechanisms for monitoring of on- and off-street parking impacts and mitigation measures at 12 month intervals to determine the effectiveness of implemented mitigation measures and any supply and demand induced parking issues that are attributable to the SSI;   | Section 6  |
|           | g) provision of contingency measures should the results of mitigation monitoring indicate implemented measures are ineffective; and   | Section 6  |
|           | h) provision of reporting of monitoring results to the Secretary and relevant councils at 12 month intervals for the first five years of operation.   | Section 6  |
|           | The use of residual land to achieve compliance with the objective of optimizing the return of all on- and off-street parking is permitted. However, this must be justified within the Residual Land Management Plan required by condition B67.  | Section 5  |
|           | The Strategy must be submitted to the Secretary for approval at least 12 months prior to the operation of the SSI, unless otherwise agreed by the Secretary. The Strategy must be implemented prior to the operation of the SSI.  | These timeframes will be complied with by the Project. |

## 2. Permanent changes to parking

Parking provisions in the Local Roads area of the project have been impacted during construction as described in the New M5 Environmental Impact Statement (November 2015) and the approved Construction Parking and Access Strategy. Both temporary and permanent changes to parking are identified in Table 1 below, inclusive of new parking provided during the operational phase of the project. Expected timing of return of temporarily lost parking is also provided.

**Table 1** Temporary and permanent changes to parking supply

| Location*             | Pre-project supply | Parking temporarily lost during construction phase only | Parking permanently lost during construction and operational phases | Total parking impact during construction phase | Expected date to return temporary lost parking | Total Parking available after Project Completion |
|-----------------------|--------------------|---|---|--|--|--|
| Albert Street NE      | 25                 | 25  | 1   | 25   | 09/2019  | 24   |
| Albert Street SW      | 19                 | 0   | 19  | 19   | N/A  | 0  |
| Unwins Bridge Road NW | 31                 | 20  | 10  | 30   | 08/2019  | 21   |
| Unwins Bridge Road SE | 41                 | 16  | 0   | 16   | 07/2019  | 41   |
| Brown Street SE       | 29                 | 4   | 5   | 9  | 10/2018  | 24   |
| Brown Street NW       | 37                 | 4   | 5   | 9  | 10/2018  | 32   |
| Florence Street SE    | 38                 | 4   | 5   | 9  | 10/2018  | 33   |
| Florence Street NW    | 42                 | 4   | 5   | 9  | 10/2018  | 37   |
| St Peters Street SE   | 22                 | 4   | 5   | 9  | 10/2018  | 17   |
| St Peters Street NW   | 20                 | 4   | 5   | 9  | 06/2019  | 15   |
| Church Street SE      | 21                 | 4   | 5   | 9  | 10/2018  | 16   |
| Church Street NW      | 21                 | 4   | 5   | 9  | 10/2018  | 16   |
| Hutchinson Street NW  | 36                 | 6   | 0   | 6  | 02/2019  | 36   |
| Princes Highway SE    | 32                 | 8   | 16  | 24   | 04/2019  | 16   |
| Princes Highway NW    | 12                 | 12  | 0   | 12   | 02/2019  | 12   |
| Campbell Road NE      | 56                 | 16  | 40  | 56   | 10/2019  | 16   |
| Campbell Road SW      | 36                 | 17  | 19  | 36   | 10/2019  | 17   |

| Location*                        | Pre-project supply | Parking temporarily lost during construction phase only | Parking permanently lost during construction and operational phases | Total parking impact during construction phase | Expected date to return temporary lost parking | Total Parking available after Project Completion |
|----------------------------------|--------------------|---|---|--|--|--|
| Campbell Street (off-street)     | N/A                | N/A   | N/A   | NA   | 06/2019  | 26   |
| Euston Road NW                   | 140                | 45  | 13  | 58   | 06/2019  | 127*   |
| Euston Road SE                   | 103                | 45  | 16  | 61   | 10/2019  | 87*  |
| Gardeners Road S                 | 39                 | 28  | 11  | 39   | 09/2021  | 28   |
| Gardeners Road N                 | 42                 | 22  | 20  | 42   | 09/2021  | 22   |
| Venice Street E                  | N/A                | N/A   | N/A   | NA   | 06/2019  | 23   |
| Bunnings Carpark (off-street)    | 240                | 10  | 0   | 10   | 09/2021  | 240  |
| Delta Group Carpark (off-street) | 16                 | 10  | 6   | 16   | 09/2021  | 10   |
| Huntley Street NE                | 7                  | 5   | 2   | 7  | 10/2019  | 5  |
| Huntley Street SW                | 7                  | 5   | 2   | 7  | 10/2019  | 5  |
| Barwon Park Road W               | 9                  | 0   | 9   | 9  | N/A  | 0  |
| Barwon Park Road E               | 14                 | 0   | 14  | 14   | N/A  | 0  |
| Burrows Road SE                  | 48                 | 21  | 27  | 48   | 07/2019  | 21   |
| Burrows Road NW                  | 54                 | 29  | 25  | 54   | 07/2019  | 29   |
| May Street NW                    | 28                 | 1   | 20  | 21   | 09/2019  | 8  |
| May Street SE                    | 23                 | 1   | 12  | 13   | 09/2019  | 11   |
| <b>TOTAL</b>                     | <b>1288</b>        | <b>374</b>  | <b>322</b>  | <b>695</b>                                     |  | <b>1015</b>                                      |

S = South; N = North; E = East, W = West.

\* Operational parking will be subject to clearway restrictions

Table 110 in Appendix G of the EIS provides the estimated number of car parking spaces lost as a result of permanent design. The permanent parking impacts estimated in the EIS include a loss of 719 parking spaces and the provision of an additional 60 spaces.

As shown in Table 1, a total loss of 322 existing parking spaces is anticipated at the completion of construction. An additional 49 spaces will be added to the Local Roads areas at Venice Street, Mascot



and at the new off-street parking area on Campbell Street. Therefore, a net loss of 273 parking spaces will result during operation of the project.

## 3. Existing Parking Supply & Utilisation

### 3.1. Pre-construction parking surveys

The following tables provide a summary of the parking stock available at the local roads project sites prior to the commencement of construction. Surveys were undertaken to estimate existing stock and utilisation of parking in the local roads areas prior to any construction impacts. Surveys were undertaken for local roads works areas, that would be affected by temporary and/or permanent loss of parking due to the project.

The parking surveys were carried out on the following days:

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

**Table 2** Weekday parking survey results

| Location            | Side  | Supply | AM Peak Weekday (7am-10am) |                       | PM Peak Weekday (3pm-6pm) |                       |
|---------------------|-------|--------|----------------------------|-----------------------|---------------------------|-----------------------|
|                     |       |        | Average Occupancy          | Average Occupancy (%) | Average Occupancy         | Average Occupancy (%) |
| Albert Street       | NE    | 25     | 23                         | 92%                   | 20                        | 80%                   |
| Albert Street       | SW    | 19     | 19                         | 100%                  | 18                        | 95%                   |
| Unwins Bridge Road  | SE    | 31     | 6                          | 19%                   | 5                         | 16%                   |
| Unwins Bridge Road  | NW    | 41     | 8                          | 20%                   | 7                         | 17%                   |
| Brown Street        | SE    | 29     | 18                         | 62%                   | 17                        | 59%                   |
| Brown Street        | NW    | 37     | 24                         | 65%                   | 22                        | 59%                   |
| Florence Street     | SE    | 38     | 27                         | 71%                   | 25                        | 66%                   |
| Florence Street     | NW    | 42     | 30                         | 71%                   | 28                        | 67%                   |
| St Peters Street    | SE    | 22     | 15                         | 68%                   | 13                        | 59%                   |
| St Peters Street    | NW    | 20     | 13                         | 65%                   | 12                        | 60%                   |
| Church Street       | SE    | 21     | n/s                        | n/s                   | n/s                       | n/s                   |
| Church Street       | NW    | 21     | n/s                        | n/s                   | n/s                       | n/s                   |
| Hutchinson Street   | NW    | 36     | 26                         | 72%                   | 21                        | 58%                   |
| Princes Highway     | SE    | 32     | 13                         | 41%                   | 6                         | 19%                   |
| Princes Highway     | NW    | 12     | 5                          | 42%                   | 2                         | 17%                   |
| Campbell Road       | NE    | 56     | 33                         | 59%                   | 29                        | 52%                   |
| Campbell Road       | SW    | 36     | 22                         | 61%                   | 19                        | 53%                   |
| Euston Road         | NW    | 140    | 102                        | 73%                   | 69                        | 49%                   |
| Euston Road         | SE    | 103    | 75                         | 73%                   | 50                        | 49%                   |
| Gardeners Road      | South | 39     | 34                         | 87%                   | 23                        | 59%                   |
| Gardeners Road      | North | 42     | 37                         | 88%                   | 24                        | 57%                   |
| Bunnings Carpark    | N/A   | 240    | 112                        | 47%                   | 124                       | 52%                   |
| Delta Group Carpark | N/A   | 16     | 16                         | 100%                  | 17                        | 106%                  |
| Huntley Street      | NE    | 7      | 5                          | 71%                   | 4                         | 57%                   |
| Huntley Street      | SW    | 7      | 5                          | 71%                   | 4                         | 57%                   |

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| Location         | Side | Supply      | AM Peak Weekday (7am-10am) |                       | PM Peak Weekday (3pm-6pm) |                       |
|------------------|------|-------------|----------------------------|-----------------------|---------------------------|-----------------------|
|                  |      |             | Average Occupancy          | Average Occupancy (%) | Average Occupancy         | Average Occupancy (%) |
| Barwon Park Road | West | 9           | 8                          | 89%                   | 5                         | 56%                   |
| Barwon Park Road | East | 14          | 14                         | 100%                  | 9                         | 64%                   |
| Burrows Road     | SE   | 48          | 40                         | 83%                   | 31                        | 65%                   |
| Burrows Road     | NW   | 54          | 46                         | 85%                   | 35                        | 65%                   |
| May Street       | NW   | 28          | 24                         | 86%                   | 21                        | 75%                   |
| May Street       | SE   | 23          | 19                         | 83%                   | 16                        | 70%                   |
| <b>TOTAL</b>     |      | <b>1288</b> | <b>819</b>                 | <b>67%</b>            | <b>676</b>                | <b>55%</b>            |

**Table 3** Weekend parking survey results

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



| Location         | Side | Supply      | Saturday 9am-6pm  |                       | Sunday 9am-6pm    |                       |
|------------------|------|-------------|-------------------|-----------------------|-------------------|-----------------------|
|                  |      |             | Average Occupancy | Average Occupancy (%) | Average Occupancy | Average Occupancy (%) |
| Barwon Park Road | East | 14          | 9                 | 64%                   | 10                | 71%                   |
| Burrows Road     | SE   | 48          | 25                | 52%                   | 23                | 48%                   |
| Burrows Road     | NW   | 54          | 29                | 54%                   | 26                | 48%                   |
| May Street       | NW   | 28          | 25                | 89%                   | 21                | 75%                   |
| May Street       | SE   | 23          | 19                | 83%                   | 16                | 70%                   |
| <b>TOTAL</b>     |      | <b>1288</b> | <b>629</b>        | <b>52%</b>            | <b>573</b>        | <b>47%</b>            |

The surveys show an estimated 1288 car parking spaces available prior to construction within the impacted areas of the Local Roads works. Approximately 67% of these spaces are utilised in the weekday AM peak period and approximately 52% are occupied during the weekend.

### 3.2. Post-construction supply and demand

As described in Section 2, the total parking available after project completion is expected to be 1015 spaces. This means a net loss of up to 273 spaces in total across the local roads areas. The impacts are spread across the local roads with the greatest changes on the northeast side of Campbell Road, Barwon Park Road, Burrows Road, May Street, the southwest side of Albert Street and the southeast side of the Princes Highway. These areas will experience more than a 50 per cent reduction in pre-construction parking supply within the project area.

Parking needs associated with project operational and maintenance activities will be accommodated within the operational facilities, including the MCC and MOC facilities. Therefore, there will be no increased demand for parking as a result of access to and use of the operational activities associated with the project.

Project areas that are likely to experience reduced demand include areas where property (commercial, industrial and residential) has been acquired to facilitate construction and operation of the project. Appendix D of the EIS identifies 66 commercial/industrial property lots within the Local Roads areas to be acquired for the project and 86 residential property lots. Prior to construction of the New M5, residents and workers at these properties would have contributed to demand for car parking in the surrounding streets. With the change in land use of these properties, the associated demand for car parking will be reduced.

Project areas with potential for increases in parking demand include those areas close to current and future residential development as well as areas subject to increased worker populations.

Within the Inner West LGA, the suburb of St Peters is expected to have increased residential occupancy with an additional 450 potential dwellings predicted to be constructed in the period to 2031 (Marrickville 2014). Worker numbers during this period (2011-2031) are also expected to increase in the suburb of St Peters with a change in use from industrial occupations to commercial/retail (Marrickville 2014). Census data supports an increasing residential population trend in this area during the period 2011-2016. The population for the suburbs of Sydenham, Tempe and St Peters increased from 7,190 to 7,846 during this period (ABS 2012, ABS 2017).

The City of Sydney (CoS 2016) predicts a residential growth of 63% in the south Sydney area during the period 2015-2030. A predicted growth in workers of 18% and growth in visitors of 168% is predicted during the same period. Census data supports a strong increase in population growth in this area with the population of Alexandria increasing from 7,050 to 8,262 and Mascot increasing from 10,179 to 14,772 during the period 2011 to 2016 (ABS 2012, ABS 2017).

Notwithstanding the above projected increases in local populations around the local roads areas, a number of factors have been identified (Marrickville 2014) that are likely to result in flattening and decreasing of vehicle ownership in the local area in the years to 2031. Some of these factors include:

- Reduced on-site car parking rates in Marrickville DCP 2011,



- Increasing fuel prices
- An increasing trend to car and bicycle sharing and increasing availability of cycleways,
- The decreasing return on increasing car ownership due to such factors as increasing density living, parking problems including the finite limit to street spaces and the increasing costs of parking vehicle ownership in general,
- The push to healthier more active living.

The suburb of St Peters demonstrated a decline in vehicle ownership during the period 2001 to 2006 (Marrickville 2014) and remained constant between 2011-2016 (ABS 2012, ABS 2017). Further decline in vehicle ownership is predicted to continue into the future. Vehicle ownership in the suburb of Mascot decreased in the period 2011-2016 and remained constant in Alexandria (ABS 2012, ABS 2017).



## 4. Consultation

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

### 4.1. Stakeholders

Potentially affected stakeholders include residents, businesses, community groups as well as the following government stakeholders:

- Inner West Council
- City of Sydney
- Bayside Council
- Road and Maritime Services (RMS).

### 4.2. Communication and Consultation Activities

#### 4.2.1. Construction phase consultation

Consultation with relevant stakeholders was undertaken during the preparation of the Construction Parking and Access Strategy. The aims of this consultation approach were to:

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

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

#### 4.2.2. Resident and business surveys

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

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

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

The key findings of the resident survey were:

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

- Accessibility to properties and logistics, particularly for the elderly and residents with medical conditions and children
- Personal safety and vehicle security if required to park further away
- Make it difficult for family and friends to visit due to lack of parking.

The key findings of the business survey were:

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

#### 4.2.3.Roads and Maritime Services / Council consultation

Roads and Maritime Services (RMS) and relevant Councils have been consulted with regard to car parking during regular interface meetings. The focus of this consultation has been the availability of additional land to provide offset parking for affected business and residences as well as potential assistance with car parking restrictions. The outcomes of this consultation are described in Section 5 below.

#### 4.2.4.Consultation for operational phase impacts

Potentially affected stakeholders are being notified of the final parking arrangements in the local roads areas as documented in this Strategy. Any further feedback will be considered and addressed where possible.

## 5. Parking impacts, mitigation and management

As described in Sections 2 and 3, the total parking available after project completion is expected to reduce by up to 273 spaces in total in the local roads areas. This is less than the estimated net loss of 659 parking spaces identified at the time of the EIS. Detailed design has provided for the reinstatement of additional parking spaces, including on Albert Street where 24 parking spaces will be reinstated that were not identified in the EIS. Most of the parking temporarily removed on the Princes Highway will also be returned during operation. The new off-street parking area on Campbell Street has also been moved to the north by one block as a result of consultation in order to facilitate improved access/egress.

Parking impacts are spread across the local roads with the greatest changes on the northeast side of Campbell Road, Barwon Park Road, Burrows Road, May Street, the southwest side of Albert Street and the southeast side of the Princes Highway. These areas will experience more than a 50 per cent reduction in pre-construction parking supply within the project area.

Permanently lost parking spaces are generally in areas of industrial/commercial land use and not adjacent to residential areas. An exception is the loss of parking on the north side of Campbell Road adjacent to the row of terrace houses. The existing rear lane access and parking via Harber Street will be maintained during project operation however. Residents in May Street will also be affected by loss of parking, with a number of parking spaces lost at the western end of May Street.

As discussed in Section 3.2, while populations are expected to potentially increase in the suburbs in and around the Local Roads areas, vehicle ownership is also expected to decrease into the future. Whilst actual demand for parking into the near future is difficult to predict (refer Section 3.2), it is unlikely to increase substantially based on these considerations.

Therefore, considering supply and demand before and after project construction, the permanent loss of approximately 273 spaces across the local roads areas is not expected to have a major impact on the local community. The project has a number of management measures to monitor and review operational impacts on parking. These mitigation measures are discussed below.

### 5.1. Alternate parking arrangements

Alternate parking arrangements were investigated by CDS-JV during preparation of the Construction Parking and Access Strategy to identify available land owned by Council and/or RMS as an offset for car parking for residences and businesses. A radius of approximately 500 metres was selected as a reasonable distance for a person's willingness to walk to and from their car and to account for safety considerations (ie. safe passage at night to/from a vehicle's location). No land was available from RMS, Inner West or City of Sydney Councils to facilitate alternate parking arrangements.

Additional permanent on-street and off-street parking at Campbell Street, St Peters, additional on-street parking at the new Venice Street, Mascot and returned parking at Albert Street, St Peters will offset some of the parking loss from the project.

### 5.2. Temporary Parking Restrictions

Changes to temporary parking restrictions (e.g. 1P, 2P etc.) may be useful in managing parking supply in areas experiencing high short-term parking demand. For example, time based restrictions in retail precincts would ensure short-term parking stays, which would increase turnover and the availability of parking spaces throughout the day.

The use of temporary parking restrictions has been raised with Inner West and City of Sydney Councils during preparation of the Construction Parking and Access Strategy. City of Sydney advised that they were not in favour of these schemes as the occupants of properties built in recent years are not eligible for residential parking permits and that parking restrictions are also difficult to enforce. Inner West Council advised that restricted parking areas or an extension to any existing residential parking permit schemes would require careful consideration and approval by Council. Options for these schemes can be revisited with Council during the operational phase if required.

### 5.3. Residual land management

A number of land parcels utilised for construction purposes will not be required during the operational phase of the project. The potential use of these residual land areas for car parking has been assessed, however, due to size and/or location, the residual lands are not considered suitable for this purpose. These land parcels will be identified and further assessed for potential land use options in the Residual Land Management Plan required under CoA B67., a number of land parcels utilised for

construction purposes will not be required during the operational phase of the project. The potential use of these residual land areas for car parking has been considered, however, due to size and/or location, most of the residual lands are deemed to be unsuitable for this purpose. These land parcels will be further detailed and assessed for potential land use options in the Residual Land Management Plan required under CoA B67.

## 5.4. Road Network Performance Review Plan

In accordance with CoA E40, at both 12 months and 5 years after the commencement of operation of the project, a Road Network Performance Review Plan will be prepared in consultation with Transport for NSW and relevant councils. The Plan will assess the performance of the road network as a consequence of the project, including on local roads, and will include a review of any new information available regarding land use changes. The review will also include potential mitigation measures to remove/limit adverse impacts on road user groups.

## 5.5. Independent Environmental Audit

In addition to the Road Network Performance Review Plan, an Independent Environmental Audit will be undertaken within 12 months of the commencement of operation in accordance with CoA E51. The audit will include consultation with relevant agencies and relevant councils and will assess the environmental performance of the project, including all relevant approvals. The Audit will review the adequacy of this Strategy and will recommend measures or actions, where necessary, to improve environmental performance of the project including operational parking impacts.

## 5.6. Feedback and complaints

Feedback received during the operational phase will be considered in the Road Network Performance Review Plan as described in Section 5.4. Feedback and complaints may be received by way of the following:

- WestConnex enquiries and complaints free-call community information line (1800 660 248), email ([info@westconnex.com.au](mailto:info@westconnex.com.au)) or mailbox (GPO Box 3905, Sydney NSW 2001)
- Complaints and enquiries forwarded to the project from Council, Department of Planning and Environment and RMS community complaints systems.



## 6. Monitoring, Reporting & Contingencies

### 6.1. Annual monitoring

Monitoring and review of stakeholder sentiment regarding operational parking and access changes received through the communication channels described in Section 5.6 must be undertaken at 12 monthly intervals in accordance with CoA E42. An annual review of changes in demand for parking will also be conducted.

### 6.2. Annual reporting

The results of the above monitoring and review will be provided to the Secretary and relevant councils every 12 months for the first five years of operation.

### 6.3. Contingencies

Where monitoring identifies that management measures are ineffective, contingency measures shall be investigated and implemented where feasible. Contingency measures are likely to include further consultation with Councils and RMS to identify parking restrictions/schemes and alternate parking locations as described in Section 5.

## 7. Conclusion

Permanent parking losses will only occur within the Local Roads areas of the Project. The operation of Project sites at Arncliffe, Bexley, Kingsgrove and SPI will not impact on public on- or off-street parking areas around these sites. This Strategy concludes the following key points:

- The net loss of parking in the Local Roads areas comprises a total of 273 spaces. This is substantially less than the estimated permanent net loss of 659 parking spaces estimated in the EIS and demonstrates a commitment to the return of on- and off-street parking where feasible during operation of the project.
- Business access, loading areas and residential access will be maintained throughout operation of the project.
- Councils and RMS have been approached for existing available land to offset parking losses and to consider the implementation of restricted parking schemes. No available land has been identified within 500 metres of the Local Roads areas and Councils are generally not in favour of implementing or expanding restricted parking schemes.
- Monitoring and reporting of permanent parking impacts will be undertaken during operation in accordance with Section 6 and, where impacts are identified to be greater than predicted, contingency measures will be investigated and implemented as necessary.



## 8. References

Australian Bureau of Statistics 2016 Census Data (ABS 2017)

[http://quickstats.censusdata.abs.gov.au/census\\_services/getproduct/census/2016/quickstat/036](http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/036)

Australian Bureau of Statistics 2011 Census Data (ABS 2012)

[http://quickstats.censusdata.abs.gov.au/census\\_services/getproduct/census/2011/quickstat/0](http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2011/quickstat/0)

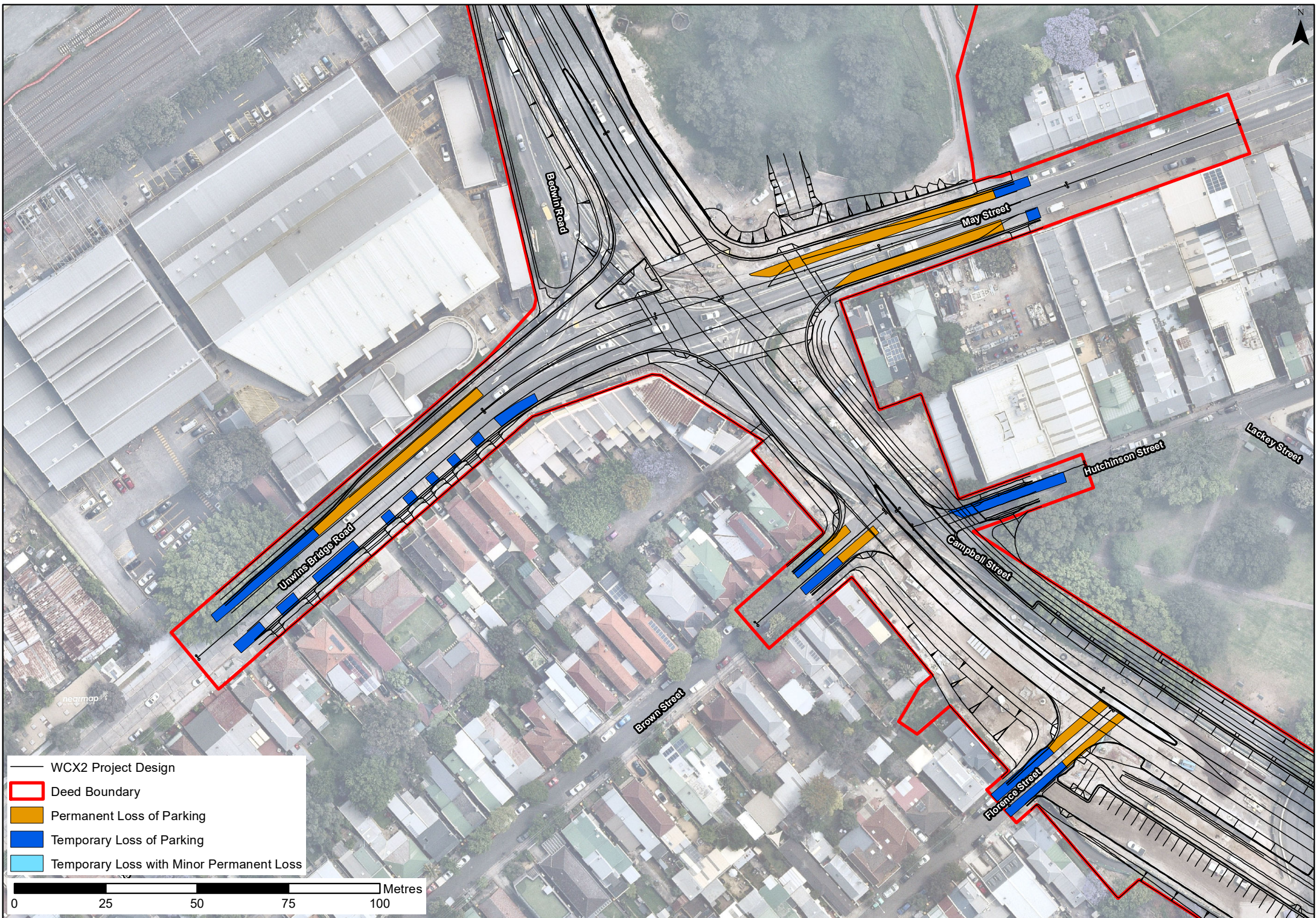
Marrickville Council 2014, Marrickville Section 94/94A Contributions Plan 2014

City of Sydney Council 2016, City of Sydney Development Contributions Plan 2015



## Appendix A - Operational Parking Impact Plans

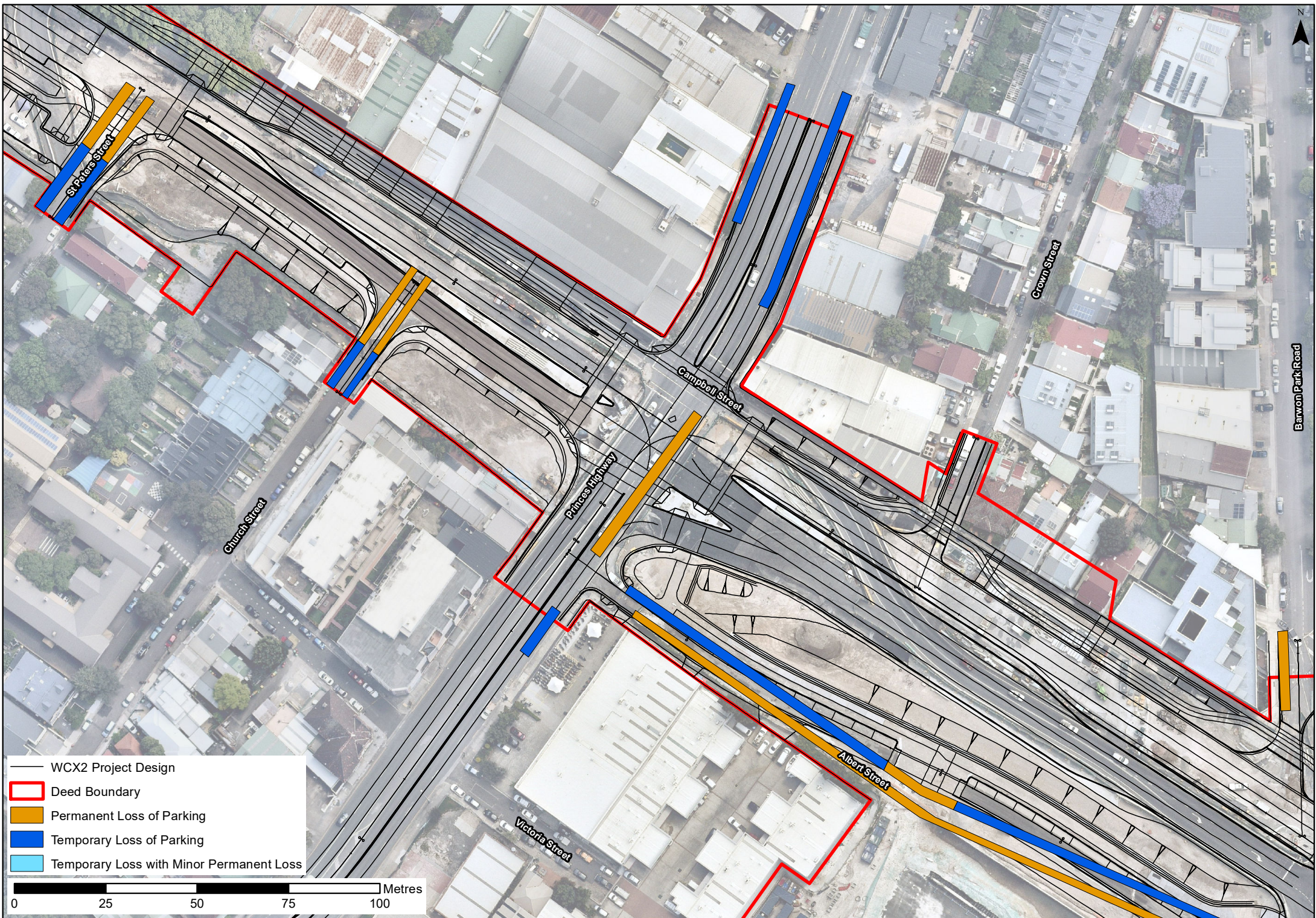




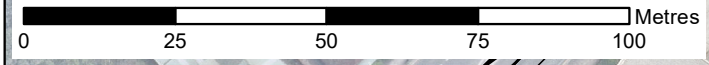
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- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss

0 25 50 75 100 Metres

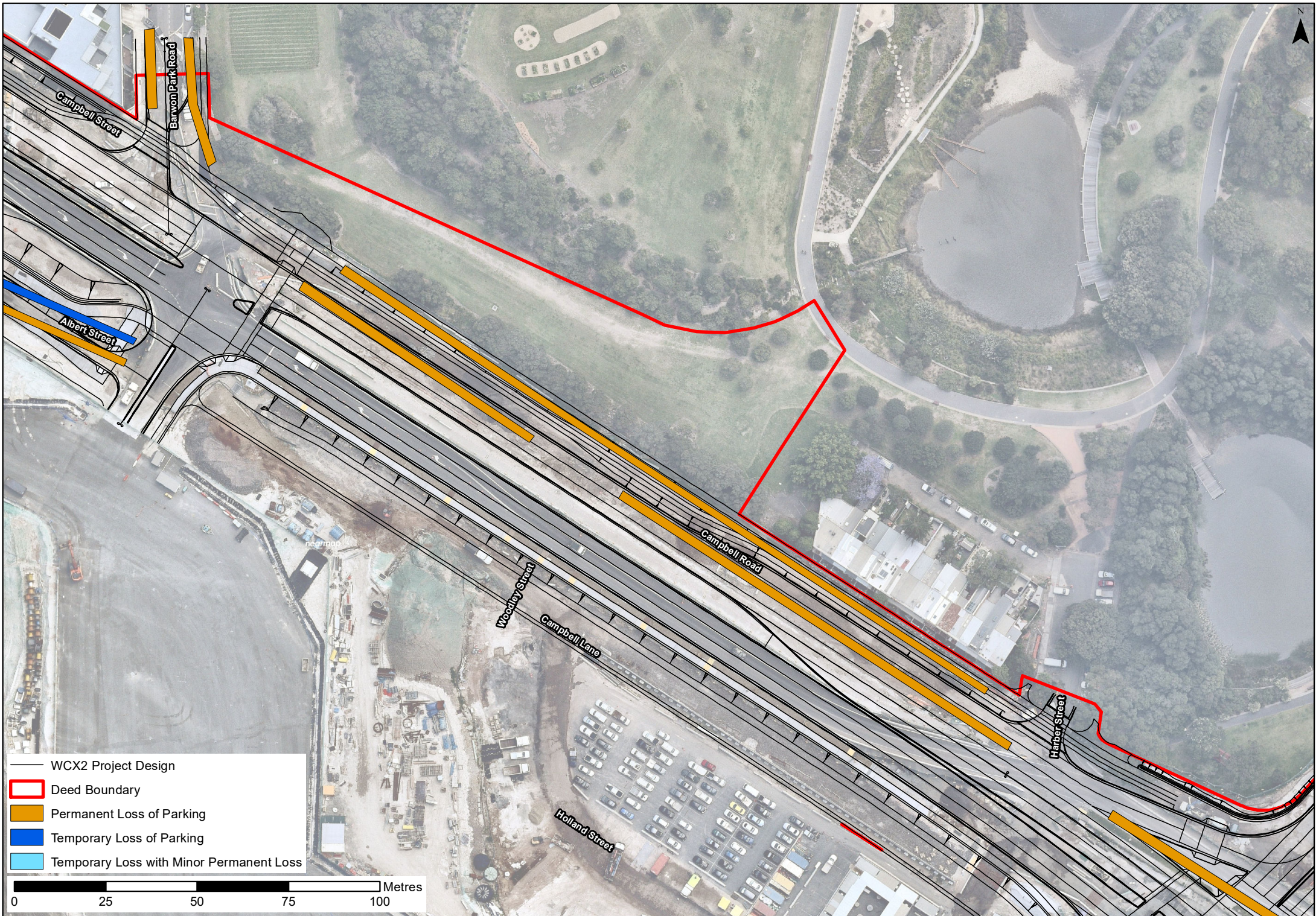




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- Deed Boundary
- Permanent Loss of Parking
- Temporary Loss of Parking
- Temporary Loss with Minor Permanent Loss



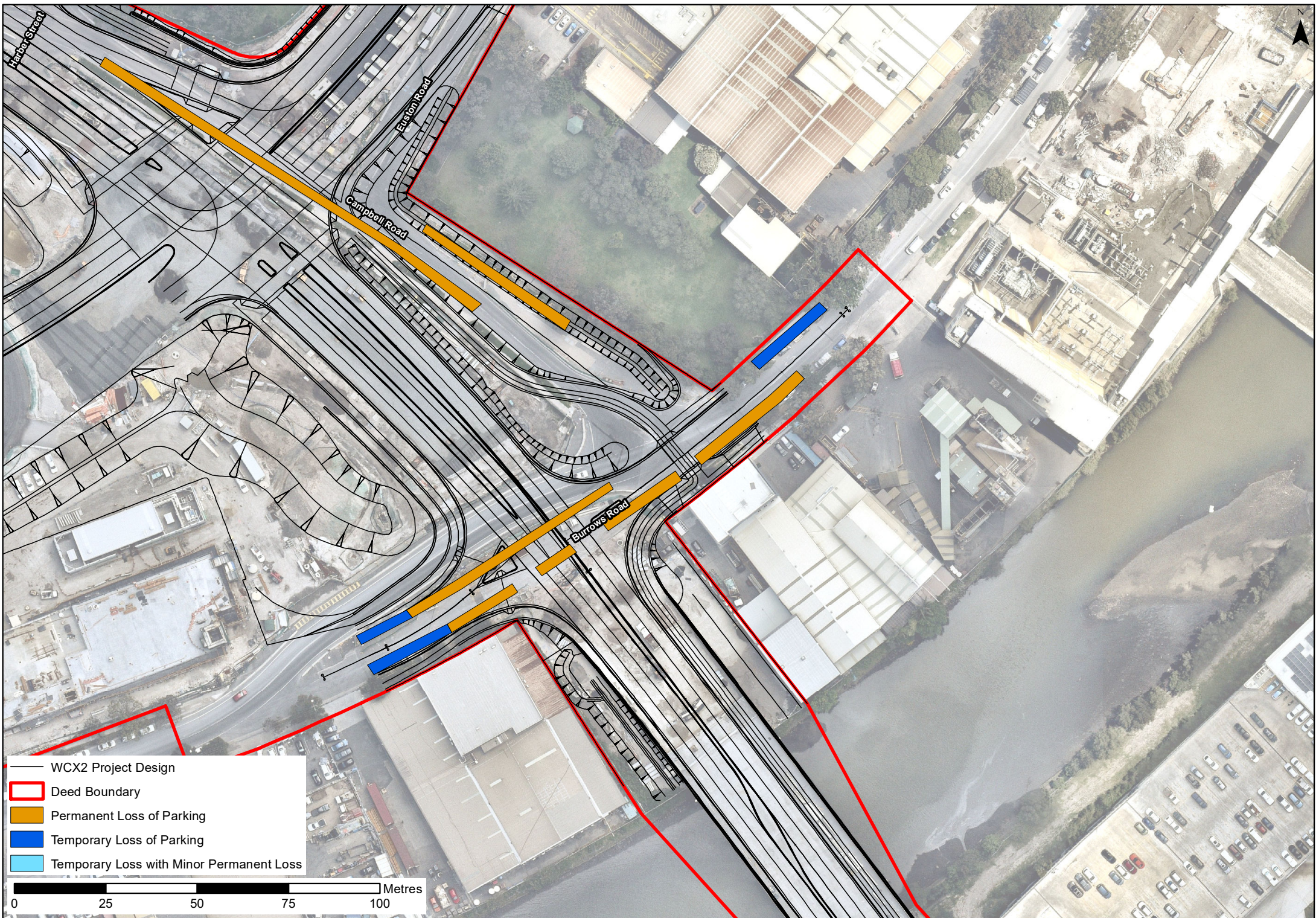




- WCX2 Project Design
- Deed Boundary
- Permanent Loss of Parking
- Temporary Loss of Parking
- Temporary Loss with Minor Permanent Loss

0 25 50 75 100 Metres





Heber Street

Euston Road  
Campbell Road

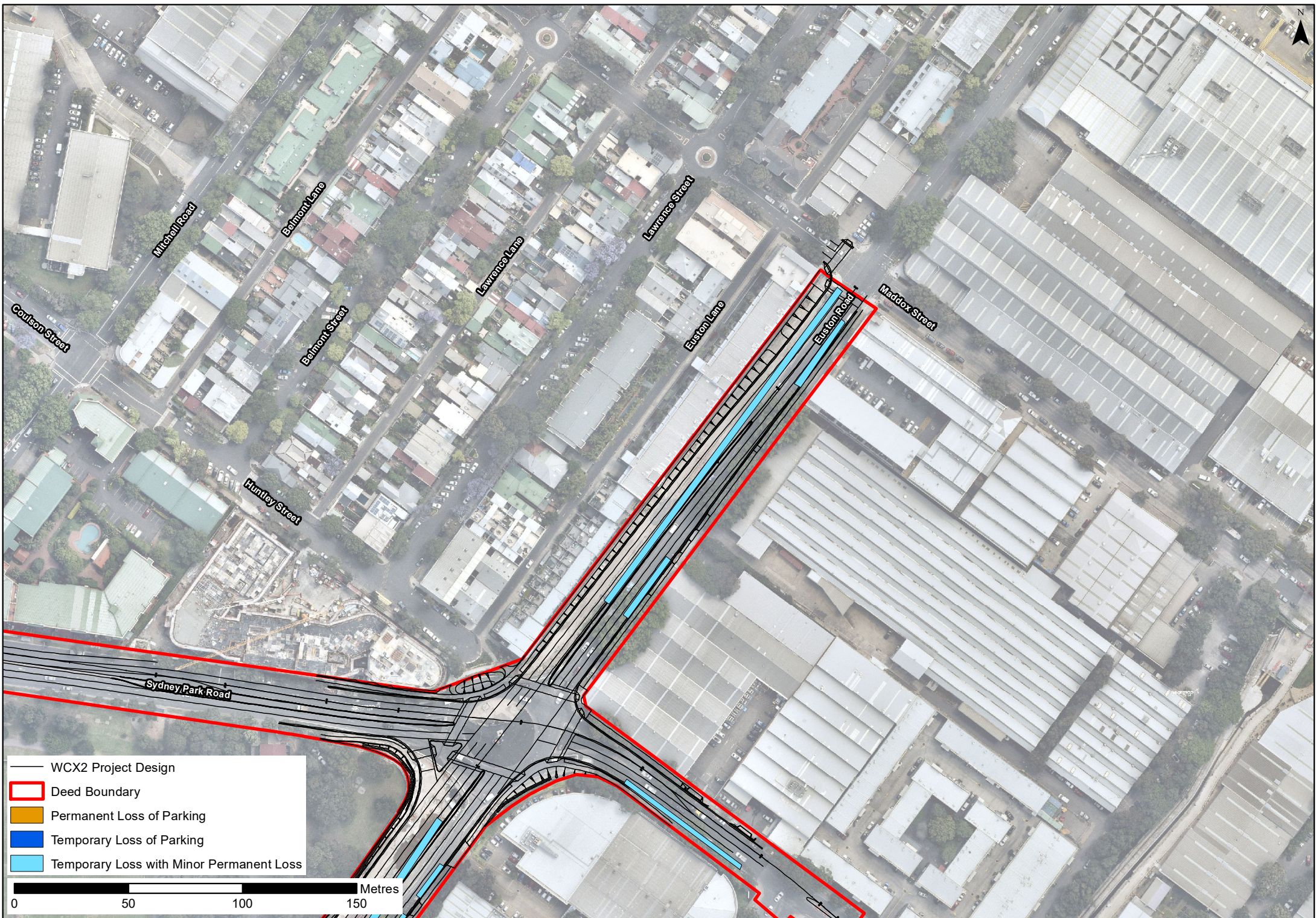
Burrows Road






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

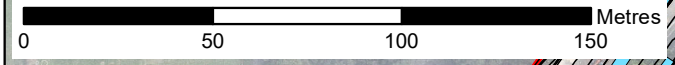
0 25 50 75 100 Metres







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



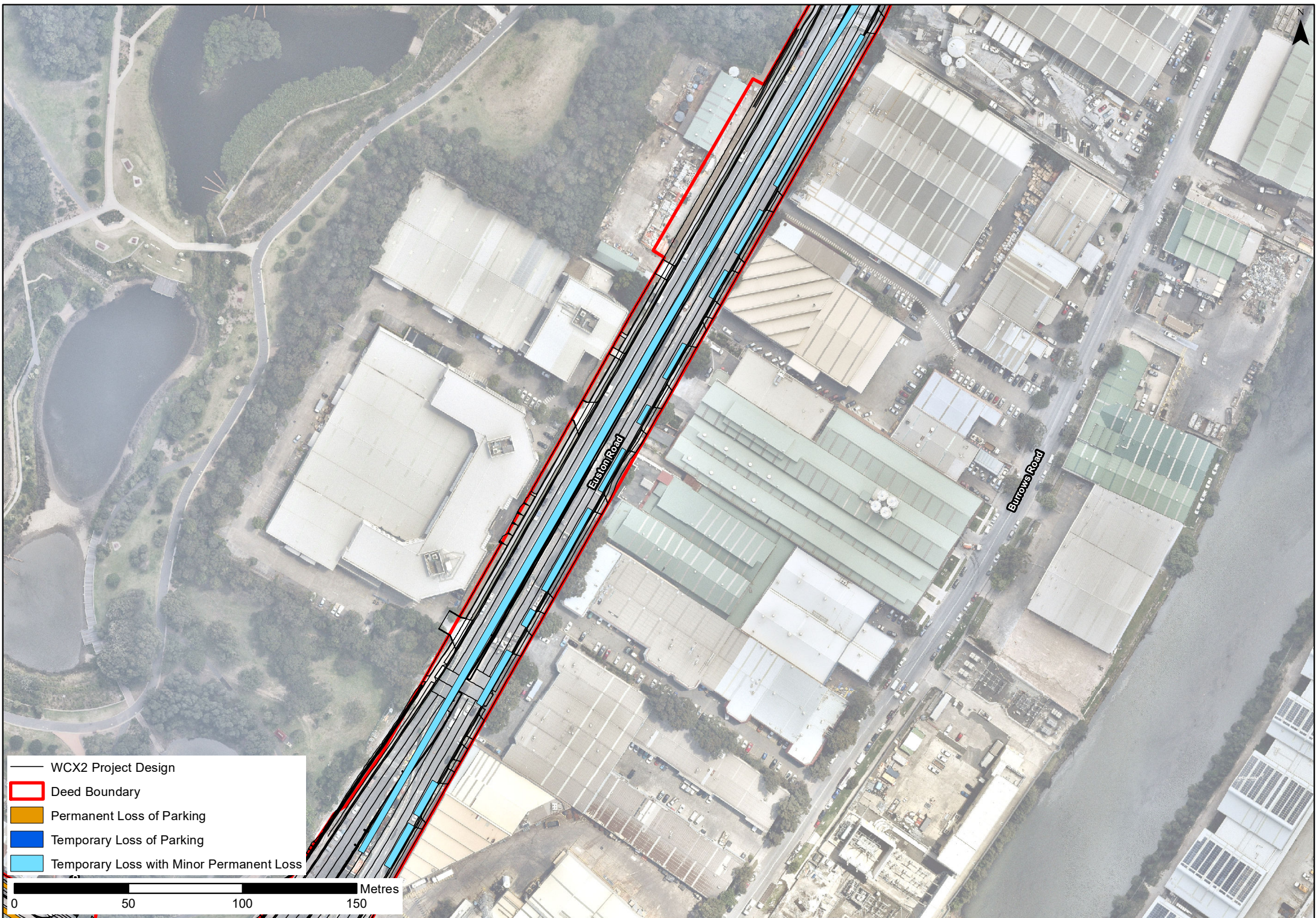




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- ▭ Deed Boundary
- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss

0 50 100 150 Metres

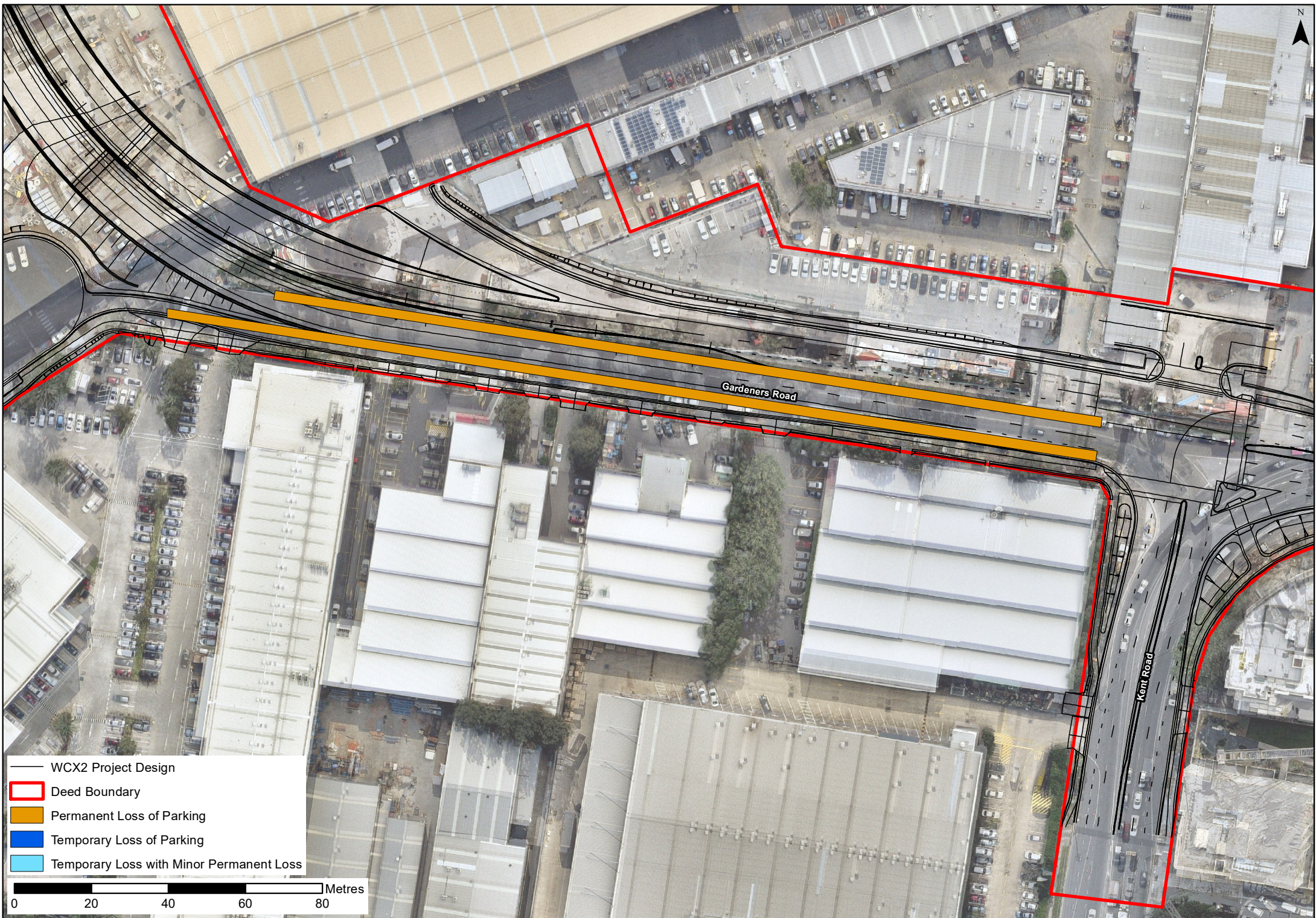




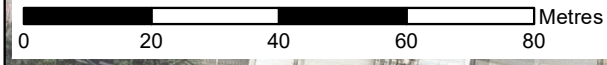
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- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss



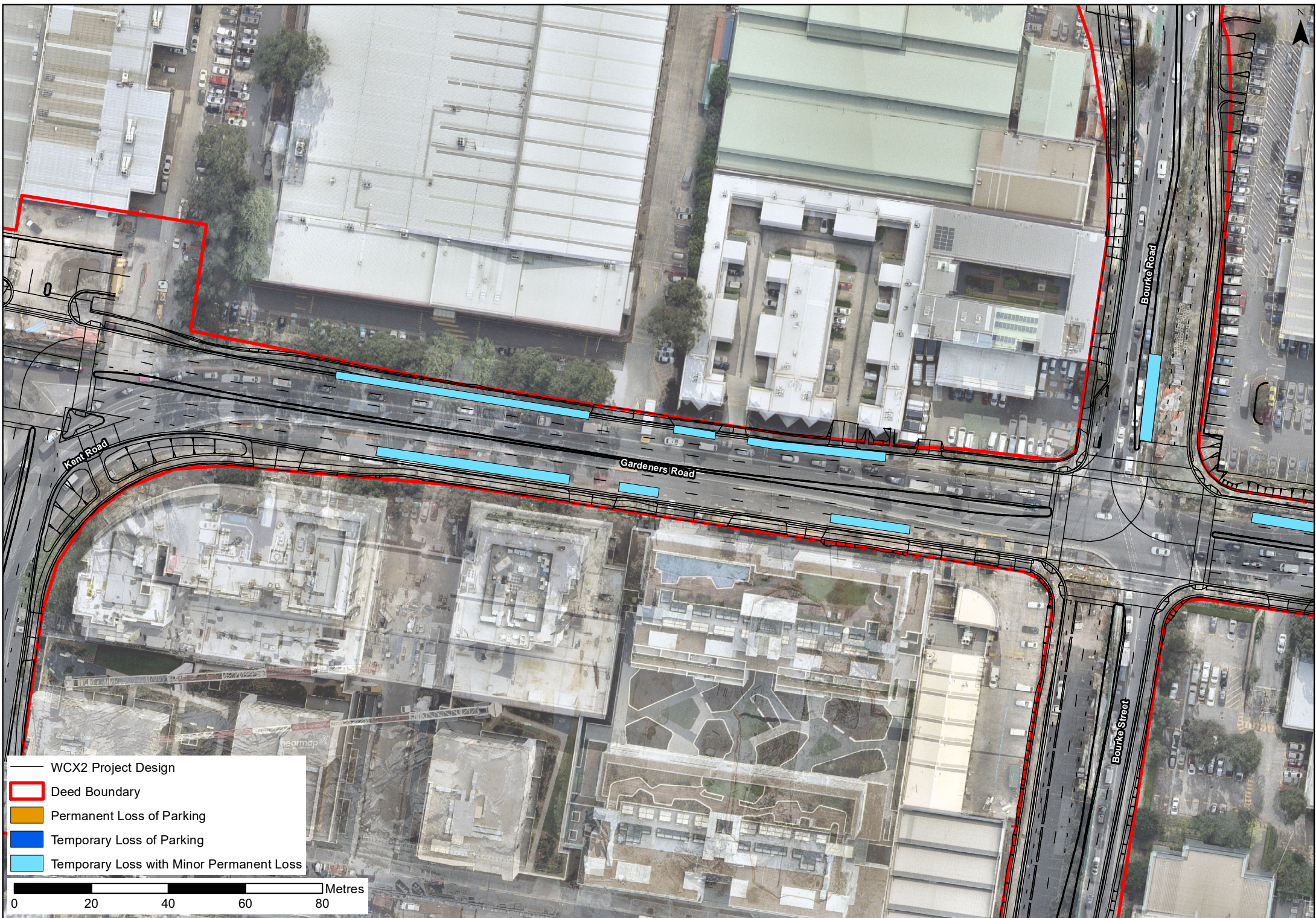




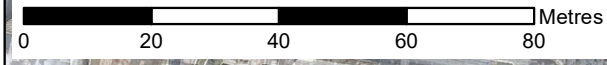
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- ▭ Temporary Loss with Minor Permanent Loss



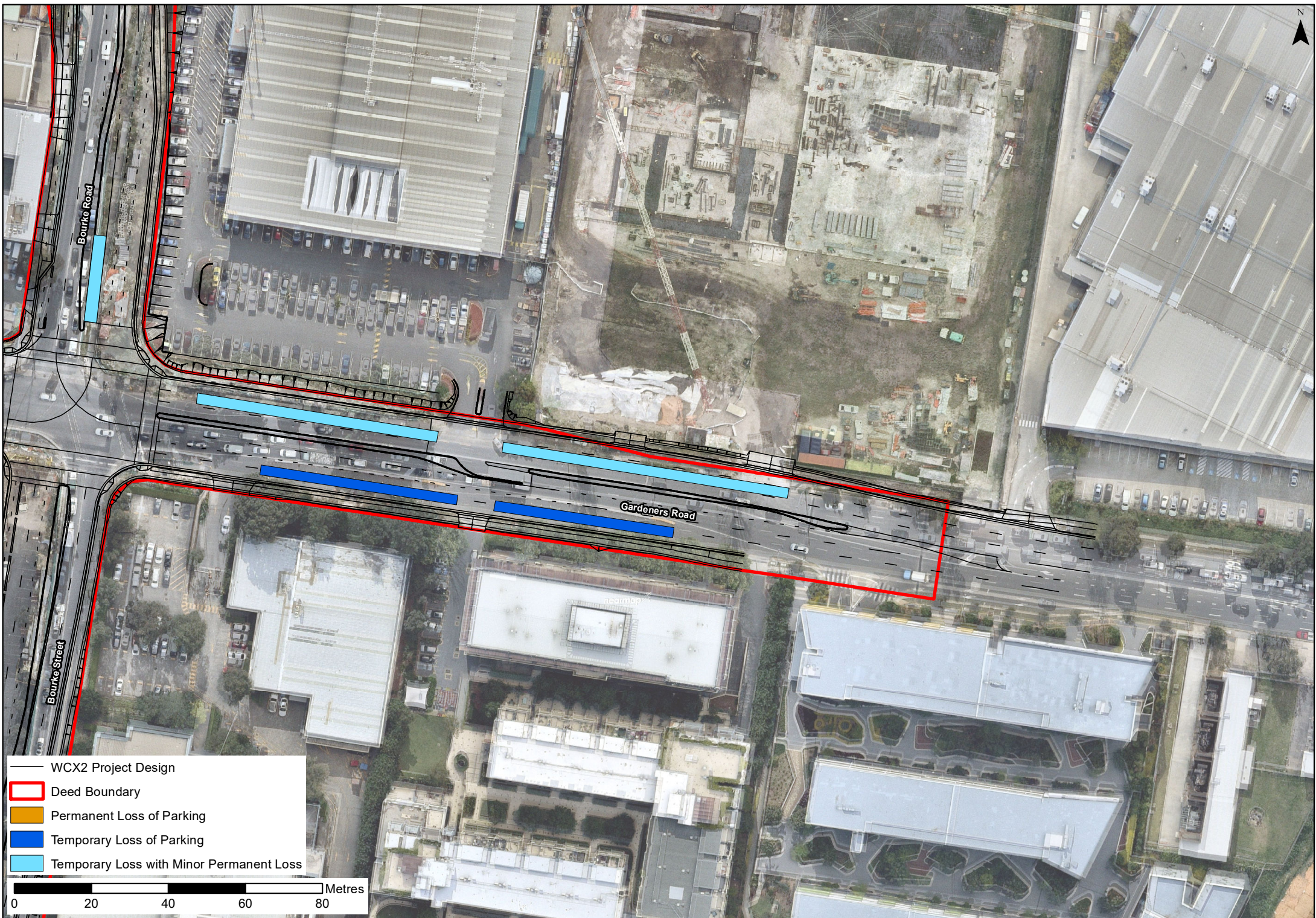









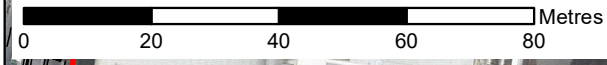
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- ▭ Deed Boundary
- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss





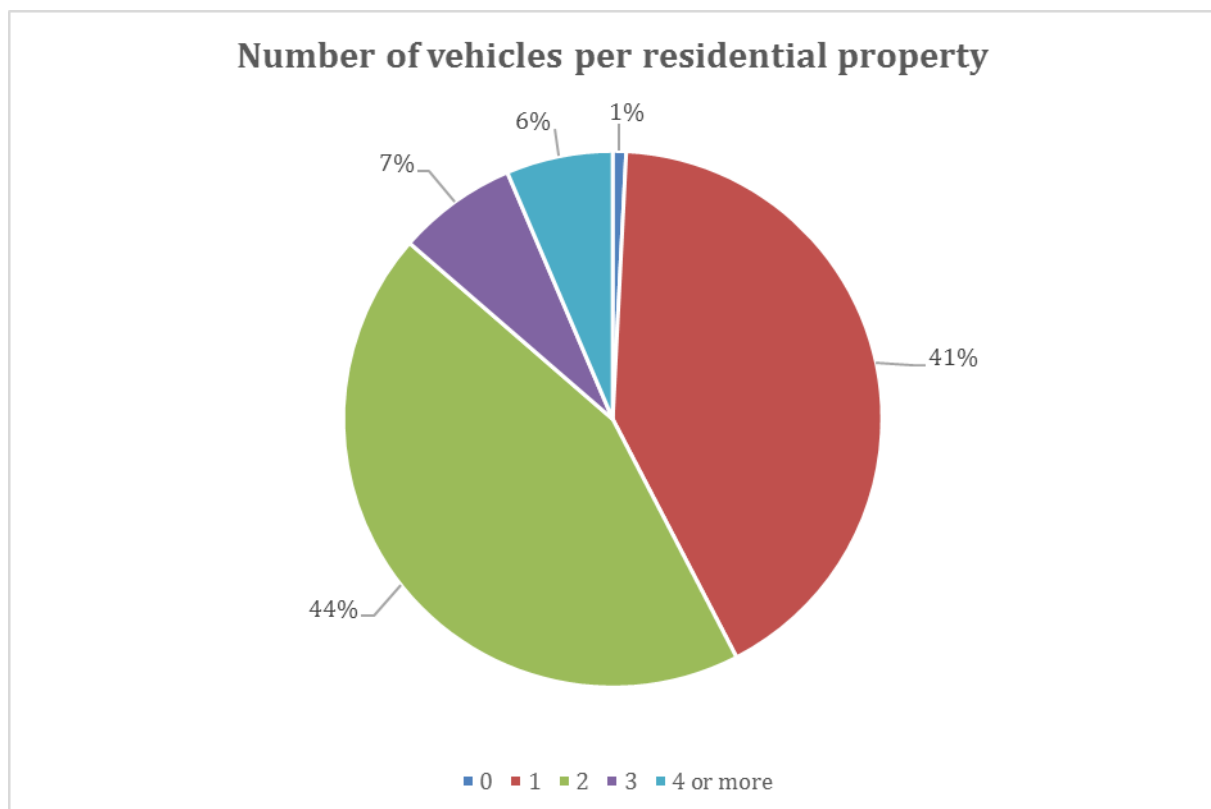
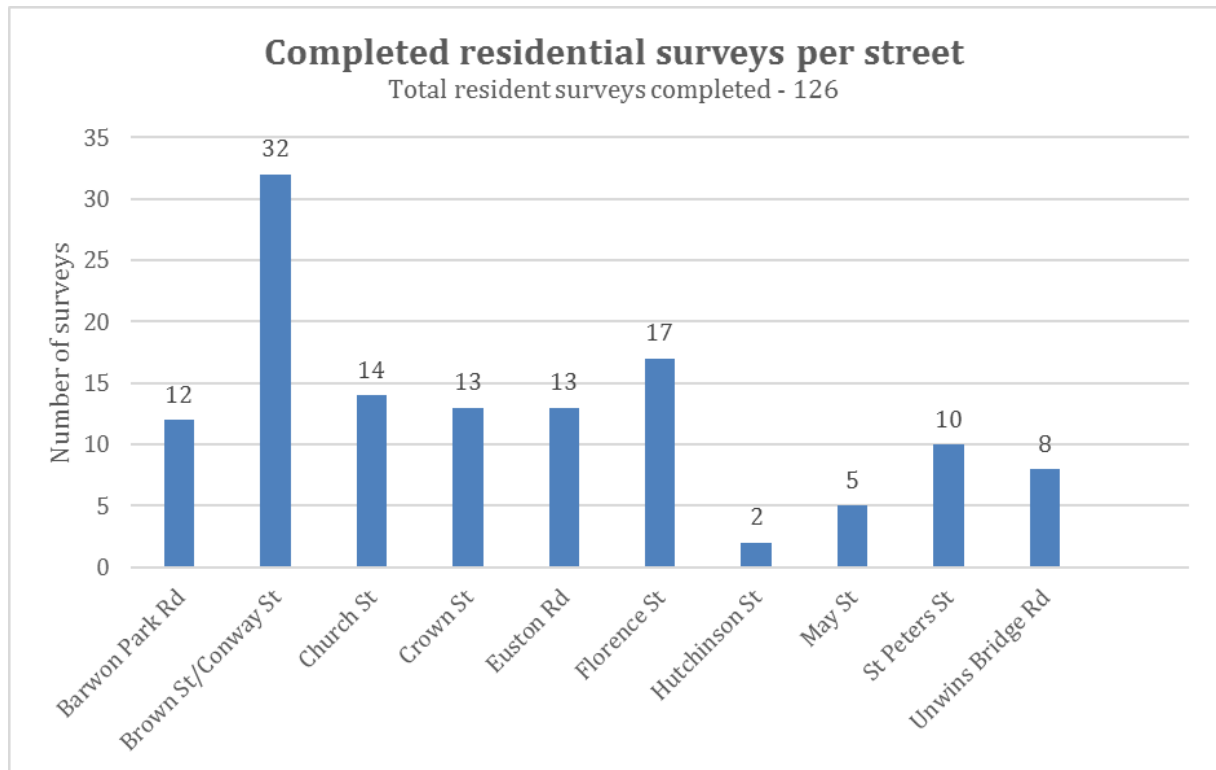


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-  Deed Boundary
-  Permanent Loss of Parking
-  Temporary Loss of Parking
-  Temporary Loss with Minor Permanent Loss

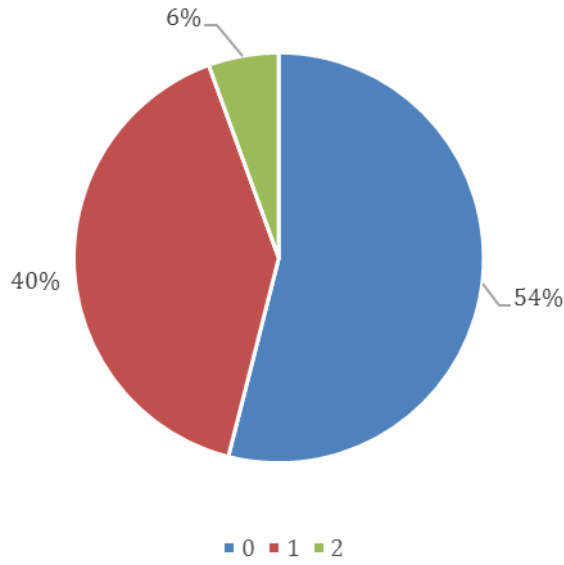




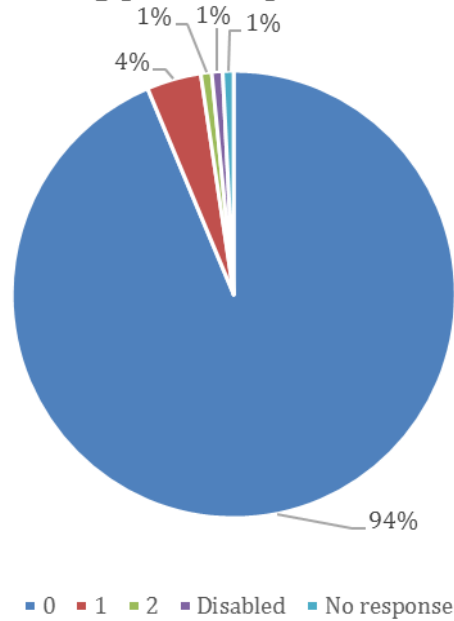
## Appendix B - Results of Resident Survey



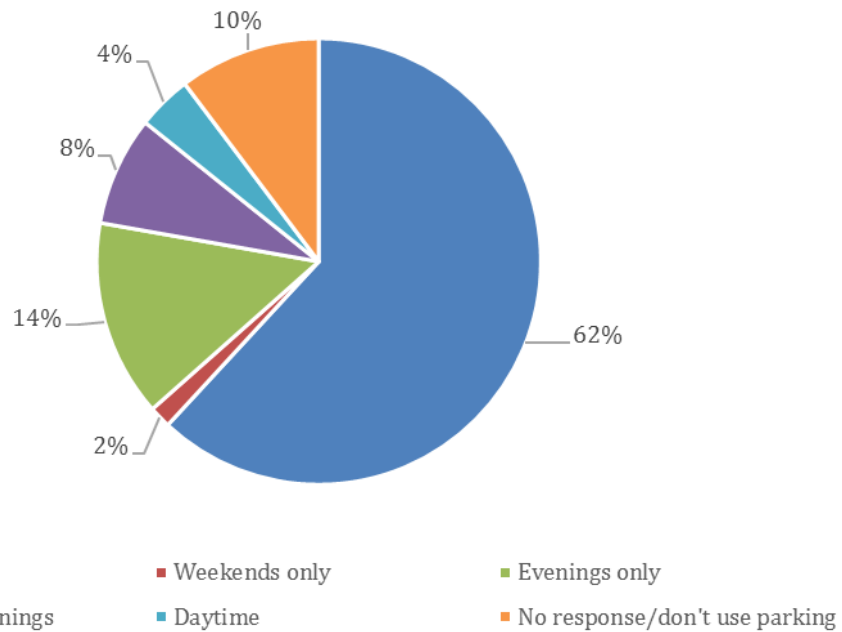
Number of off-street parking spaces per residential property



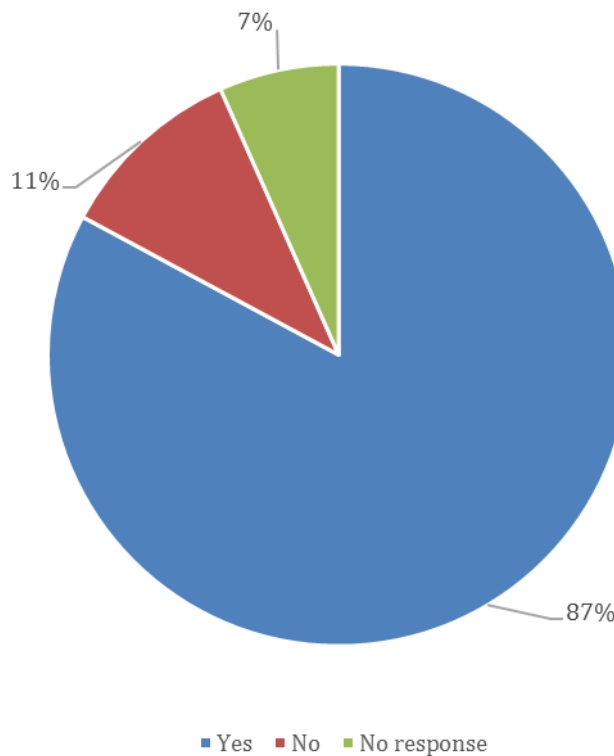
Number of parking permits per residential property

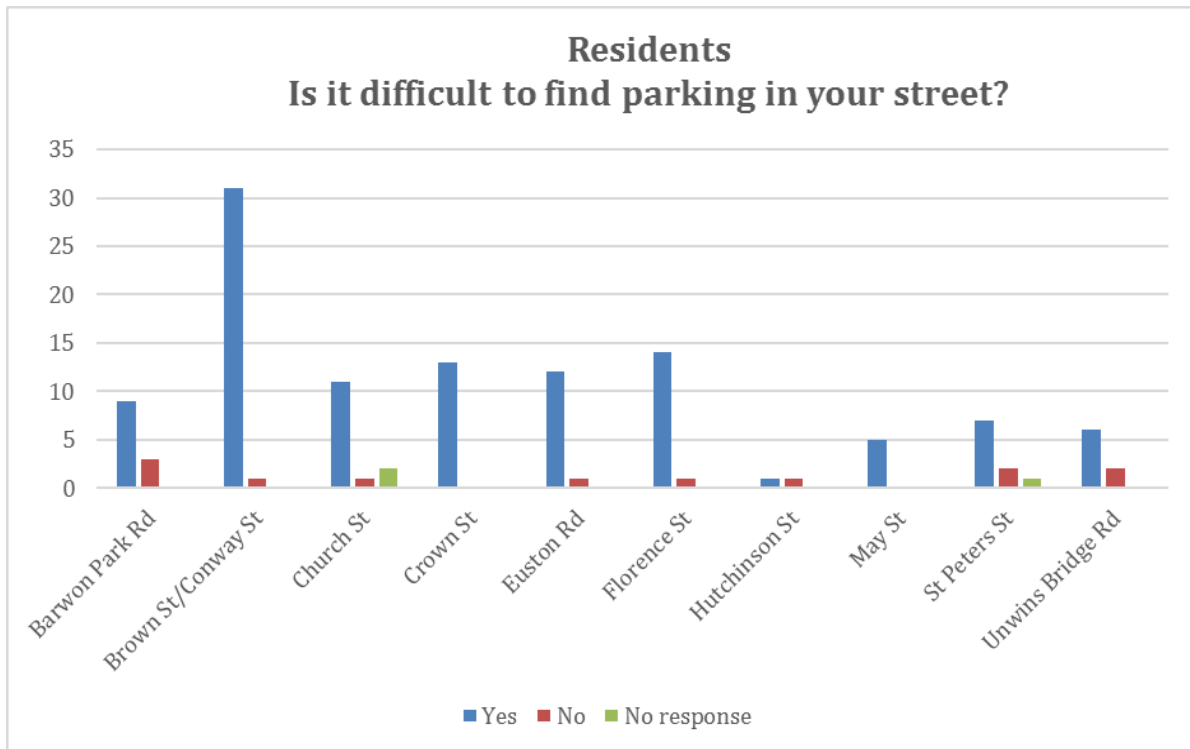


## Times residents use on-street parking



## Is it difficult to find parking in your street?





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

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

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

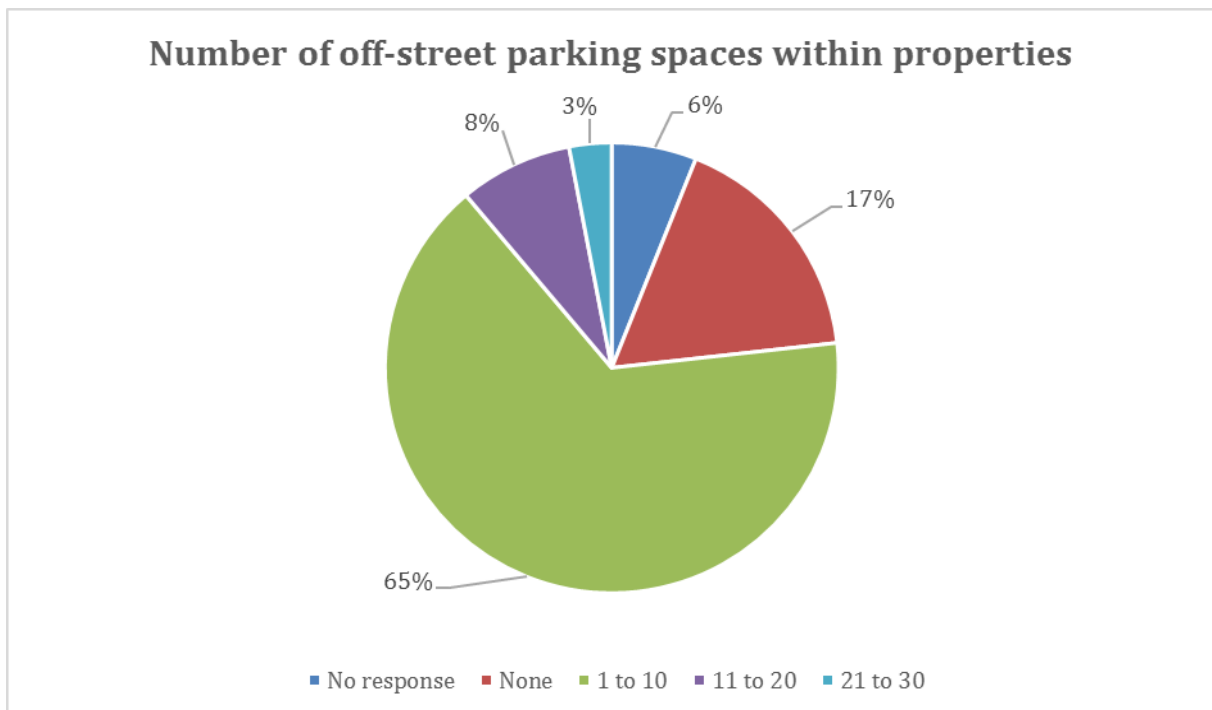
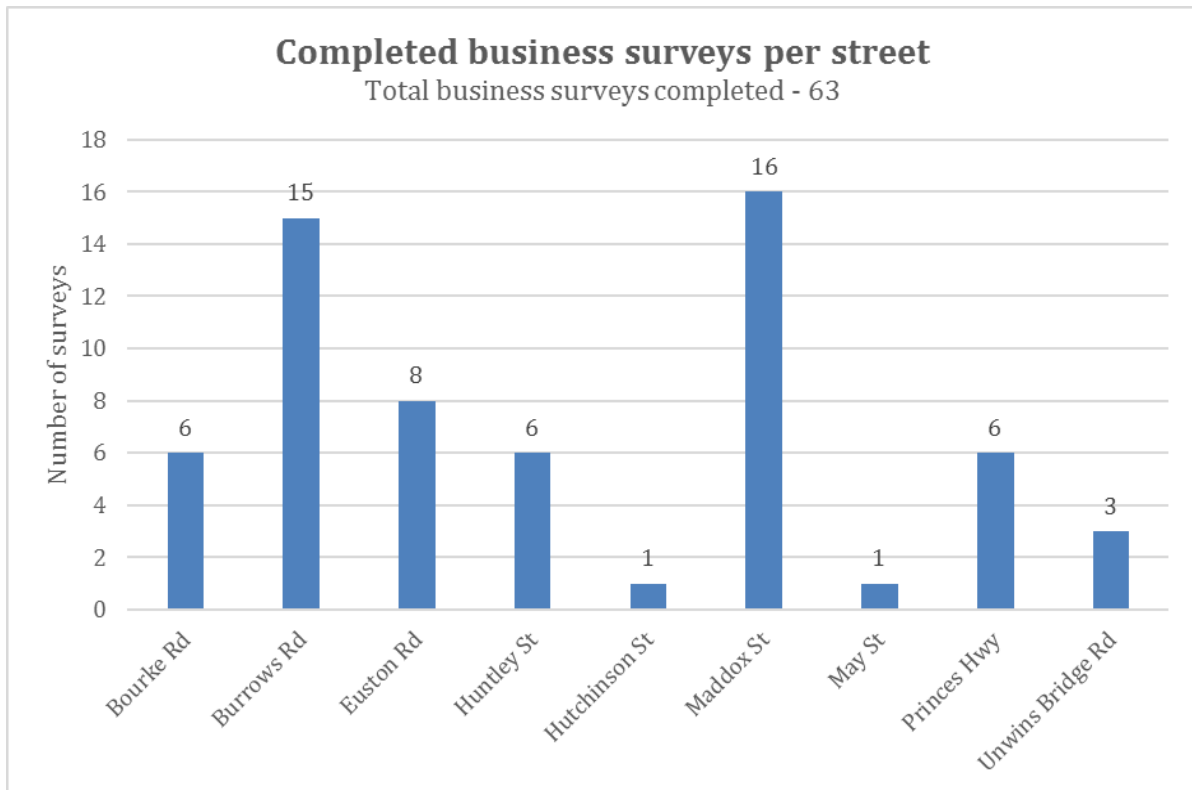
| Street Name                        | Key Themes  |
|------------------------------------|---|
| Barwon Park Road / Campbell Street | <ul style="list-style-type: none"> <li>– Increase difficulty to get a park in the street near property and make parking situation worse</li> <li>– Make it difficult for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



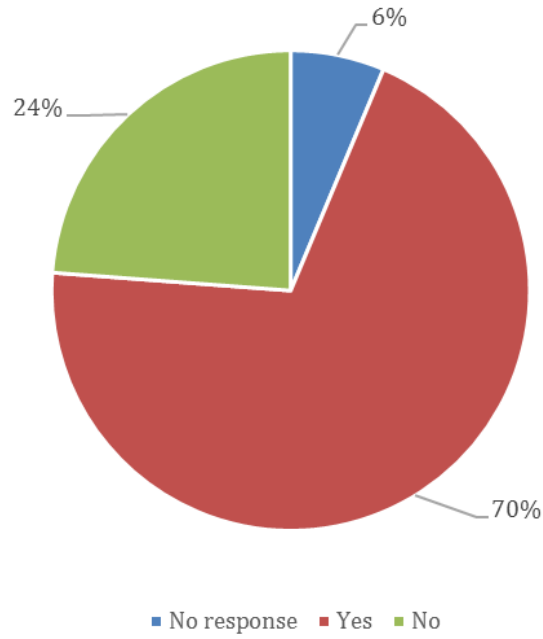


| Street Name        | Key Themes   |
|--------------------|--|
| St Peters Street   | <ul style="list-style-type: none"> <li>- Unable to park in own street</li> <li>- If only four spaces are removed, the impact would not be significant.</li> <li>- Increase stress for residents</li> <li>- Inconvenience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

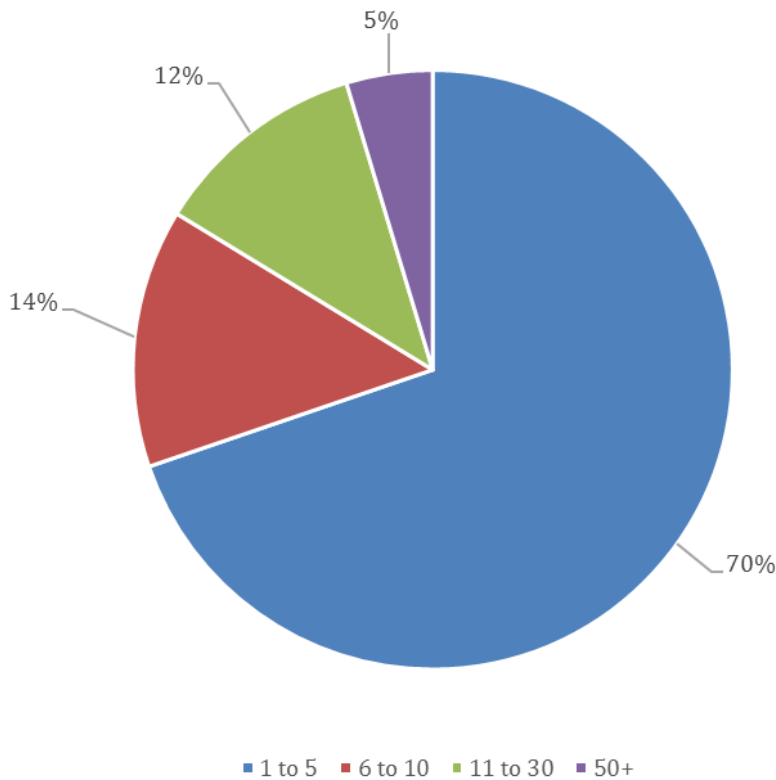
## Appendix C - Results of Business Survey



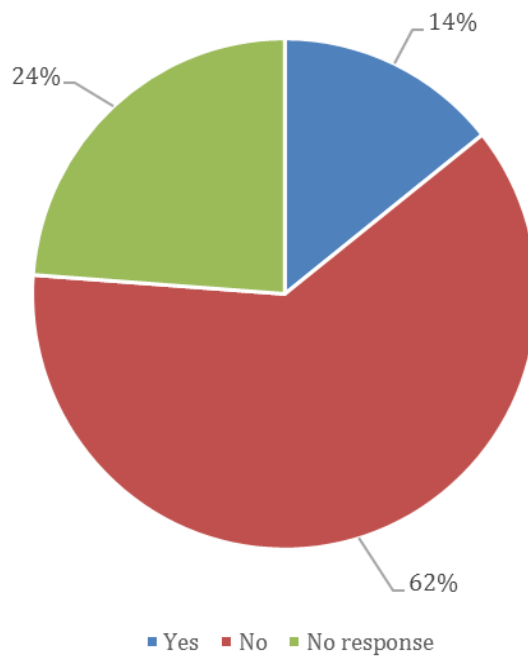
Does your business use on-street parking?



Number of on-street parking spaces used



## Is there alternate transport options to your business available?



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

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