

Operational Parking & Access Strategy

Project Name: WestConnex New M5

Project number:	15.7020.2597
Document number:	M5N-ES-PLN-PWD-0048
Revision date:	22/07/19
Revision:	04

Document Approval

Rev.	Date	Prepared by	Reviewed by	Recommended by	Approved by	Remarks
00	28/11/18	CDS-JV				
01	7/01/19	CDS-JV				
02	8/02/19	CDS-JV				
03	29/03/19	CDS-JV				
04	22/07/19	CDS-JV				
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
00	Draft for consultation
01	Update to address M5 AT / RMS comments
02	Updated to include submissions received during consultation period
03	Updated to address M5 AT / RMS comments
04	Updated to address DP&E comments

Operational Parking & Access Strategy



Glossary of Terms

Term / Acronym	Definition
ABS	Australian Bureau of Statistics
CoA	Minister's Conditions of Approval
CoS	City of Sydney Council
CDS-JV	CPB Contractors Dragados Samsung Joint Venture
DCP	Development control plan
DP&E	NSW Department of Planning and Environment
EIS	New M5 Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA	NSW Environment Protection Authority
EPL	Environment protection licence
IWC	Inner West Council
LGA	Local Government Authority
MoC	Motorway Operation Complex
MCC	Motorway Control Centre
OEMP	Operation Environmental Management Plan
OPAS	Operation Parking Access Strategy (this plan)
Project	WestConnex New M5 Project, SSI-6788
Project Company	WCX New M5 Pty Ltd
Roads and Maritime, RMS	Roads and Maritime Services Roads and Maritime has engaged the Project Company, WCX New M5 Pty Ltd to deliver the New M5 project.
SMC	Sydney Motorway Corporation Pty Limited (SMC) (ABN 601 507 591) is a special purpose entity that has been created by the NSW Government to manage the delivery of WestConnex. For the purposes of this New M5 Motorway Operational Water Quality Plan and Monitoring Program (OWQP&MP), WCX M5 PT Pty Ltd will act on behalf of Sydney Motorway Corporation Pty Limited (SMC).
SSI	State Significant Infrastructure
TfNSW	Transport for New South Wales
WCX	WestConnex

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Operational Parking & Access Strategy

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. Operation is defined as the operation of the SSI but does not include commissioning trials of equipment or temporary use of parts of the SSI during construction or maintenance. 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.

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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 Appendices D, E, F, G and H
	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, Appendix H
	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 Appendix H
	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 Appendix H
	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.

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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 2, including the new parking provided during the operational phase of the project and expected timing.

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 400 parking spaces and the provision of an additional 60 spaces.

As shown in Table 2, a total loss of 380 existing parking spaces is anticipated at the completion of construction. An additional 84 spaces will be added to the Local Roads areas at Campbell Street and Venice Street, Mascot and at the new off-street parking area on Campbell Street.

Refer to Appendix A for a map of the Local Roads area referenced throughout this document.

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 and E42(a). Refer to the Residual Land Management Plan for further information

The net loss of 296 parking spaces will result during operation of the project. Refer to Appendix B Operational Parking Impact Plans which include detailed maps on the information presented in Table 2.

Table 2 Proposed permanent changes to parking provision

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

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Location	Side	Pre-construction Supply	Parking permanently lost during construction and operational phases	Expected date of parking to be removed	Expected date to return temporary lost parking	Total Parking available after Project Completion
Hutchinson Street	NW	36	0	01/2019	06/2019	36
Princes Highway	SE	32	16	05/2019	10/2019	16
Princes Highway	NW	12	0	04/2019	05/2019	12
Campbell Road	NE	56	56	06/2018	N/A	0
Campbell Road	SW	36	36	06/2018	N/A	0
Euston Road	NW	140	13	06/2017	11/2018	127
Euston Road	SE	103	16	06/2017	11/2019	87
Gardeners Road	South	39	11	07/2018	10/2021	28
Gardeners Road	North	42	20	07/2018	10/2021	22
Bourke Road	NE	16	16	02/2019	12/2019	0
Equinix SY4 (off-street) (Alexandria)	N/A	N/A	9	04/2019	N/A	0
Venice Street	East	N/A	N/A	N/A	06/2019	23
Bunnings Carpark (off-street) (Mascot)	N/A	240	0	07/2018	10/2019	240
Delta Group (off-street) (Alexandria)	N/A	16	6	07/2018	10/2021	10
Huntley Street	NE	7	2	07/2018	10/2019	5
Huntley Street	SW	7	2	07/2018	10/2019	5
Barwon Park Road	West	9	9	06/2017	10/2019	0
Barwon Park Road	East	14	14	06/2017	N/A	0
Burrows Road	SE	48	27	06/2017	10/2019	21
Burrows Road	NW	54	25	06/2017	10/2019	29
12 Burrows Road	South	20	0	02/2019	09/2019	20
May Street	NW	28	20	07/2018	05/2019	8
May Street	SE	23	12	07/2018	05/2019	11
Tempe Reserve	West	201	0	03/2018	06/2018	201
Applebee Street	NW	10	0	05/2019	07/2019	10

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Location	Side	Pre-construction Supply	Parking permanently lost during construction and operational phases	Expected date of parking to be removed	Expected date to return temporary lost parking	Total Parking available after Project Completion
TOTAL		1535	380			1187

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

* Operational parking will become available 10/2019

** Operational parking will be subject to clearway restrictions

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3. Existing Parking Supply & Utilisation

3.1. Pre-construction parking surveys

Surveys were undertaken to estimate existing stock and utilisation of parking in the local roads areas prior to construction impacts. Surveys were undertaken for local roads work areas that would be affected by temporary and/or permanent loss of parking due to the project. Table 3 and Table 4 provide a summary of the parking stock available at the local roads project sites prior to the commencement of construction. Appendix C shows the area in which the surveys were carried out and the utilisation rates. Appendix D (Figures D1-D7 and tables D1-D2) and Appendix E (figures E1-E5 and table E1) show the results from the survey, from a residential and business context.

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



Figure 2 Survey Area

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Table 3 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 (%)
A bert Street	NE	25	23	92%	20	80%
A bert 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%
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%
TOTAL		1288	819	67%	676	55%

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Table 4 Weekend parking survey results

Location	Side	Supply	Saturday 9am-6pm		Sunday 9am-6pm	
			Average Occupancy	Average Occupancy (%)	Average Occupancy	Average Occupancy (%)
A bert Street	NE	25	14	56%	16	64%
A bert 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%
Barwon Park Road	East	14	9	64%	10	71%
Burrows Road	SE	48	25	52%	23	48%
Burrows Road	NW	54	29	54%	26	48%
May Street	NW	28	25	89%	21	75%
May Street	SE	23	19	83%	16	70%
TOTAL		1288	629	52%	573	47%

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. The results in Table 3 and 4 are also shown in Appendix C Survey Results Map.

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3.2. Post-construction supply and demand

As described in Section 2, the total parking available after project completion is expected to be 1187 spaces. This means a net loss of up to 296 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 Motorway Control Centre (MCC) and Motorway Operation Complex (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 Council (IWC) 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, followed by 10% in the West precinct and 7% in the East precinct. The changes related to operational parking and access that fall within the South precinct of the City of Sydney (CoS) LGA include; Euston Road, Huntley Street, Bourke Road, Campbell Road, Burrows Road and Barwon Park Road.

For the period of 2015-2030, the South precinct shown in Figure 3 has predicted to have the highest growth rates within the CoS LGA:

- 63% in residential occupancy (attached dwellings, dual occupancy, dwellings houses, multi-dwelling housing, residential flat buildings etc.)
- 18% in workers (employed in non-residential development)
- 168% in visitors (staying in hotels, serviced apartments and backpackers accommodation).

While household sizes and swelling occupancy rates are forecast to remain relatively stable, most residential population growth will be accommodated in new dwellings (CoS 2016). This is reflected in high density developments at Waterloo, Green Square and East Gardens. 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).

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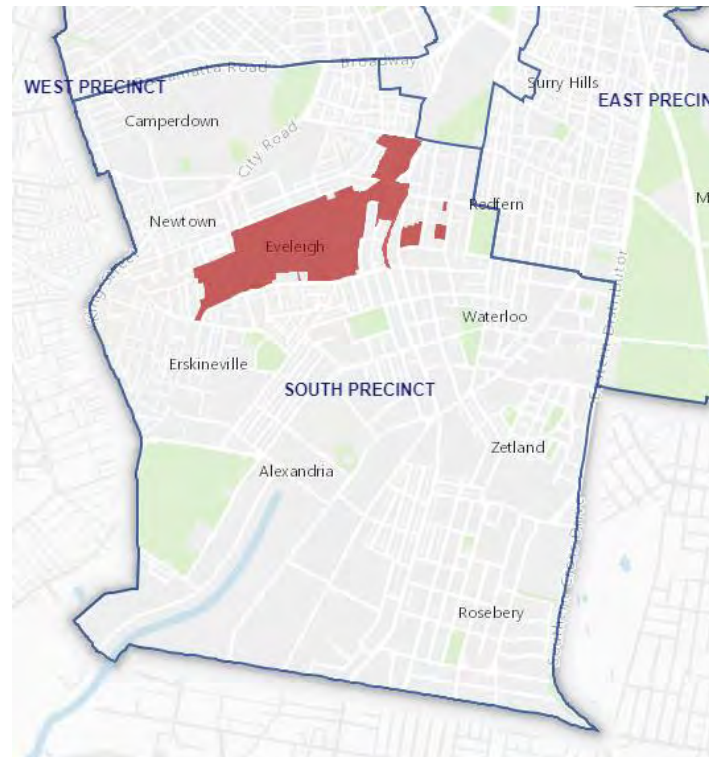


Figure 3: Map of the CoS South Precinct subject to the CoS Development Contribution Plan 2015

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 future availability of light rail in Marrickville LGA
- The increasing availabilities of cycleways, and
- 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).

In the CoS LGA, a total of 29% of residents in the walk to work (CoS 2016). It is predicted that walking will become even more popular with the number of people walking forecast to double between 2006 and 2030 (CoS 2016). Additionally, more and more Sydneysiders are riding bikes for transport, with a 100% increase over the past three years. Twice as many people ride bikes for transport than the national average, with 31,600 CoS residents riding in a typical week (CoS 2016).

3.3. Cumulative Impacts

At St Peters, residents and businesses located in areas of overlap with the New M5 project and the M4-M5 Link, could experience cumulative impacts due to increases in traffic, changes in traffic patterns, and parking due to new infrastructure associated with these projects. The M4-M5 Link has no planned impacts on local property access or on-street residential or business parking in the St

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Peters interchange area, in addition to those impacts already assessed as part of the New M5 project and this OPAS (AECOM, 2017).

The project has the potential to have cumulative impacts with other nearby developments that are not related to the WestConnex program of works. Other major projects (Sydney Metro City and Southwest, Airport East Precinct and Airport North Precinct) and other major developments (Marrickville Metro Shopping Centre, Mascot Station Town Centre Precinct, Qantas land at Mascot) will be constructed in the vicinity of the Local Roads work area once the project has completed construction. Although not directly located within the project footprint, these developments have the potential to create construction fatigue impacts, which occur when impacts from multiple construction projects extend over a longer period of time than would be experienced from a single project.

Coordination between and the projects in the planning of possible disruptions would assist in minimising potential cumulative impacts. Consultation would be undertaken with local communities potentially affected by the impacts of multiple projects in addition to the project. Where relevant, consultation would be undertaken with proponents of other nearby developments to increase the overall awareness of project timeframes and impacts.

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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. Communication and Consultation for parking and access during the construction phase

For information on the communication and consultation activities during the construction phase of the Project, refer to the approved M5N-ES-PLN-PWD-0040-Construction Parking and Access Strategy. Feedback received from stakeholders during the Construction Parking Access Strategy has been incorporated during detailed design which has reduced the net loss of parking.

4.2.2. Communication and Consultation for parking and access with RMS / Council

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.

4.2.3. Communication and Consultation for parking and access during the operation of New M5

Potentially affected stakeholders were notified of the final parking arrangements in the local roads areas as documented in this Strategy. Stakeholders were invited to provide feedback for a two-week period from 16 January 2019 until 31 January 2019. The Stakeholders which received this invitation included:

- 491 stakeholders west of the Princes Highway, including Campbell Street (west), Church Street, St Peters Street, Florence Street, Brown Street, Hutchinson Street, Lackey Street, Applebee Street, May Street and Unwins Bridge Road;
- 257 stakeholders east of Princes Highway, including Crown Street, Barwon Park, Campbell Street (east) and Campbell Road;
- 261 stakeholders west of Alexandra Canal (Burrows Road businesses (between Canal Road and Huntley Street) and Euston Road businesses (between Maddox Street and Campbell Road);

Details regarding the timeline for this consultation period are included in Table 5.

Table 5 Timeline of consultation for OPAS

Date	Stakeholder	Method of contact	Details of consultation	References
14/01/2019	City of Sydney Inner West Council	Email	Email to notify Council that the Operational Parking and Access Strategy was available on the Westconnex website (link included in	Refer to Appendix D for copy of the invitation.

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Date	Stakeholder	Method of contact	Details of consultation	References
			email) and an invitation to provide feedback on the Strategy.	
15/01/2019 at 11:11	207 business owners located in Gardeners Road West.	Email	Email invitation to review the OPAS.	Refer to Appendix D for copy of the invitation.
15/01/2019 at 15:16	491 residents and business owners located west of the Princes Hwy.	Email	Notification of Street Meeting at Simpson Park and invitation to review the OPAS.	Refer to Appendix D for a copy of this notification.
15/01/2019 at 15:46	257 residents and business owners located east of the Princes Hwy.	Email	Email invitation to review the OPAS.	Refer to Appendix D for copy of the invitation.
23/01/2019 17:00 – 19:00	Residents and business owners of Campbell Street and adjoining Streets.	Street meeting at Simpson Park	OPAS was available for discussion with community members.	Refer to Appendix D for copy of the invitation .
25/01/2019	Residents and business owners located in and around the Local Roads Work area.	Email	Email sent to residents and business owners of the deadline to provide feedback on the OPAS.	Appendix D for copy of the reminder of the deadline to provide feedback on the OPAS.
31/01/2019	Consultation for OPAS review period ends.			

4.3. Feedback received from stakeholders

CDS-JV received feedback submissions from various stakeholders across the Local Roads work area. A summary of these submissions is featured in Table 6 and further detail to these submissions is found in Appendix G.

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Table 6 Summary of OPAS submissions

Area	Date of feedback submission	Date of CDS-JV response	Category of issues raised in submission										Reference		
			Consultation	General Comment	May Street	Campbell Road	Albert Street	Unwins Bridge Road	Adjacent land use parking	Alternative Parking Arrangements	Parking Restrictions / Permit Schemes	Contingency Measures		Monitoring	
Campbell East of Princes Hwy	16-Jan-19					X					X	X			Appendix G1
Campbell East of Princes Hwy	24-Jan-19		X	X		X				X	X	X		X	Appendix G2
Campbell East of Princes Hwy	28-Jan-19		X			X					X	X	X		Appendix G3
Campbell West of Princes Hwy	31-Jan-19		X	X	X					X	X		X	X	Appendix G4
Inner West Council	31-Jan-19		X	X	X	X	X	X	X	X				X	Appendix G5
Campbell West of Princes Hwy	1-Feb-19		X	X	X	X				X	X			X	Appendix G6

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 296 spaces in total in the local roads areas. This is less than the estimated net loss of 340 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.. 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. Roads and Maritime Services and the M5 Asset Trustee has discussed alternative parking arrangements and permit schemes with the relevant councils for these stakeholder groups (refer Appendix F).

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 296 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 (i.e. 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.

To further offset the loss of Sydney park user parking at Campbell Road, RMS will consider replacing this parking within the SPI recreation area (after completion of M4-M5 Link) as a contingency measure, should a need be demonstrated from the annual surveys, in accordance with E42(g).

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 the construction phase of the project. 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.

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

5.3. 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.

5.4. Annual parking survey

Resident surveys will be issued to the two impacted stakeholder groups at 124-130 May Street and 2-34 Campbell Road at 12 month intervals to determine the effectiveness of implemented mitigation measures.

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 5.3. 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) 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.

A written survey will be administered to affected residents to gain an understanding of parking availability, usage of existing on-street parking stock and the impacts associated with the removal of previously available parking in the Local Roads Works areas (refer to Appendix G).

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. Contingency measures will include further consultation with Councils and RMS to identify parking restrictions/schemes and alternate parking locations as described in Section 5.

In accordance with Condition E40, a Road Network Performance Review will be undertaken at both 12 months and 5 years after commencement of operation. Should one of the westbound traffic lanes on May Street no-longer be required (facilitated by predicted traffic reductions resultant of King Street Gateway) and there is a demonstrated need to return parking to this location, RMS will investigate returning some of the parking provision as a contingency measure in accordance with E42(g).

To offset the loss of on-street parking on Campbell Road, RMS will consider the provision of parking within the SPI recreation area (after completion of M4-M5 Link) as a contingency measure, should a need be demonstrated from the annual surveys, in accordance with E42(g).

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 296 spaces. This is less than the estimated permanent net loss of 340 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

Australian Bureau of Statistics 2011 Census Data (ABS 2012)

http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2011/quickstat/0


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

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

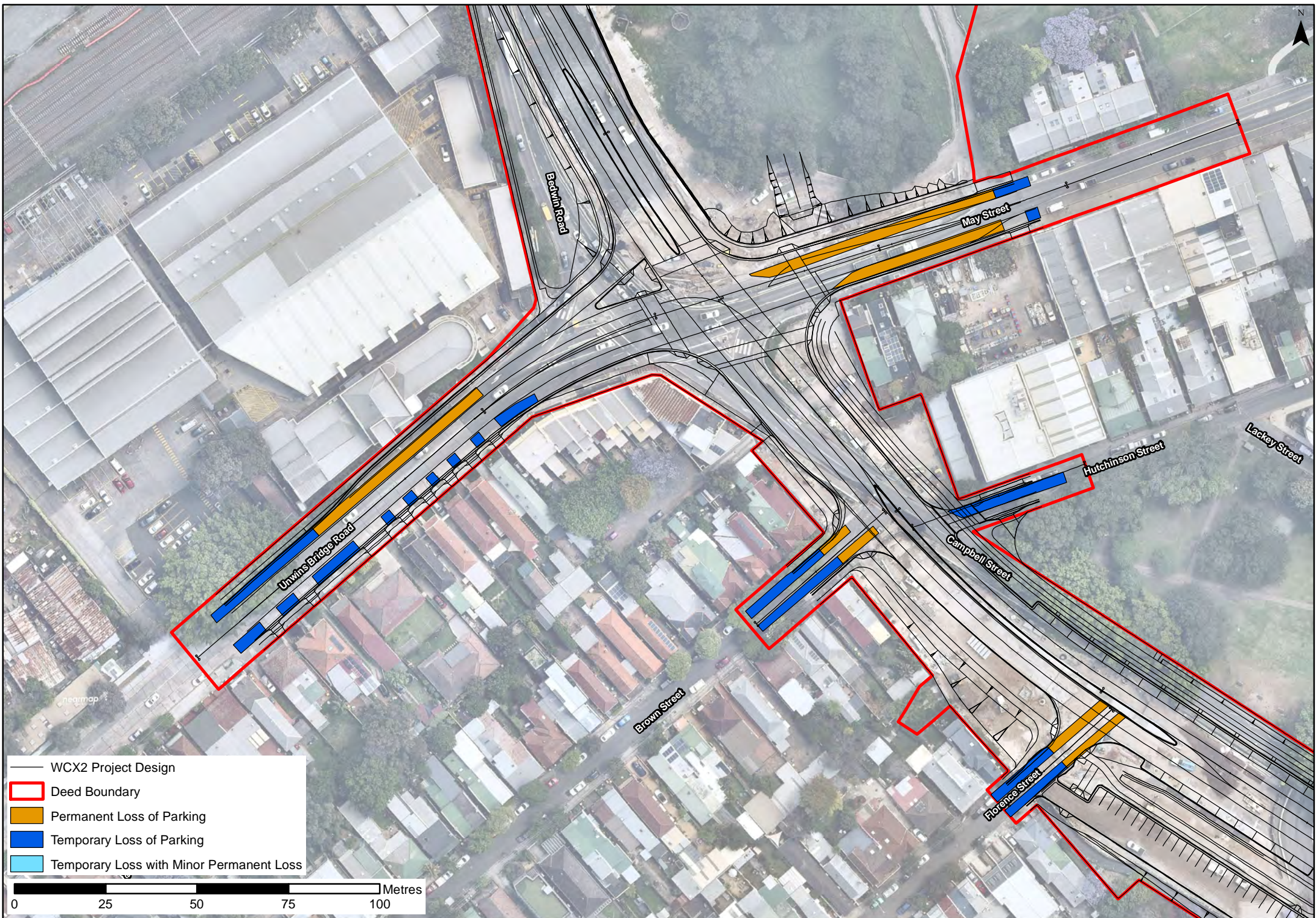
WestConnex M4-M5 Link, Environmental Impact Statement, AECOM 2017

Appendix A – Local Roads area map

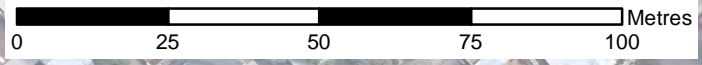


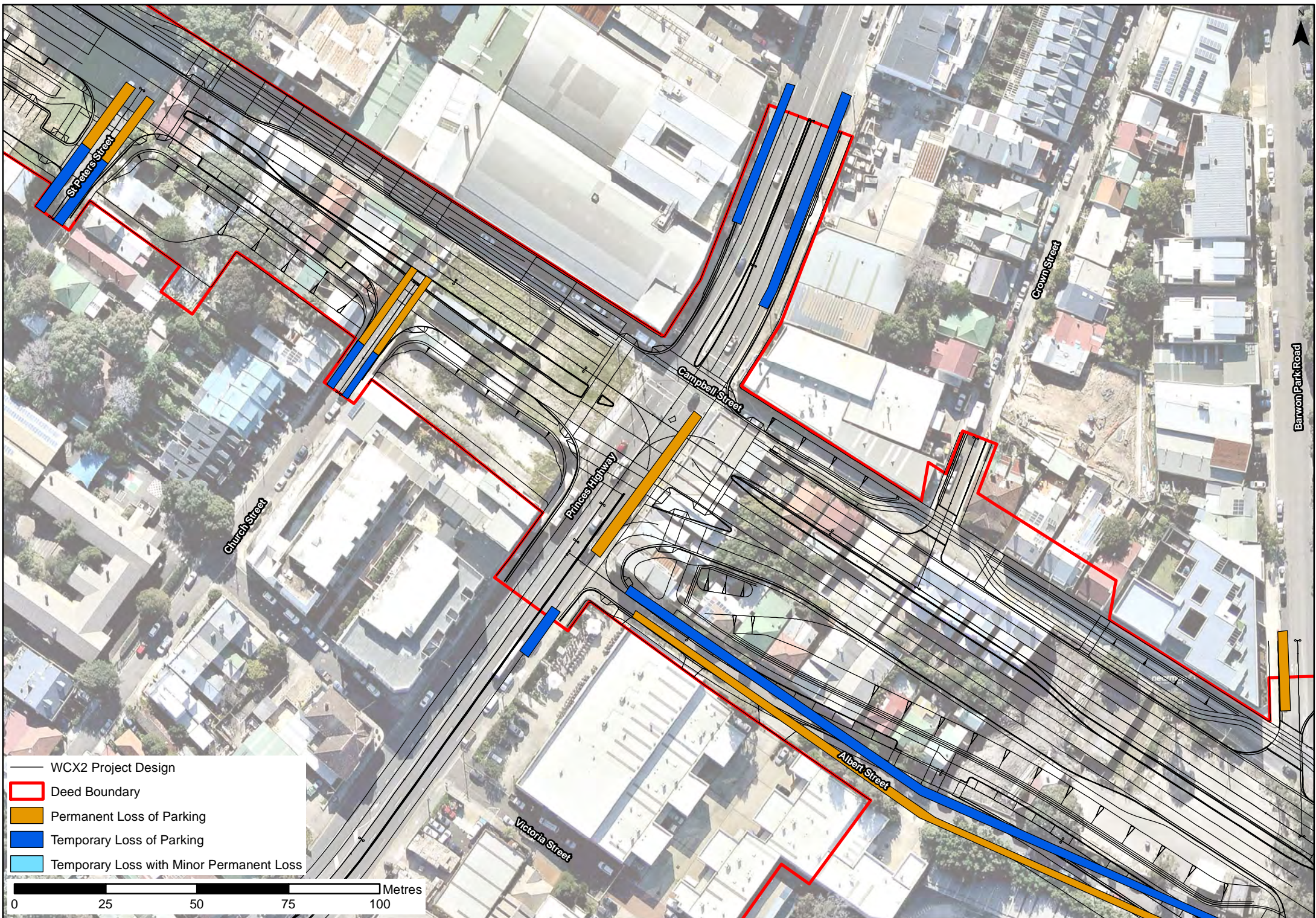
 Local Roads Scope Of Works

Appendix B – Operational Parking Impact Plans



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

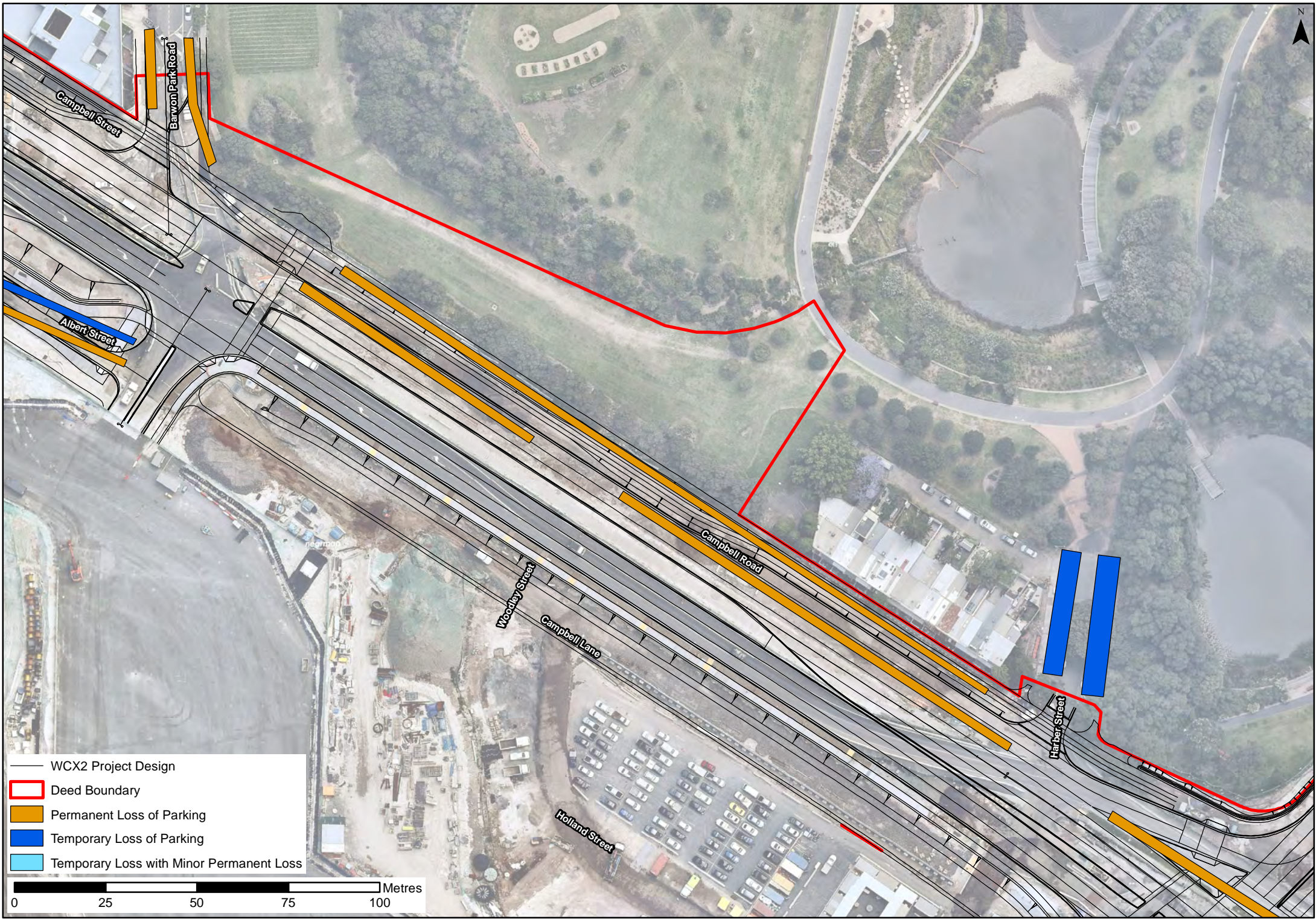




- WCX2 Project Design
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- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss

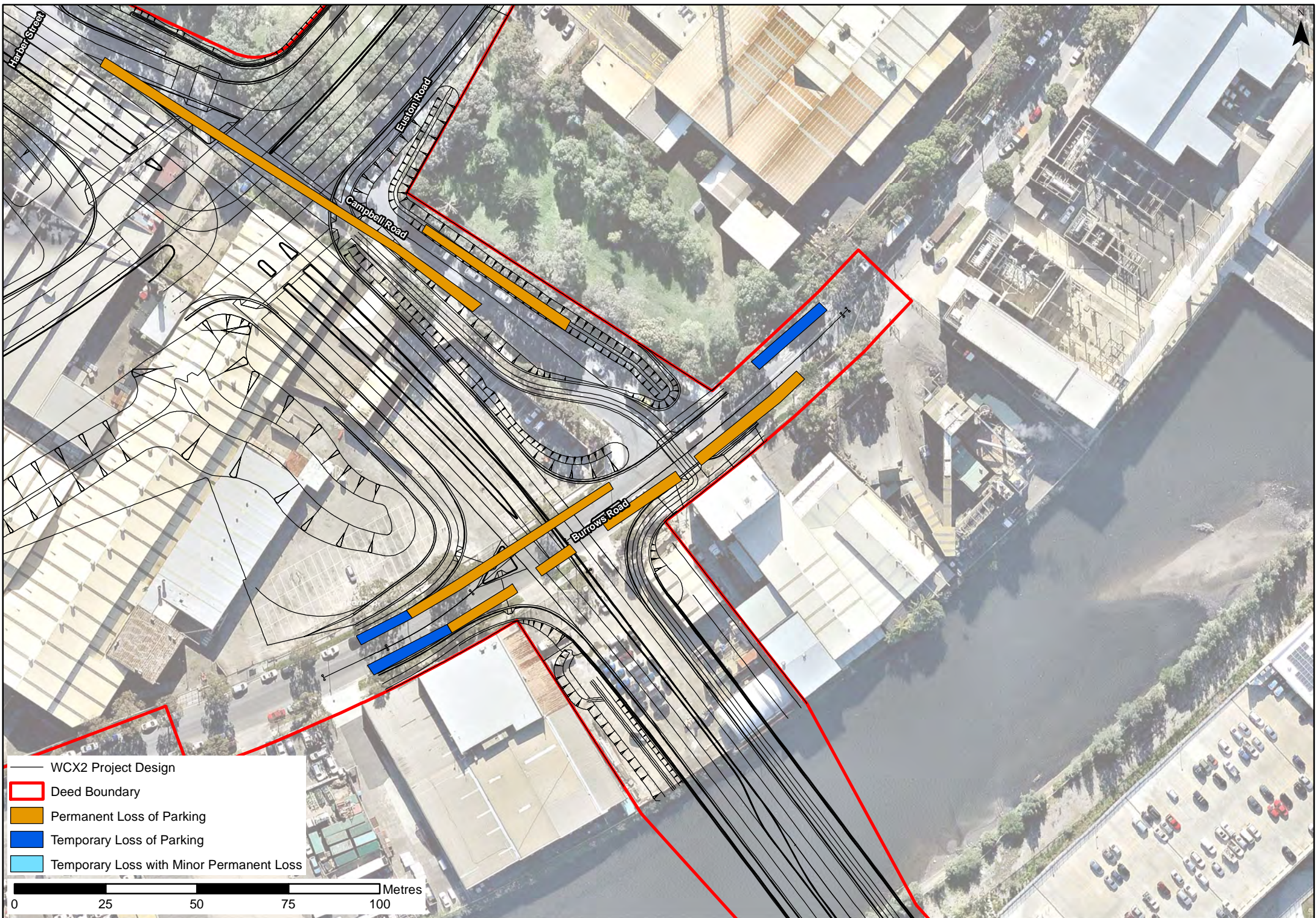
0 25 50 75 100 Metres



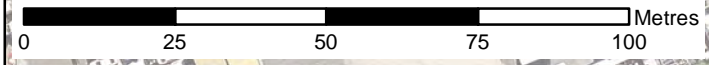


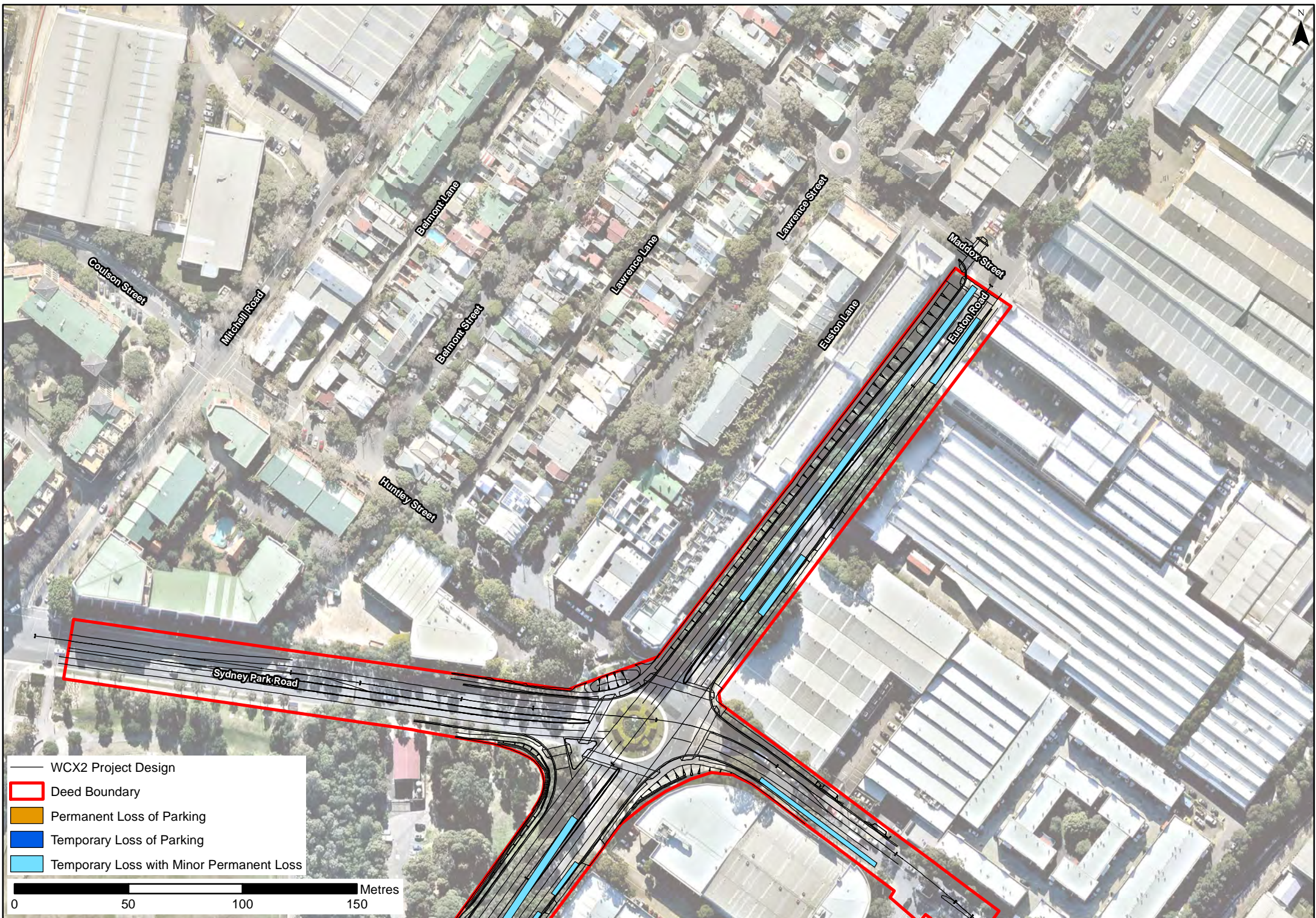
- WCX2 Project Design
- ▭ Deed Boundary
- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss






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





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

0 50 100 150 Metres



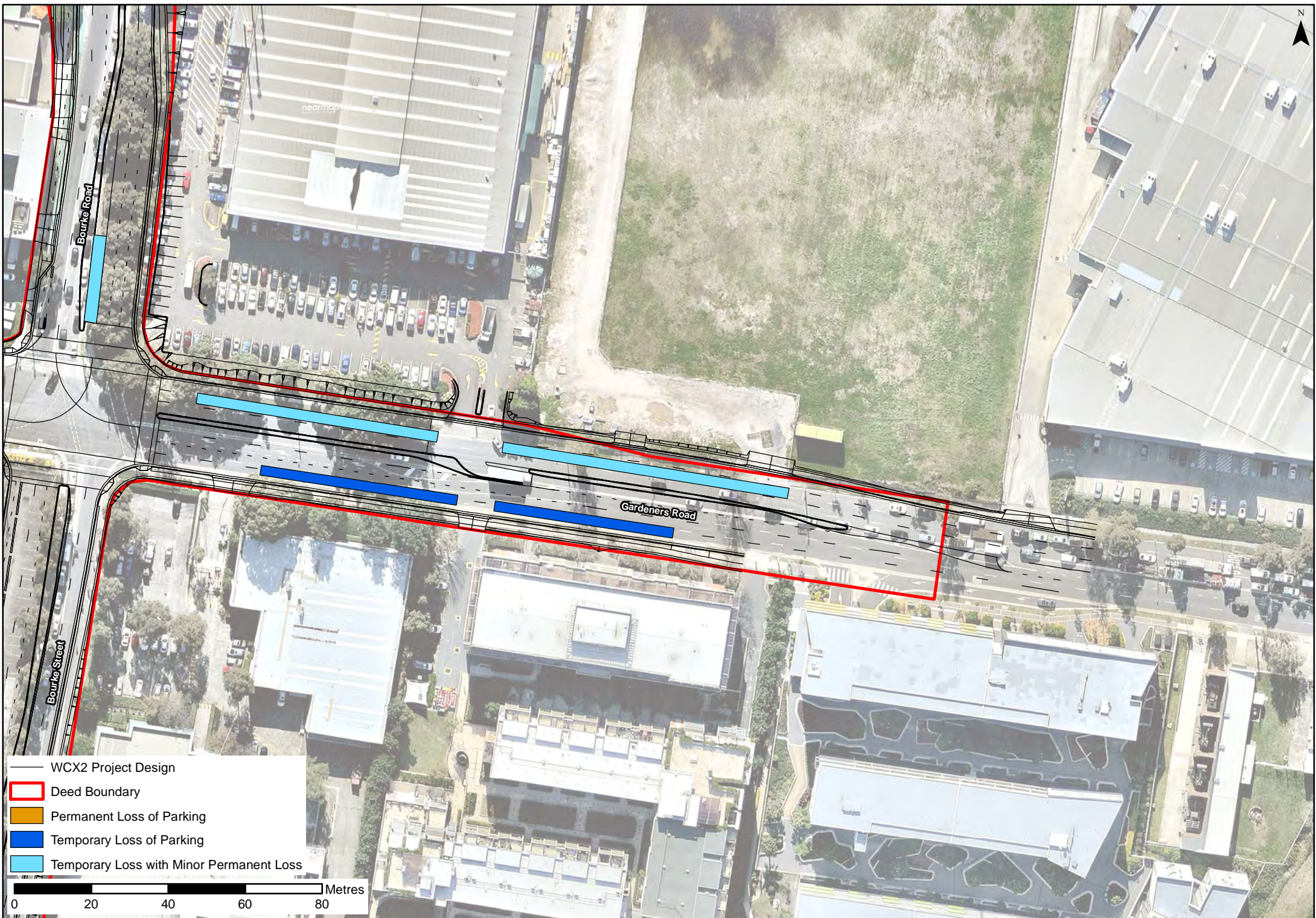
- WCX2 Project Design
- ▭ Deed Boundary
- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss

0 50 100 150 Metres

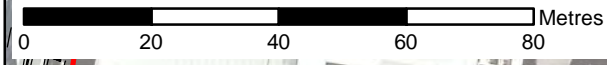


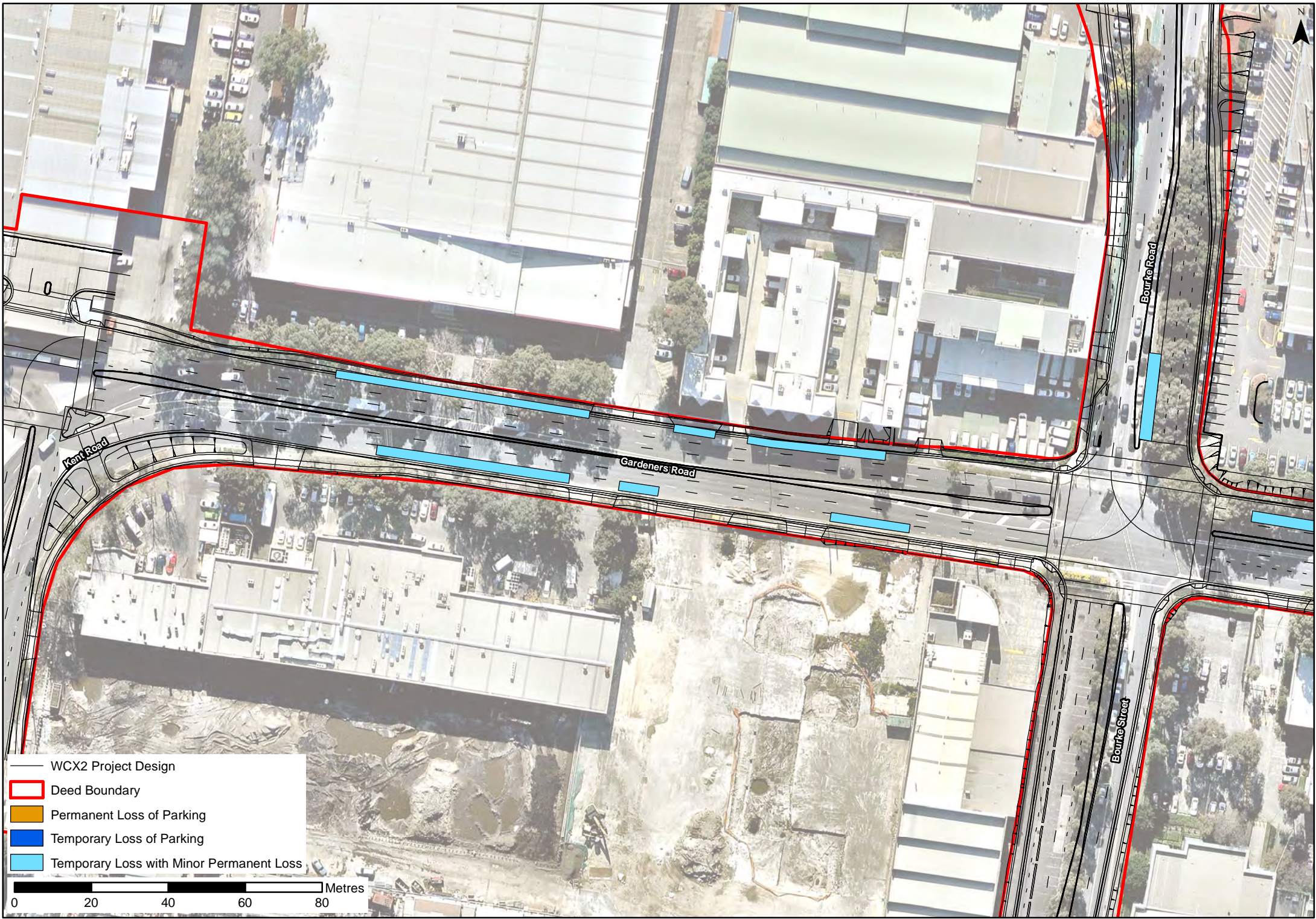
- WCX2 Project Design
- ▭ Deed Boundary
- ▭ Permanent Loss of Parking
- ▭ Temporary Loss of Parking
- ▭ Temporary Loss with Minor Permanent Loss

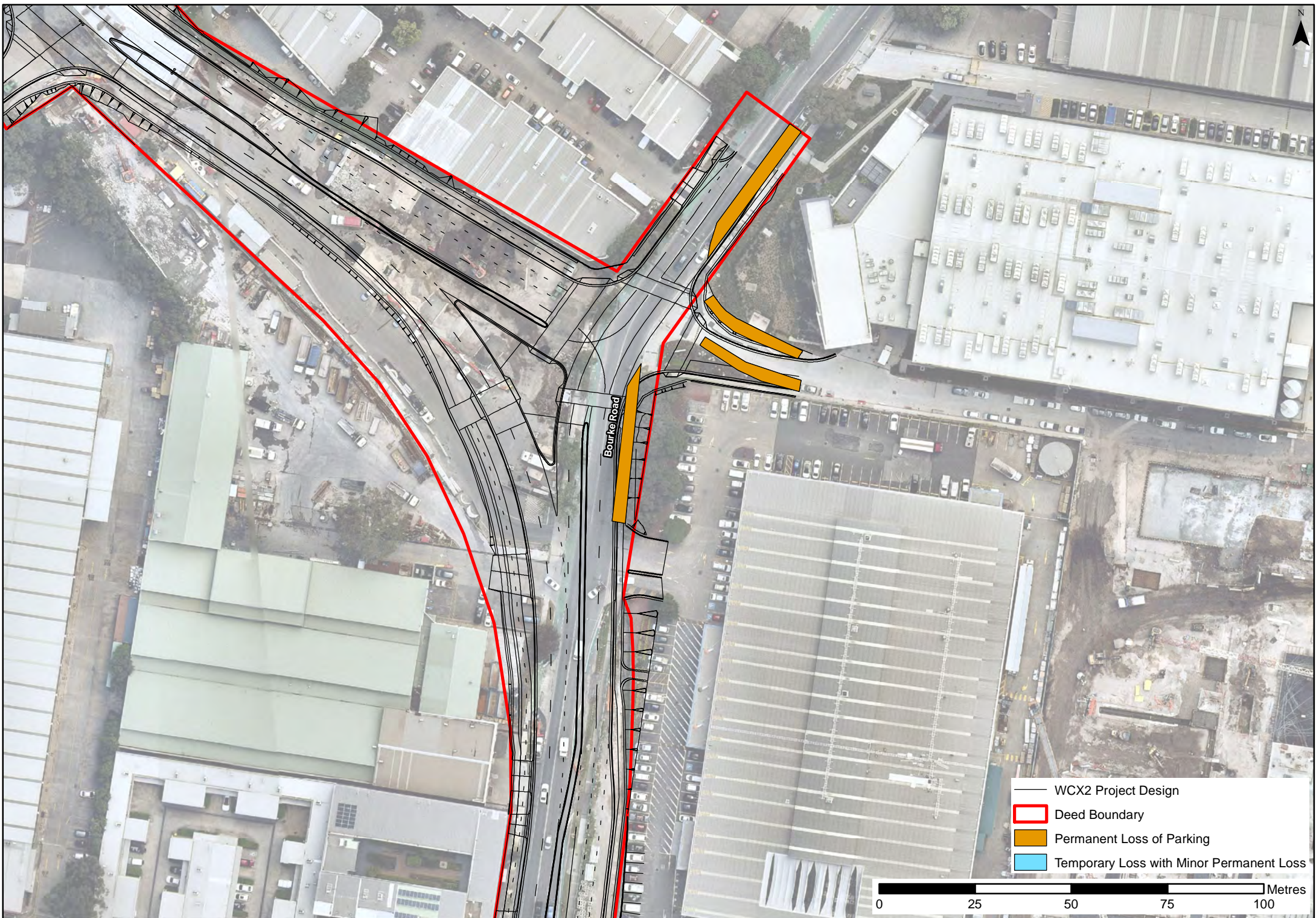




- WCX2 Project Design
- Deed Boundary
- Permanent Loss of Parking
- Temporary Loss of Parking
- Temporary Loss with Minor Permanent Loss



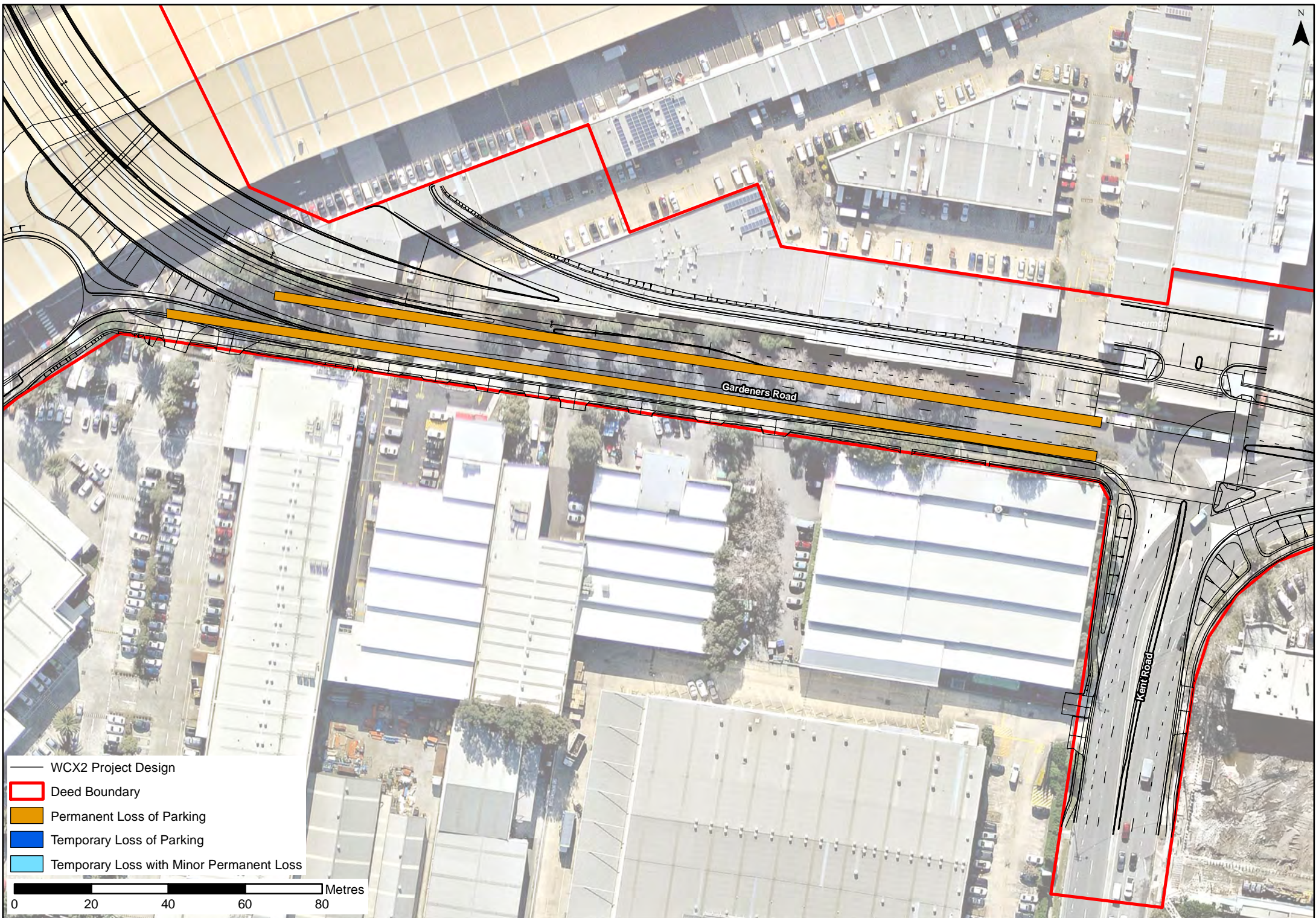









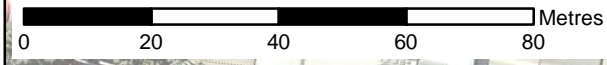
Bourke Road

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



Appendix C – Survey maps

Operational Parking & Access Strategy

Appendix D – Results of Residential Survey (undertaken in 2016)

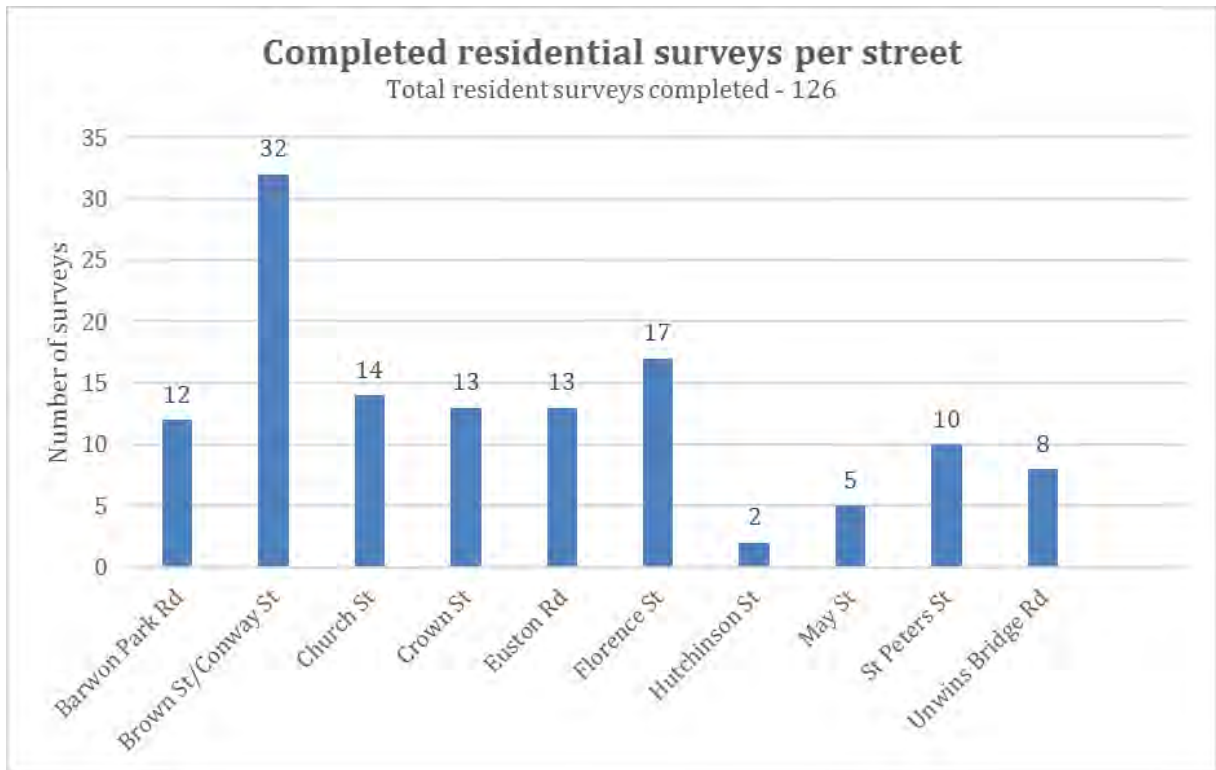


Figure D1: Completed residential surveys per street

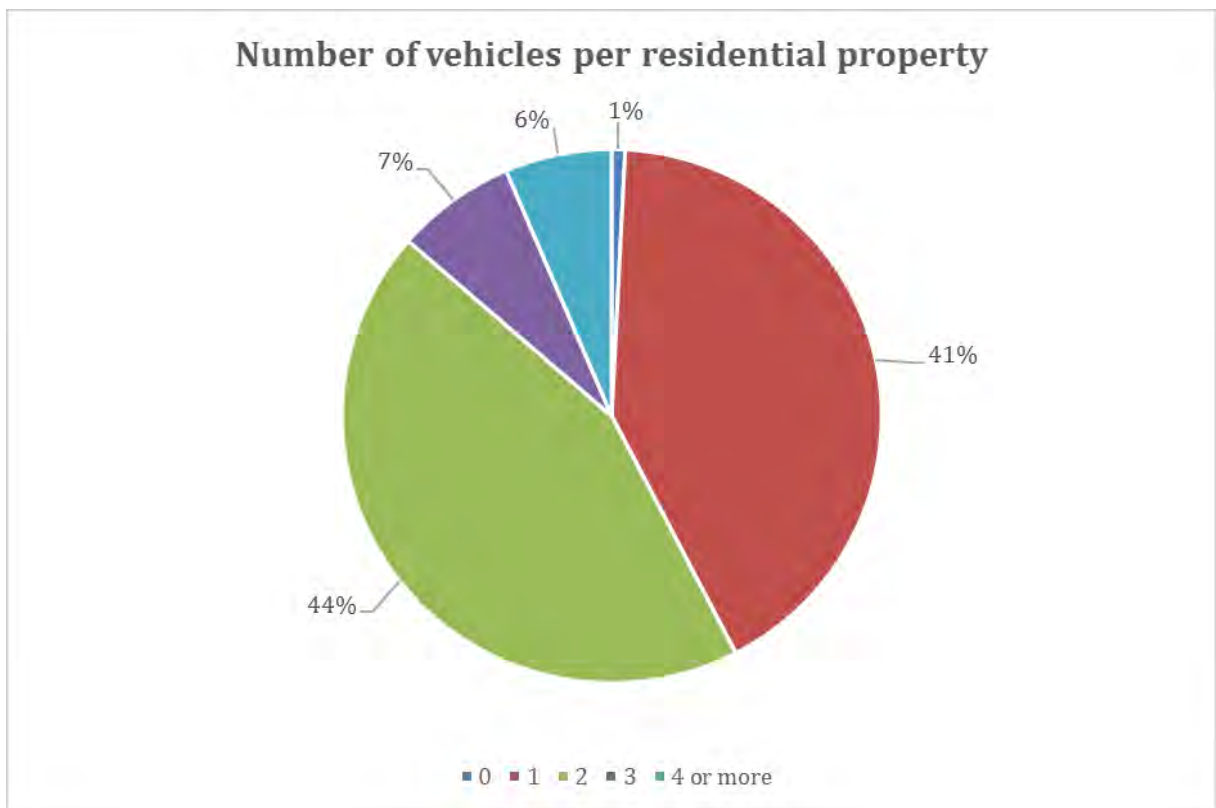


Figure D2: Number of vehicles per residential property

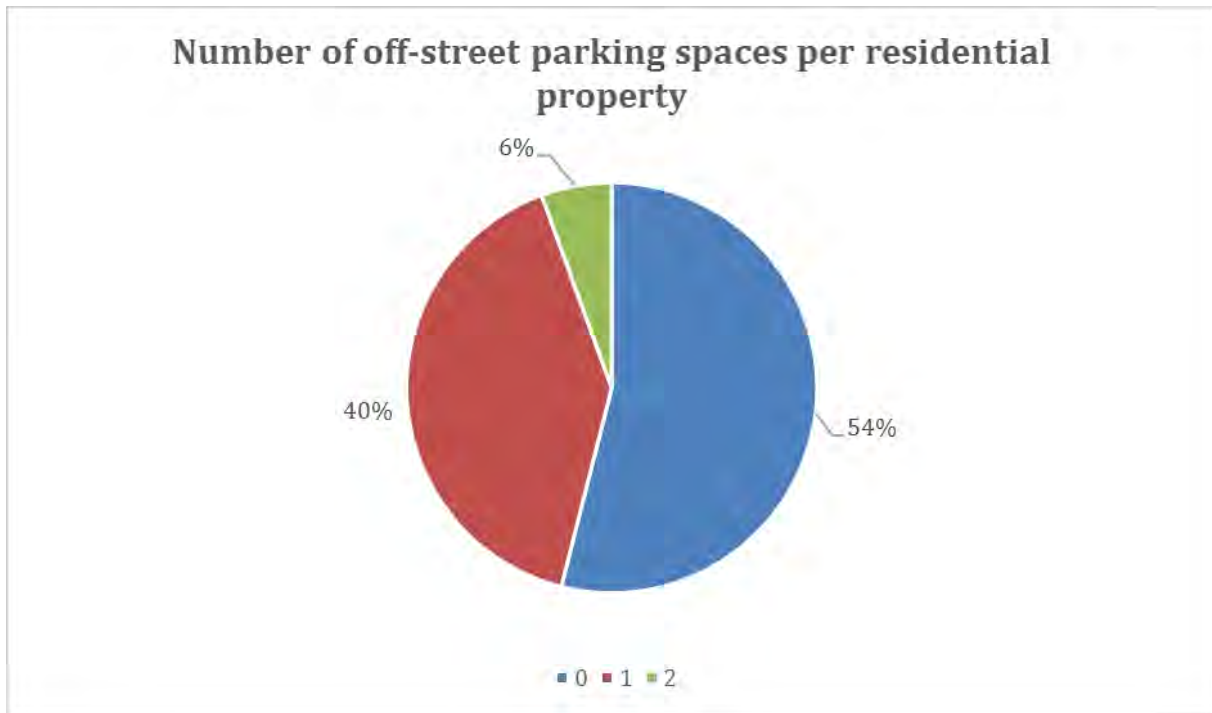


Figure D3: Number of off-street parking spaces per residential property

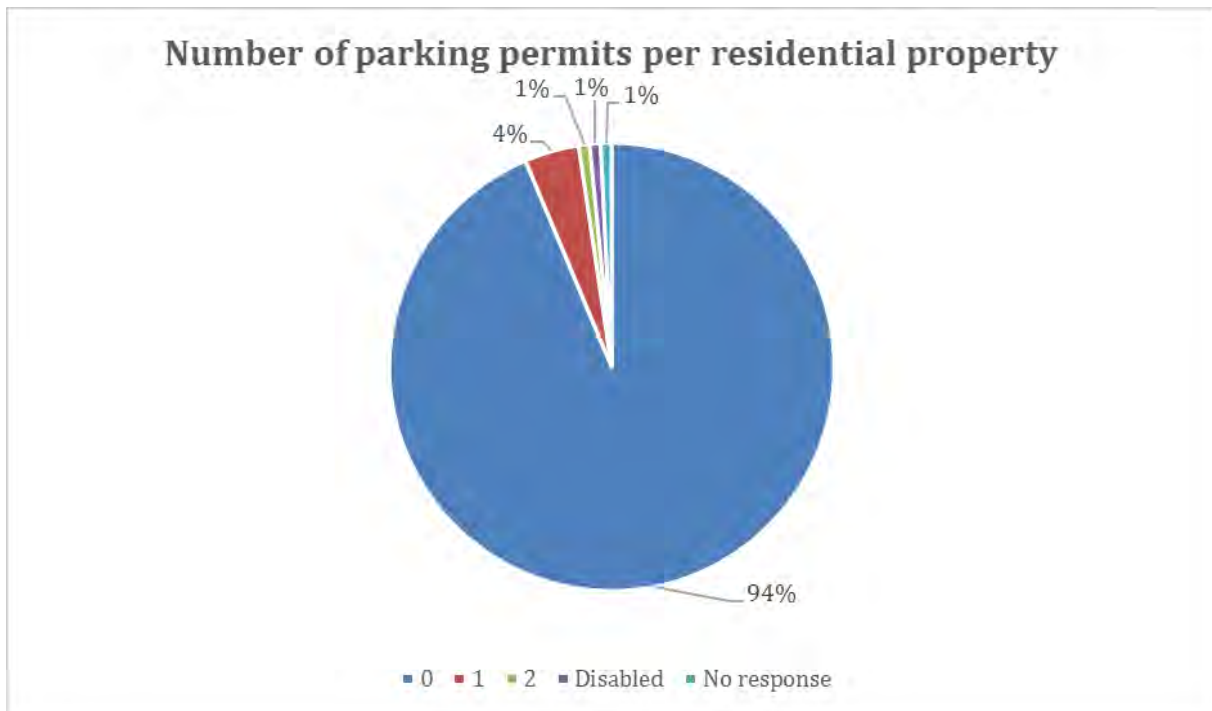


Figure D4: Number of parking permits per residential property

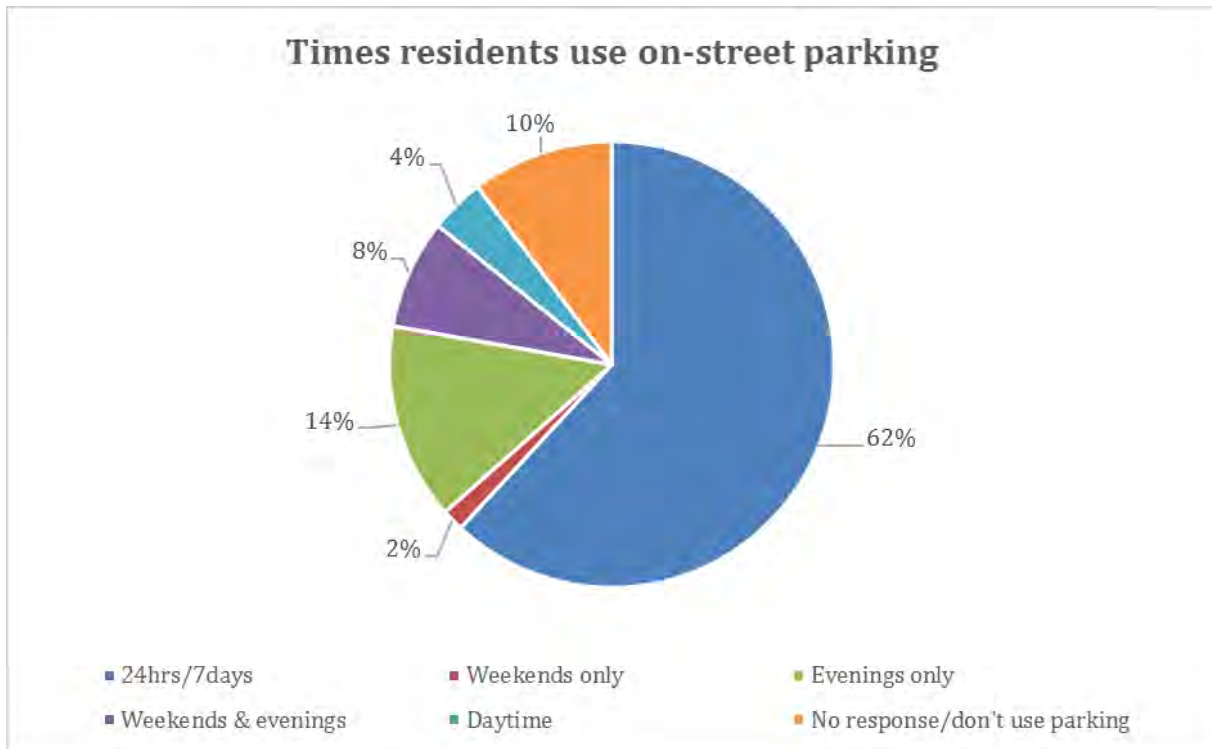


Figure D5: Times residents use on-street parking

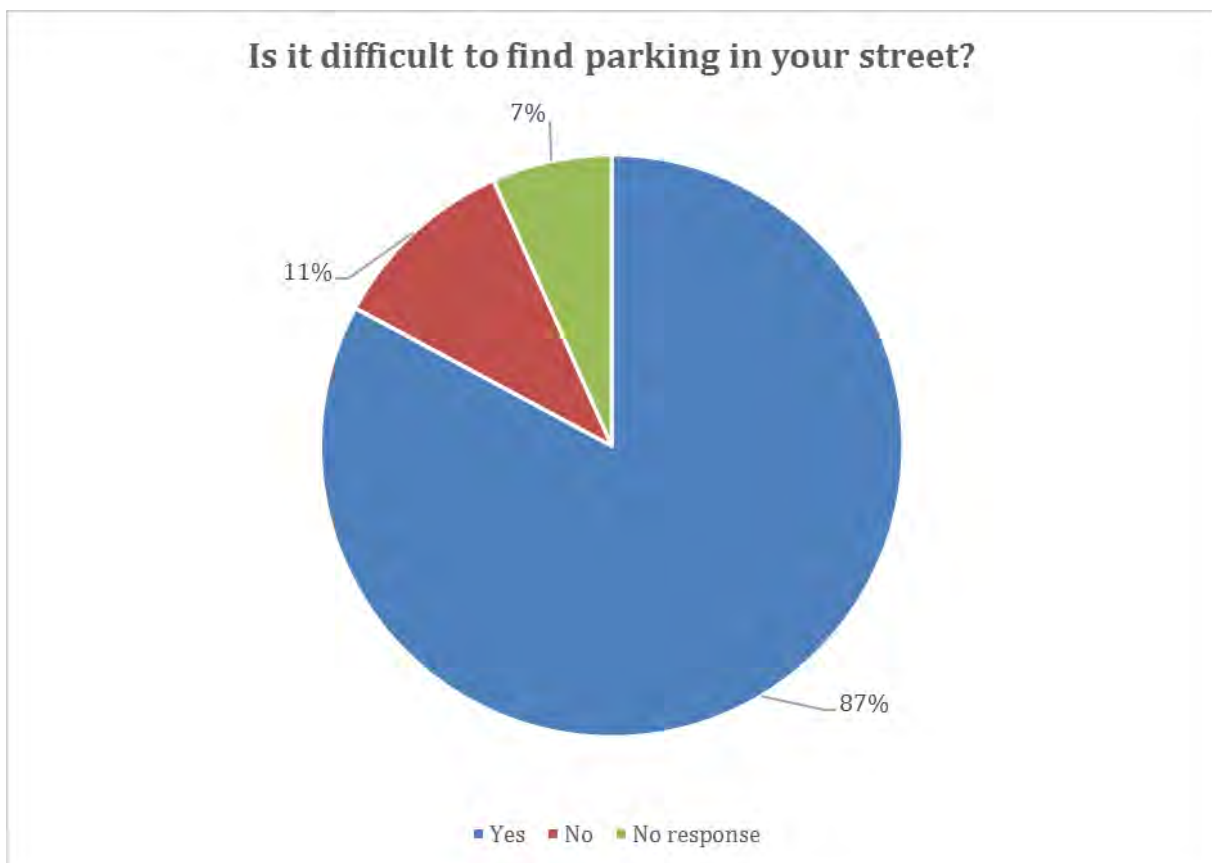


Figure D6: Is it difficult to find parking in your street? (Question / pie graph)

Operational Parking & Access Strategy

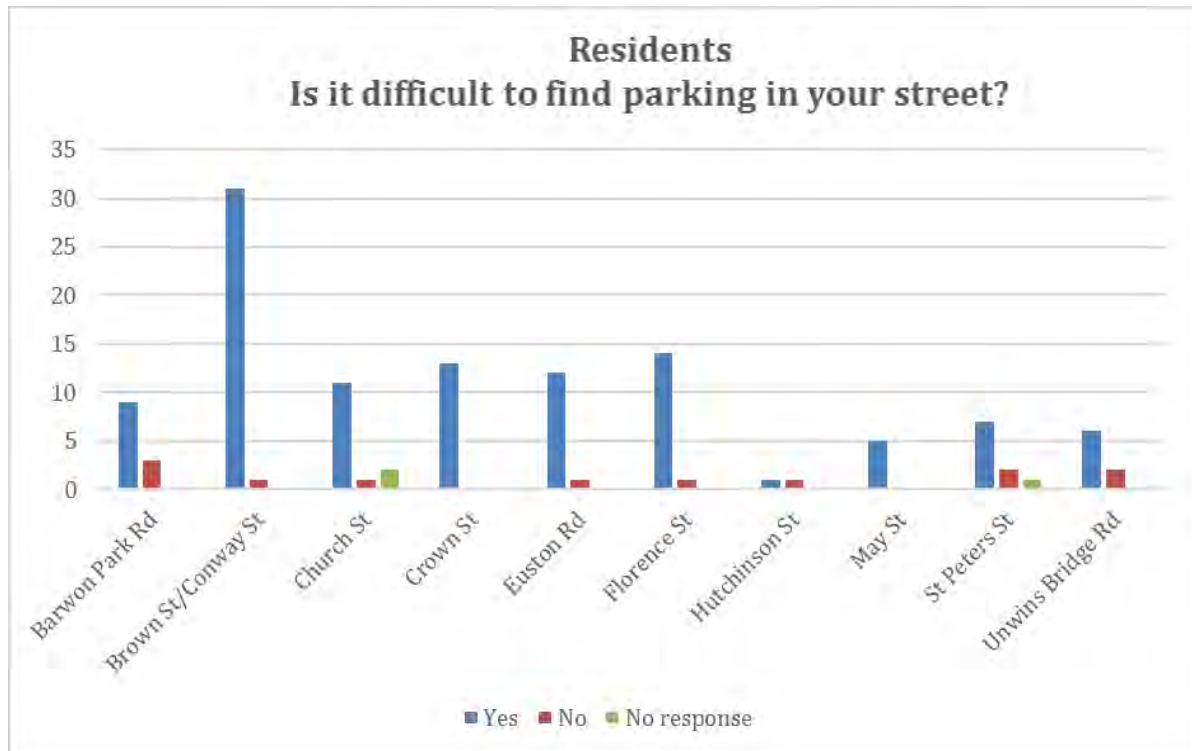


Figure D7: Is it difficult to find parking in your street? (Question / bar graph)

Operational Parking & Access Strategy

Table D1: Reasons residents believe it is difficult to find on-street parking in their streets

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

Operational Parking & Access Strategy

Table D2: Impacts residents believe will result from removing on-street parking

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

Operational Parking & Access Strategy

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

Operational Parking & Access Strategy

Appendix E – Results of Business Survey (undertaken in 2016)

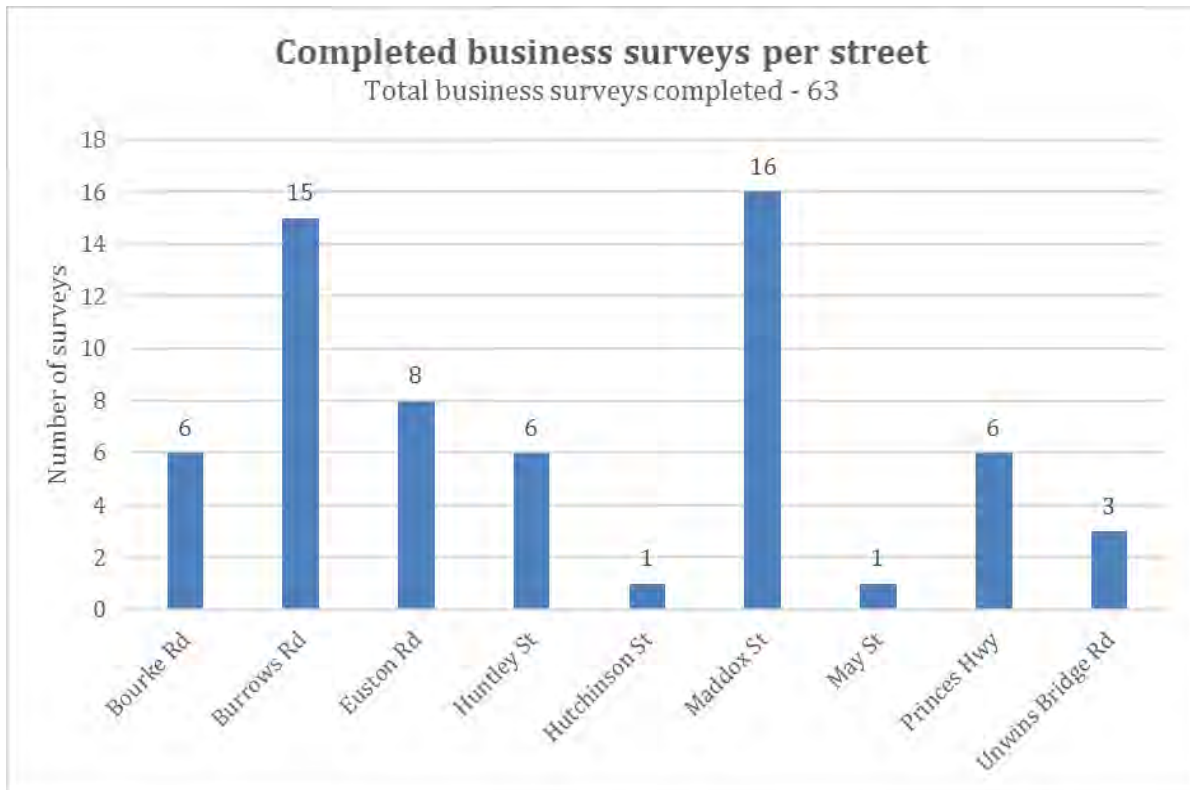


Figure E1: Completed business surveys per street

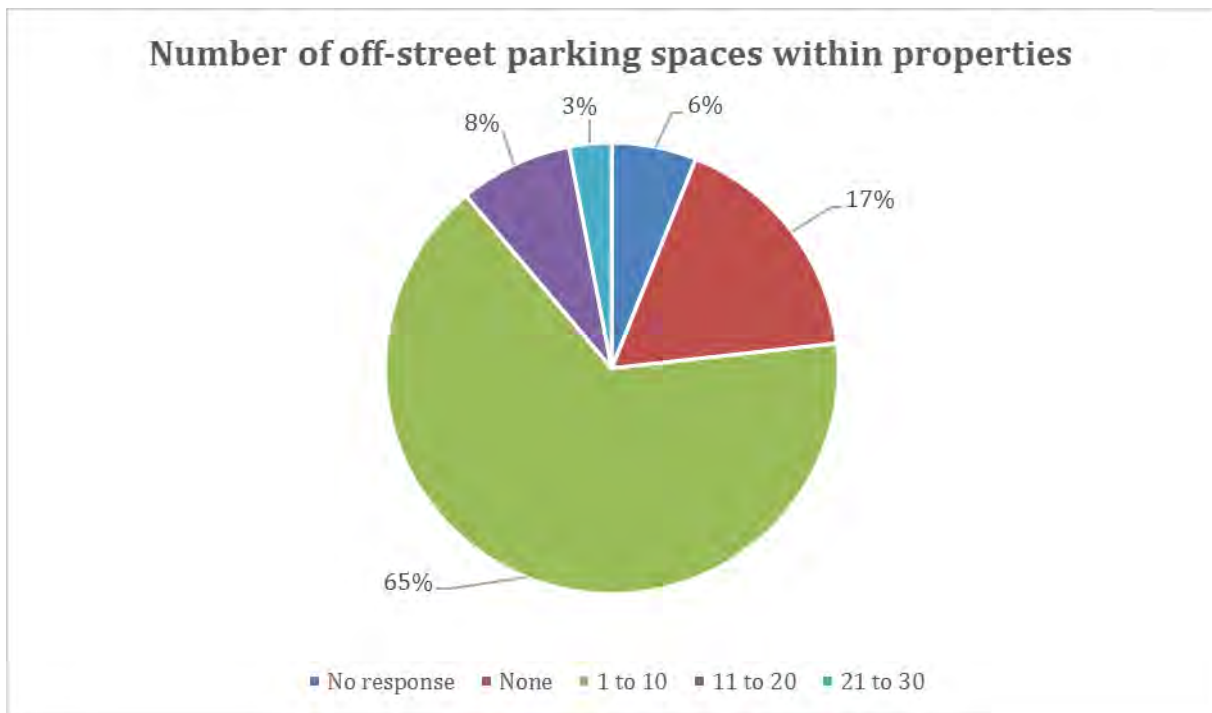


Figure E2: Number of off-street parking spaces within properties



Figure E3 : Does your business use on-street parking?

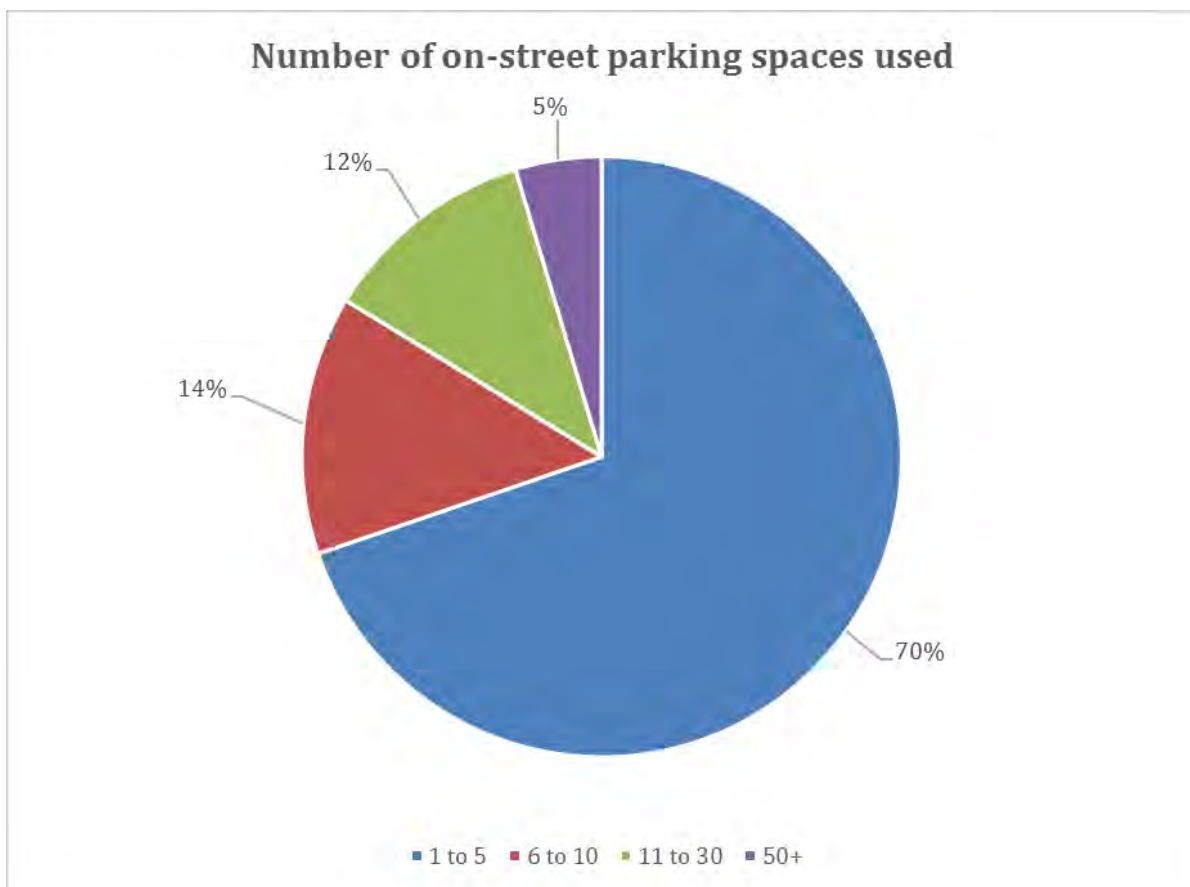


Figure E4: Number of on-street parking spaces used

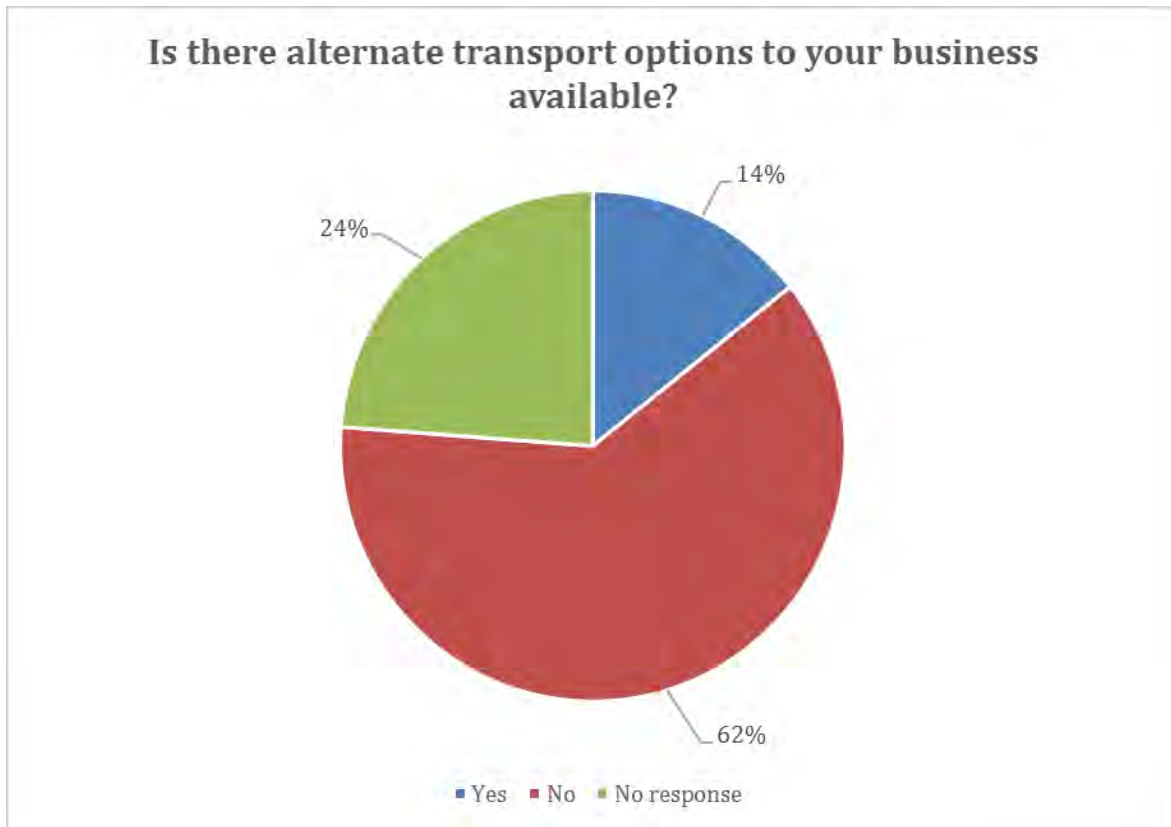


Figure E5: Is there alternate transport options to your business available?

Operational Parking & Access Strategy

Table E1: Impacts businesses believe will result from removing on-street parking

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

Appendix F – Communication to stakeholders regarding the review period for OPAS

The following emails are referenced in Table 5 of Section 4.2.3.

14 January 2019: Email to all those specifically identified in the OPAS including City of Sydney and Inner West Council.

Dear 124-130 May Street residents

The New M5 Operational Parking and Access Strategy is now open for feedback.

The below information will be sent to a wider area this afternoon, however we wanted to let you know first.

You are invited to view and provide feedback on the New M5 Operational Parking and Access Strategy.

The Strategy can be found at

<https://www.westconnex.com.au/Operationalparkingandaccessstrategy>.

Please email your feedback to info@newm5.com.au with the subject: New M5 Operational Parking and Access Strategy. In your email please include the street in which you live/work and your full name.

Please submit your comment/s by **Thursday 31 January 2019**.

Following this consultation period, the strategy will be updated to include your feedback and submitted to the Department of Planning and Environment for approval.

Best regards



16 January 2019: Email sent to all residents/businesses in four major groupings: Campbell Street (east and west) and adjoining streets; Euston Road businesses, Gardeners Road Businesses Burrows Road businesses.

Good afternoon all

INVITATION TO PROVIDE FEEDBACK

You are invited to view and provide feedback on the New M5 Operational Parking and Access Strategy.

The Strategy can be found at
<https://www.westconnex.com.au/Operationalparkingandaccessstrategy>

Please email your feedback to info@newm5.com.au with the subject: New M5 Operational Parking and Access Strategy.

In your email please include the street in which you live/work and your full name. Following this consultation period, the strategy will be updated to include your feedback and submitted to the Department of Planning and Environment for approval. Please find attached the following notifications for work over the coming week...

Have a lovely week!



23 January 2019, 5-7pm: Street meeting at Simpson Park for Campbell Street (east and west) and adjoining streets. 35 attendees. OPAS highlighted as an issue that can be discussed. One resident asked for information and hard copy of the Strategy was provided to this resident.

25 January 2019: Reminder email sent to residents and businesses:

Good afternoon all

New M5 Operational Parking and Access Strategy.

This a reminder that the New M5 Operational Parking and Access Strategy is open for feedback until Thursday 31 January 2019, please submit your comment/s by this date. The Strategy can be found at <https://www.westconnex.com.au/Operationalparkingandaccessstrategy>.

Please email your feedback to info@newm5.com.au with the subject: New M5 Operational Parking and Access Strategy. In your email please include the street in which you live/work and your full name. Following this consultation period, the strategy will be updated to include your feedback and submitted to the Department of Planning and Environment for approval. Please find attached the following notifications for work over the coming week.



Appendix G – Submissions Received

Further to Table 6 in Section 4.2, the following table contains information to the responses to submissions from stakeholders in and around the Local Roads Work area.

[REDACTED]

From: Enquiries, Community
Sent: Tuesday, 5 February 2019 9:41 AM
To: [REDACTED]
[REDACTED] FW: Westconnex parking campbell rd alexandria

Hi [REDACTED]

1 of 6 below.

From: [REDACTED]
Sent: Wednesday, 16 January 2019 8:34 AM
To: Enquiries, Community <info@newm5.com.au>
Subject: Westconnex parking campbell rd alexandria

I own [REDACTED] alexandria, we have been campaigning for solutions to our parking problems since the westconnex began. There is no parking on Campbell or Euston road and all the streets opposite no longer exist. We only have the lane behind the houses and Harbor street which we have to compete with Sydney park users. We have appealed to City of Sydney council but they say it's not their problem.
Kind regards [REDACTED]

From: Enquiries, Community
Sent: Tuesday, 5 February 2019 9:42 AM
To: [REDACTED]
Subject: FW: New M5 Operational Parking and Access Strategy - Feedback

2 of 6 below

From: [REDACTED]
[REDACTED] Thursday, 24 January 2019 4:36 PM
To: Enquiries, Community <info@newm5.com.au>
Subject: New M5 Operational Parking and Access Strategy - Feedback

[REDACTED] Resident of [REDACTED] Campbell Road, Alexandria, 2015.

Feedback as follows:

1. The strategy document states (at section 5, page 15) "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". However, this appears to ignore the permanent removal of street parking on Campbell Road and Street which was previously utilized by visitors to Sydney Park. The removal of street parking on Campbell Road and the proposed clearways on Euston Road significantly limit the available parking for park users. This puts additional strain on the residents of the Campbell Road terrace, who have no access to street parking (see point 3 below). Previously park users could park on-street on Campbell Road to access the park. Now, the nearest parking will be the limited 26 spaces at Campbell Street or Barwon Park Road which is already under strain and has modified access.
2. Available parking for park visitors to the south and east of Sydney park will be limited to the Harber Street car park. This is made up of 20 regular spaces and 2 disabled spaces. The car park is a 4P restricted area between 0830 and 1730, Monday to Friday. The car park availability is already under stress due to project employees repeatedly parking in these bays. At weekends, this is the only available public parking area to the south and east of Sydney Park and is regularly full. This is woefully inadequate for the typical numbers of visitors that come to the park during good weather and the summer months, when in the operational phase. Again the nearest parking may be on Euston Road, subject to clearway times. Parking in public car parks with time restrictions is not feasible for residents and Council has already stated they will not introduce residents permits or restricted parking.
3. The Table at page 6 relating to Campbell Road (NE and SW), indicates there will be 16 and 17 parking spaces available during the operational phase, down from 92 spaces in total. However, the relevant aerial photographs for Campbell Road at Appendix A only show areas where parking has been permanently removed. Where are the 16 and 17 spaces located? One can only hope that the spaces referred to are not in the Harber Street car park and the private access lane behind the Campbell Road terrace? The private access lane is essentially an easement to the Campbell Road properties. The Harber St car park is a public car park with restrictions during weekdays. I find it hard to agree that these should be regarded as available parking spots after construction for the purposes of the strategy.
4. The Campbell Road terrace comprises 17 properties, with roughly twenty vehicles owned by the residents. The private lane has capacity for 11 to 12 vehicles at a stretch and with some creative parking. Such parking arrangements also mean access to the one or two houses with off road parking at the rear is not possible. As such, once the lane is full, in the operational phase, residents have the option of parking in the Harber St car park (which is already under pressure) or Barwon Park Road and the new Campbell Street car park. This is impractical for families with children. Additionally, visitors to Sydney Park regularly park in the private rear lane when Harber St is full, often restricting entry and exit for residents from their own homes.

5. The Resident Survey results at Appendix B contain no information/ responses for Campbell Road residents. Why? This is a gross oversight as the Campbell Road terrace is the single area most impacted by the loss of parking.

6. Traffic surveys conducted in mid May 2016 cannot accurately reflect the level of parking that was previously encountered due to park users visiting Sydney Park during spring & summer.

7. Relying on the community changing its transport habits and living healthier to alleviate any extra strain on the remaining parking spots is quite ridiculous (page 12). The expected disruption to the T3 heavy rail line and St Peters station due to the construction of the Sydney Metro is also likely to impact the adoption of public transport (as opposed to cars) for both residents and visitors to the area. This analysis at page 12 again also ignores the fact that parking in the Campbell Road area was not only for residents and workers but also visitors to the park. There is also a circular argument in the strategy that car ownership may reduce due to a lack of parking options, whilst the project removes 273 permanent spaces, thus making it harder for residents to find parking spots.

8. In summary, for the Campbell Road terrace, the strategy falls well short of both the needs of the residents and also the wider community who wish to access Sydney Park. No consideration has been given to the pressures on the already inadequate parking options for residents and the projected number of available parking spaces is not supported by the aerial plans in the strategy at Appendix B.

[Redacted text block]

[Redacted text block]

[Redacted text block]

[REDACTED]

From: Enquiries, Community
Sent: Tuesday, 5 February 2019 9:42 AM
To: [REDACTED]
Subject: FW: New M5 Operational Parking and Access Strategy

3 of 6 below

From: [REDACTED]
Sent: Monday, 28 January 2019 4:13 PM
To: Enquiries, Community <info@newm5.com.au>
Cc: [REDACTED] >
Subject: New M5 Operational Parking and Access Strategy

Dear All,

1. The report repeatedly states that the northeast side of Campbell Road is one of the areas greatly affected by loss of parking. As such why were we not included for “community consultation” for this report (Appendix B does not list Campbell Road, the most impacted area)?
2. “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.” By the report’s own admission (5.1) the authors consider a 500m radius to be the maximum a resident (say a mother and child) could be expected to walk from their car without **safety becoming a consideration**. It then states that no such parking exists within said radius and therefore it follows that this will be an ongoing **safety** concern for the occupants of the Terraces. Further, around 3 weeks ago Local Police door knocked and informed the residence of a flasher approaching people in the Park. The Park is a well-known Gay beat and a good deal of the occupants don’t walk alone at night in the area. The report says no more on this matter of personal safety. Why are the designers and stake holders not willing to deal with real safety concerns that exist by their own admission?
3. The report offers no solutions for the occupants of the Terraces. There is insufficient room to the back of the Terraces as is. This area is also used by people accessing the Park regardless of the lane being private. The Harber Street car park has parking restrictions which would prevent residence using it over night.

Regards

[REDACTED]
[REDACTED]
Alexandria
[REDACTED]

[REDACTED]

From: Enquiries, Community
Sent: Tuesday, 5 February 2019 9:42 AM
To: [REDACTED]
Subject: FW: New M5: Operational Parking and Access Strategy
Attachments: New M5 OPAS submission Liam Ryan & Christina Ray.pdf

4 of 6 below and attached.

From: [REDACTED]
Sent: Wednesday, 30 January 2019 9:38 PM
To: Enquiries, Community <info@newm5.com.au>; [REDACTED]
Cc: [REDACTED]
Subject: Re: New M5: Operational Parking and Access Strategy

Hi [REDACTED] and the New M5 Community Relations Team,

Please find attached our submission to the New M5 Draft Operational Parking & Access Strategy. Thanks for giving us the early notice, we really appreciate it.

We have major concerns with the strategy (or lack there of) and the quality of the current draft. Please call me if you need me to clarify our submission and keep us in the loop as the project team revises the document.

Best regards,

[REDACTED], St Peters

On Mon, Jan 14, 2019 at 12:51 PM [REDACTED] <[REDACTED]@newm5.com.au> wrote:

Dear 124-130 May Street residents

The New M5 Operational Parking and Access Strategy is now open for feedback.

The below information will be sent to a wider area this afternoon, however we wanted to let you know first.

You are invited to view and provide feedback on the New M5 Operational Parking and Access Strategy. The Strategy can be found at <https://www.westconnex.com.au/Operationalparkingandaccesstrategy>.

Please email your feedback to info@newm5.com.au with the subject: New M5 Operational Parking and Access Strategy. In your email please include the street in which you live/work and your full name.

Please submit your comment/s by **Thursday 31 January 2019**.

Following this consultation period, the strategy will be updated to include your feedback and submitted to the Department of Planning and Environment for approval.

Best regards



[Redacted signature and contact information block]



INNER WEST COUNCIL

SUBMISSION FROM INNER WEST COUNCIL TO CDS-JV

ON THE PROPOSED OPERATIONAL PARKING & ACCESS STRATEGY FOR WESTCONNEX NEW M5

JANUARY 2019

I refer to your invitation to provide feedback on the New M5 Operational Parking and Access Strategy for St Peters and Alexandria.

Inner West Council is aware of the implications of the New M5 project and has maintained its firm stance against the WestConnex project and previous submissions have reiterated the numerous issues of concern as a result of the project affecting the wider community.

Council understands that the Operational Parking and Access Strategy report created by CPB Dragados Samsung Joint Venture (CDS-JV) was created as a Condition of Approval E42 and was intended to seek community feedback regarding the strategy. In this regard there is a strong need to maximise on-street parking. Despite data suggesting a declining car ownership in recent years, Council continues to spend vast resources on managing on-street parking issues as a significant proportion of residential lots and businesses with very limited or no off-street parking all compete for parking in the area and many would find parking an issue faced on a daily basis. This can be seen in the very high 35.3% response rate from the residents and business survey undertaken by CDS-JV in 2016.

A review of the on-street parking areas found a different level of parking supply to that shown in the report. One of the main issues raised included on-street parking at the intersection of Unwins Bridge Road, Bedwin Road, May Street and Campbell Street. Kerbside approach and departure lanes appear to have extensive full time parking restrictions in place and this is considered unnecessary.

Data from strategic traffic modelling conducted by Veitch Lister Consulting (VLC) as part of Inner West Council's WestConnex Local Area Improvement Strategy suggest that Unwins Bridge Road and May Street will experience a lower traffic volume at the completion of stage 1 and 2 of WestConnex Project. Without an assessment using intersection modelling at this site, the removal of reasonable unrestricted and part time on-street parking in Unwins Bridge Road and May Street is not considered justified. It is recommended that these approach and departure 'No Stopping' zones be minimised as suggested in Table 1 attached to retain maximum parking during off peak periods at the completion of the works as a trial and then be reviewed by Roads and Maritime Services (RMS) with Council input after 12 months.

With Council's recommendations, the permanent loss of parking in Inner West Council LGA is 78 spaces, with 59 new spaces being provided as part of the works, resulting in a net loss of 19 spaces.

Section 3 of the report outlines the results of the parking survey that was undertaken in May 2016. This data was based on average parking rates and no consideration of peak parking rates in local streets. As an example, Council's data collected in Brown Street in August 2018 indicated that peak parking occupancy does not occur until after 10pm to 6am the next morning on a weekday. Regardless of the data results, parking remains an important issue for the local community with increasing pressure from residents for an expansion of the permit parking areas.

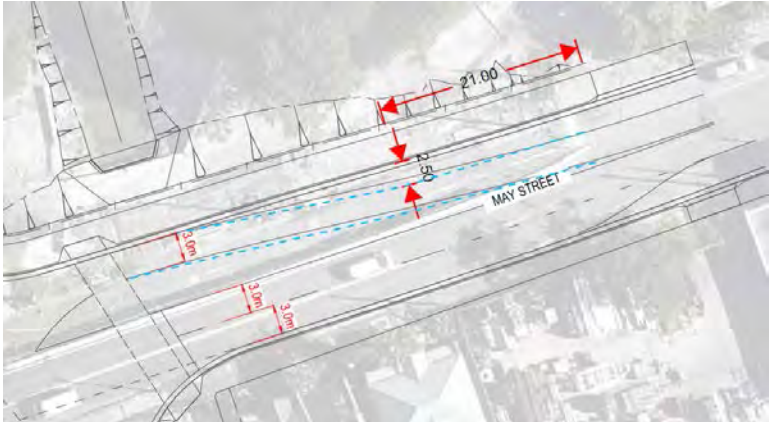
The accumulative effects of WestConnex works as well as the Sydney Metro Marrickville dive site, and other development works currently underway in St Peters and Alexandria has resulted in increased parking demand and reduced amenities for local residents and businesses. With Sydney experiencing significant infrastructure growth, the wider community is concerned with increasing trucks and dog trailers travelling in residential and high pedestrian areas, the introduction of dust and air pollution arising from construction works, and the increased congestion resulting from temporary traffic changes.

Furthermore, Council is very concerned that this community consultation occurred in January 2019 during the school holiday break when residents and businesses may not yet have returned from leave and with a short consultation period, closing on 31st January 2019. This appears to be similar to the WestConnex stage 2 EIS consultation stage which was also undertaken in January 2016. On behalf of the local community, Council requests that the closing dates for submissions be extended to Friday, 22nd February 2019 to allow adequate time for the community to provide feedback regarding this matter.

In conclusion, Council is very concerned with the loss of on-street parking for the local community, including the methodology used to determine parking rates with an average being taken across the day instead of being determined using peak parking rates, and requests that the above comments be seriously considered.

For further information, please contact Council's WestConnex Unit on 📞 9392 5319.

Table 1: Council response regarding WestConnex New M5 Operational Parking & Access Strategy

Location	Comment regarding pre-project parking supply	Comment regarding permanent loss of parking	Revised number of permanent parking spaces lost
Unwins Bridge Road NW	Unwins Bridge Road has about 78m length of 'No Parking 7am-9am Mon-Fri' and 45m length of 'No Stopping' restrictions from the driveway of 1-7 Unwins Bridge Road to Bedwin Road. The existing supply of parking as shown within the report's deed boundary should be 14 spaces not 31 spaces as identified in Table 1 in the report.	<p>The report indicated 10 permanent parking spaces lost, Council's revised figure was 8 spaces.</p> <p>The proposed changes will eliminate on-street parking and be replaced with 3 approach lanes for about 117m which is considered excessive. Reducing the full time 'No Stopping' zone from 117m to 70m will retain all existing parking supply and should not affect the Level of Service of the signalised intersection during the AM peak hour. Council requests that the existing length of parking be retained as a trial in the left turn lane when the intersection is completed. It would then be monitored and reviewed after 12 months.</p>	0
May Street NW	Existing parking spaces in May Street from Bedwin Road to 2 nd driveway of Camdenville Park should be 10 spaces not 28 spaces.	<p>The report indicated 20 permanent parking spaces lost, Council's revised figure was 10 spaces.</p> <p>The proposed changes appear to have a wide single departure lane with full time 'No Stopping' for about 81m from Bedwin Road which could be reduced, subject to truck turning movement requirements. A reduction of the full time 'No Stopping' zone to 50m and a shorter taper as shown in the blue broken line below should retain 4 spaces. This arrangement should not affect the performance of the signalised intersection. Council requests that this arrangement be trialled when the intersection is completed. It would then be monitored and reviewed after 12 months.</p> 	6

May Street SE	Existing parking spaces in May Street from Campbell Street to driveway of No.114 May Street should be 8 spaces not 23 spaces.	The proposed changes will have 2 approach lanes and 'No Stopping' restriction for about 52m from the stop line to the driveway of No.114 May Street which is considered excessive. Reducing the full time 'No Stopping' zone to 30m to the stop line will retain 4 spaces and still be able to store an articulated truck in the left turn lane. This arrangement should not affect the Level of Service of the signalised intersection during the peak hour. Council requests that this arrangement be trialled when the intersection is completed. It would then be monitored and reviewed after 12 months.	4
Brown Street, Florence Street, St Peters Street, Church Street	Parking supply pre project noted.	Loss of parking is due to the widening of Campbell Street road reserve; this is a significant loss of parking that will impact on the local community in these four streets.	40
Barwon Park Road W	Legal supply of parking spaces between driveway of No.53 Barwon Park Road and Campbell Street is 3 spaces not 9 spaces.	The proposed changes at this intersection should still operate even while retaining legal parking for 2 spaces, subject to a detailed vehicle swept path assessment.	1
Albert Street	Parking supply pre project noted.	This is a significant loss of parking that will impact on the local community in Albert Street and nearby area.	24
Princess Highway SE	Existing parking between Campbell Street and Albert Street was 3 spaces and a bus zone. These spaces also had a 3pm-7pm Mon-Fri Clearway restriction.	Permanent loss of parking is due to the widening of Campbell Street road reserve.	3
Campbell Street (on-street)	No existing spaces.	The proposal identified providing approximately 33 indented parking spaces along Campbell Street	-33
Campbell Street (service road)	No existing spaces.	The proposal identified providing approximately 26 angle parking spaces between Florence Street and St Peters Street. These were originally intended to be a relocation of the St Peters Public School carpark.	-26
		Net Total loss within Inner West Council LGA	19 spaces

30 January 2019

[REDACTED]
Community Relation Team

West Connex New M5

We are the owners of [REDACTED] May St, St Peters, and wish to comment on the New M5 Operational Parking & Access Strategy.

Our comments below in point:

- The parking survey was taken at a time that was not indicative of when residents use the parking, between 6am and 6pm. I think I would be right in saying that most residents do not return from work until after 6pm, when the parking is required. How is this an true indication of the use of parking in the area.
- The Strategy states that there will be less cars in the future and less residents, how is this possible when there is 3 major developments underway for residential apartment sin the streets behind May St. You don't need someone with a degree to tell you that the populations in the area is on the increase, and with that will come more cars.
- The strategy also states that the parking loss will be in areas of mainly industrial or commercial land use, again the entire project has forgotten about May St and the 30 odd residents at Campbell st end. In our area the residents far outweigh the commercial and we have lost more than 20 parking spaces.
- The New M5 Project used a radius of 500M that they thought residents would be willing to walk to their cars. I ask, have they ever carried shopping or suitcases, or even assisted an elderly person walking for up to 500m in their daily routine, I believe the person who suggested this has a poor understanding distance and the stakeholders here.
- The project also has stated on many occasions that it will return used land to parking for residents, however, in all of the plans to date we have not seen a suitable alternative for the loss of 20 parking spaces at the lower end of May St.
- The removal of parking has already impacted our lives greatly, there is no longer a kerb to stop at outside our house. We can no longer bring our groceries in without carrying them from 100-200 meters away, and having to cross a main road where there is no pedestrian crossing or lights to cross at, all whilst loaded up with the weekly groceries. With the amount of 'Metro Project' Trucks now using the road which is predicted to continue until 2023, I feel a pedestrian and truck accident is likely, especially with the blind spot where pedestrian and cars cannot see each other, located outside of the entry to your work yard on May st.
- There is no place for an emergency vehicle to stop in the case that we needed urgent care.
- Our elderly parents can no longer stay with us on their visits as there is no reasonable access for them in or out of our house.

We believe the project has grossly misunderstood the community of St Peters and it's parking needs. The report and surveys do not reflect a true picture of the actual now and future of St Peters.

We also stand firmly behind and back our Neighbours submission on the matter, that being [REDACTED] on [REDACTED] May St, St Peters.

Appreciate allowing our submission on the report.

[REDACTED]

[REDACTED] May St

St Peters

NSW, 2044

Appendix H – Consultation with Local Councils



27 February 2019

Attention: [REDACTED]
Inner West Council
PO Box 14
Petersham NSW 2049

Dear Mr [REDACTED]

**WestConnex New M5 Project (SSI 6788)
Condition E42 – Operational Parking and Access Strategy
Alternative parking arrangements for 124 – 130 May Street, St Peters**

Roads and Maritime Services (Roads and Maritime) refers to the Minister of Planning's Condition of Approval E42 requiring the preparation of an Operational Parking and Access Strategy (OPAS) for the New M5.

The OPAS requires the optimisation of the return of on- and off-street parking removed or altered during construction and consequent to the operation of the New M5. The draft OPAS was issued for community consultation from 14 – 31 January 2019.

In addition to the comments received from Inner West Council, the Project received representations from several residents at 124 – 130 May Street, St Peters regarding the loss of on-street parking adjacent these properties as part of the construction and operation of the New M5.

Whilst efforts have been made to return on- and off-street parking within the St Peters and Alexandria area, it is acknowledged that these properties will lose the on-street parking that was available to them prior to construction. Alternative parking for these residents has been identified within the New M5 project footprint along Campbell Street, adjacent to Simpson Park, with 16 parking spots within 150m of these properties. There is also an additional 24 off street parking spaces located between Florence Street and St Peters Street, within 200m of the properties.

In accordance with clause (e) of Ministers Condition of Approval E42, Roads and Maritime proposes to work with Council to implement a permit scheme at the new on-street spaces to be provided on Campbell Street, adjacent Simpson Park.

Roads and Maritime acknowledges that the provision of parking for 124 – 130 May Street at this location may not be desirable for the residents as it is up to 150m from their properties. Roads and Maritime therefore proposes to reassess whether parking can be reimplemented directly outside the properties, upon completion of the King Street Gateway project, when it is expected that southbound traffic flows along May Street will be reduced.

A meeting has been scheduled with council for 6 March 2019 to discuss the New M5 Residual Land Management Plan. Roads and Maritime and the New M5 Asset Trustee

Roads and Maritime Services

request the proposals outlined above be added as an agenda item at the meeting for discussion and consideration.

If in the meantime you have any questions or would like further information relating to the Operational Parking and Access Strategy, please contact [REDACTED] or [REDACTED]

Yours sincerely,

[REDACTED]

[REDACTED]

Director Project Delivery – New M5

Meeting minutes

Name of meeting:	Inner West Council consultation regarding the New M5 Residual Land Management Plan & Operational Parking and Access Strategy
Location of meeting:	Ashfield Service Centre – 260 Liverpool Road, Ashfield
Meeting facilitator:	[REDACTED]
Date:	6 March 2019
Attendees:	[REDACTED]
Subject:	B67 Residual Land Management Plan E42 Operational Parking and Access Strategy
Reference:	


Purpose

- 1) To review the New M5 draft Residual Land Management Plan under New M5 MCoA B67
- 2) To discuss parking opportunities on public road reserve for the property owners at 124-130 May Street, St Peters in accordance with the New M5 MCoA E42

Meeting Open: 3:00pm

NOTE	RESPONSIBILITY	RAISED/STATUS
B67 Residual Land Management <ul style="list-style-type: none"> • An overview of the Residual Land Management Plan was presented. RMS advised that for some land, the State Government will intervene and decide on whether land goes back to market and what land is retained for parkland. • RMS advised that it would provide the Draft Residual Land Management Plan to council for comment however RMS would be submitting the Draft to DP&E w/c 11 March 2019, to comply with the submission timeframe required by the MCoA. 	[REDACTED]	Note
IWC Care Control & Maintain (CCM) sites: SPI Parklands:	[REDACTED]	

NOTE	RESPONSIBILITY	RAISED/STATUS
<ul style="list-style-type: none"> • The land proposed to be handed over to Council under a Care, Control and Maintenance (CCM) regime was discussed. The interchange site would remain under the CCM of the motorway operator. • RMS would retain ownership of the SPI Parklands and manage leachate and landfill gas, but council would be responsible for maintaining the landscaping, paths and collecting rubbish etc. • IWC requested an Asset Register so they could better understand the extent of land which they would be expected to maintain. • IWC requested confirmation on the total area of land which will be handed over to them under the CCM arrangement. • IWC requested a copy of the Urban Design and Landscape Plan (UDLP) and Landfill Closure Management Plan (LCMP). <p>316 Princes Highway:</p> <ul style="list-style-type: none"> • RMS advised they would maintain ownership of the former service garage at the corner of Princes Highway and Canal Road. RMS have undertaken BCA studies and a parking and access study to identify the work required to bring the building up to current standards. • Discussions with IWC on the Public Art Strategy have identified a potential use as an artist in residence space. IWC advised this has not been agreed internally and the Property and Asset Unit would need to develop a Business Case to determine the most appropriate use for the site. • IWC advised that there will be budget constraints associated with taking on another building to maintain. These would need to offset by using the space in such a way that generates an income for the Council. • The Property and Asset Unit advised that it may be more appropriate to utilise the building as a Café or Bike Shop – this would align with the newly created pedestrian and cycleway connectivity provided at SPI and in accordance with MCoA B51. • RMS acknowledged the building will need to be DDA compliant if Council are to adopt the space. • A modification to MCoA B36 will be required to undertake the necessary works at the property to bring it up to standard. RMS will be liaising with DP&E directly in this regard. 		
<p>IWC – Residual Land Sites:</p> <ul style="list-style-type: none"> • RMS identified the two residual land lots within the IWC LGA for which a future use remained undecided. These were located along Campbell Street, St Peters and are former residential lots 		

NOTE	RESPONSIBILITY	RAISED/STATUS
<p>which are landlocked.</p> <ul style="list-style-type: none"> The most suitable purchasers of these sites are the directly adjoining residents, some of which have already expressed an interest in purchasing the sites. Will be put on the open market to ensure Government receives the best price for the land. 		
<p>E42 Operational Parking and Access Strategy</p> <ul style="list-style-type: none"> RMS advised council of the issues raised by community members during consultation on the Operational Parking and Access Strategy. On-street parking has been removed in front of the terraces at 124-130 May Street as part of the New M5 construction and operation. RMS and the M5AT proposed that the residents are provided with permits to park along the Campbell St on-street spaces which are within 150m of the properties. IWC advised that there is already a Permit Scheme in place for residents of Brown Street, St Peters. Once Council take control of the on- and off-street parking on Campbell Street, they will consult with residents on the implementation of a new parking permit scheme. RMS noted that once the King Street Gateway project becomes operational, there may be an opportunity to re-implement parking outside 124-130 May Street as it is expected southbound traffic flows on the street will be reduced. The feasibility of creating new parking behind 128-130 May Street in the triangular lot of landscaped open space was discussed. IWC and RMS agreed that this proposal is not supported as it would create a safety hazard for pedestrians and cyclists utilising the new Campbell St Green-Link paths. IWC would be supportive of introduced timed parking within the Campbell Street carpark to stop commuters parking there all day. RMS to advise council whether the Campbell Street carpark will be lit at night. IWC requested that newly constructed on- and off-street parking constructed as part of the project be made available as soon as possible. There are cumulative impacts associated with the number of new residential developments underway in the area which are coinciding with WCX works. 		<p>Note</p>

Meeting Closed: 1:30pm

Minutes Prepared: 



27 February 2019

Attention: [REDACTED]
Chief Executive Officer
City of Sydney
Town Hall House
456 Kent Street
Sydney NSW 2000

Dear [REDACTED],

**WestConnex New M5 Project (SSI 6788)
Condition E42 – Operational Parking and Access Strategy
Alternative parking arrangements for 2-34 Campbell Road, Alexandria**

Roads and Maritime Services (Roads and Maritime) refers to the Minister of Planning's Condition of Approval E42 requiring the preparation of an Operational Parking and Access Strategy (OPAS) for the New M5.

The OPAS requires the optimisation of the return of on- and off-street parking removed or altered during construction and consequent to the operation of the New M5. The draft OPAS was issued for community consultation from 14 – 31 January 2019.

The Project received representations from several residents at 2 - 34 Campbell Road, Alexandria regarding the loss of on-street parking adjacent these properties as part of the construction and operation of the New M5.

Whilst efforts have been made to return on- and off-street parking within the St Peters and Alexandria area, it is acknowledged that these properties will lose the on-street parking that was available to them prior to construction. Due to the design of Campbell Road and Euston Road, no alternative parking for these residents has been identified within the New M5 project footprint.

In accordance with clause (e) of Ministers Condition of Approval E42, Roads and Maritime proposes to work with Council to provide an alternative parking arrangement and/or implement a permit scheme within the Sydney Park car-park area at Harber Street, Alexandria for these residents.

Roads and Maritime acknowledges that the provision of parking for 2 - 34 Campbell Road at this location may impact upon the availability of parking for Sydney Park users. In accordance with clause (g) of Ministers Condition of Approval E42, Roads and Maritime proposes that this parking is offset by the provision of new parking at the St Peters Recreation Facility, to be delivered after completion of the M4-M5 Link.

A meeting has been scheduled with council for 6 March 2019 to discuss the New M5 Residual Land Management Plan. Roads and Maritime and the New M5 Asset Trustee

request the proposals outlined above be added as an agenda item at the meeting for discussion and consideration.

If in the meantime you have any questions or would like further information relating to the Operational Parking and Access Strategy, please contact [REDACTED]


[REDACTED]


[REDACTED]

[REDACTED]

[REDACTED]

Director Project Delivery – New M5

NOTE	RESPONSIBILITY	RAISED/STATUS
<p>CoS LGA for which a future use remained undecided. These were located at Burrows Road and Venice Street, Alexandria and are former industrial sites.</p> <ul style="list-style-type: none"> • RMS advised that it would provide the Draft Residual Land Management Plan to council for comment however RMS would be submitting the Draft to DP&E w/c 11 March 2019, to comply with the submission timeframe required by the MCoA. 		
<p>CoS – Care Control & Maintenance Sites:</p> <p>B62B SPI Recreational Area</p> <ul style="list-style-type: none"> • CoS provided an update on the proposed SPI Recreational Area. • CoS are concerned that Council will inherit new obligations with respect to management of contaminated land, leachate and landfill gases. • Post meeting note: RMS confirms that they would maintain ownership of the SPI site and management responsibilities for leachate and landfill gas on the site. • CoS are not supportive of constructing Council facilities on land which they do not own and which have ongoing land management issues similar to the Sydney Park site. • CoS are concerned the cut-off wall constructed onsite will restrict the installation of piles to support any new building and together with the other contaminated land, leachate and landfill gases issues identified by ARUP will make the development / construction of Council facilities on the site prohibitively expensive. • The EPL for the site is for Road Construction and the Interim Auditor signoff for the site does not anticipate the future land use which is proposed to be recreational facilities. • • The ARUP review of borehole logs provided by RMS suggest that the site is heavily contaminated. • CoS will provide RMS with a copy of the advice received from ARUP following their review of the RMS provided SPI supplemental site data, siteworks design and bore logs.. • RMS will arrange a meeting with CoS to resolve issues regarding the future use of this site. 		<p>6 March 2019 – open</p>
<p>CoS – Residual Land Sites:</p> <p>Burrows Road & Venice Street at Gardeners Road Bridge:</p> <ul style="list-style-type: none"> • RMS identified the two residual land lots within the 		

NOTE	RESPONSIBILITY	RAISED/STATUS
<p>CoS LGA for which a future use remained undecided. These were located at Burrows Road and Venice Street, Alexandria and are former industrial sites acquired for construction of the new bridge.</p> <ul style="list-style-type: none"> • CoS requested that if these properties were to be released to market, that a condition be put on the Title stipulating that access between the rear of the property and the Canal needed to be maintained to facilitate the future construction of the Alexandria Canal cycleway. • RMS provided in-principle support for this initiative. 		
<p>E42 Operational Parking and Access Strategy</p> <ul style="list-style-type: none"> • RMS advised council of the issues raised by community members during consultation on the Operational Parking and Access Strategy. On-street parking has been removed in front of the terraces at 2-34 Campbell Road as part of the New M5 construction and operation. • RMS and the M5AT proposed that the residents are provided with permits to park within the Harber St carpark (currently 4P parking). • CoS advised that this issue has been raised directly with Council almost a year ago. Council are not supportive of a permit scheme for residents as this would reduce the number of spaces available to park users. • CoS noted that the area behind the properties forms part of the park and is not dedicated parking for those residences. • The nearest available parking spaces were identified at Euston Road (off-peak parking), Barwon Park Road and Albert Street. It was noted that the Albert Street on-street parking was in IWC LGA. 		<p>Note</p>

Meeting Closed: 4:00pm

Minutes Prepared: 

Minutes reviewed and updated with CoS comments on 25/3/19

Appendix I – Draft Annual Parking Survey

Resident Survey

New M5 local roadworks area - operational parking impacts

During the construction of the New M5 (SSI 6788), on- and off-street parking was removed throughout the St Peters and Alexandria area to facilitate local road upgrade works. The New M5 Operational Parking and Access Strategy, prepared in accordance with Ministers Condition of Approval E42, confirmed the extent of parking removed for the project in your area.

In accordance with MCoA E42(f), this survey has been developed to determine the effectiveness of the implemented mitigation measures (new parking provided) near your property.

Please return the completed survey in the reply-paid envelope provided or scan and email the survey to info@westconnex.com.au.

If you have any questions, please call 1800 660 248 and ask to speak to a member of the New M5 community engagement team.

CONTACT DETAILS**

Name:

Address:

Contact number:

Do you own the property? YES NO

PARKING

How many vehicles does your household have?

Do you have parking within your property?

YES – How many spaces?

NO – Where do you park your vehicle(s)?

Do you utilise new parking provided as part of the New M5 local road upgrades in your area?

YES – How often?

NO

Do you have a parking permit(s) for your street?

YES – How many permits?

NO

Is it difficult to find parking in your street?

YES – Why?

NO

Have you discussed parking restrictions, permit schemes or alternative parking arrangements with your local Council in the last 12 months?

YES – Please provide details

NO

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Resident Survey

Please identify and describe impacts caused by the permanent removal of parking spaces in your street during the operation of the New M5.

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What is the furthest you've had to park from your property to get a parking space within the last 12 months?

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What time of day do you commonly use on-street parking?

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KEEPING YOU INFORMED**

Are you happy to receive project information by email? YES NO

Email:

If no, how would you like to be kept informed?

YOUR PRIVACY

** Information you provide here is being collected by the Project solely for the purpose of keeping you informed about the New M5 work activities and requirements under the MCoA. Information provided is voluntary and you can choose to unsubscribe from project email updates at any time. You also have the right of access to, and correction of, information provided by you. To view the full privacy policy please, visit www.westconnex.com.au.**