

Appendix F: Address of Condition C11, Environmental Impact Statement 2

As part of the planning approval under EIS 2, Sydney Metro is required to prepare a Parking Management Strategy that addresses key parking considerations across the project, such as commuter parking, impacts to on-street parking and appropriate responses to parking issues. Condition C11 states:

*The Proponent shall prepare a **Parking Management Strategy** in consultation with the Roads and Maritime Services (RMS), bus operators and Councils to manage car parking impacts at stations and adjoining areas as a result of the operation of the SSI (State Significant Infrastructure). The Parking Management Strategy shall include, but not be limited to:*

- a) *the provision of parking spaces consistent with those identified in EIS documentation, except as required by this approval;*
- b) *the replacement of lost on street car parking in the vicinity of stations, where feasible and reasonable;*
- c) *the safe placement, access to (including safe pedestrian and cycle access) and management of parking;*
- d) *a monitoring and reporting methodology for the utilisation of park and ride spaces and impacts on parking supply and turnover on adjoining streets at each station.*
- e) *the identification of measures to address on street parking impacts, such as resident parking schemes, should monitoring identify a significantly detrimental impact on local parking supply.*

The Proponent shall be responsible for the coordination of measures in consultation with the relevant Council. The Strategy shall be submitted to the Director-General and the reporting of monitoring incorporated into the Compliance Tracking Program. The monitoring shall be undertaken in conjunction with the monitoring under condition F3 and apply for a minimum of one year following commencement of operation.

A summary of how the Sydney Metro Northwest Parking Management Strategy complies with this condition is outlined in [Table F1](#) below.

Parking Management Strategy requirement	Where addressed / further comment
<p><i>The Proponent shall prepare a Parking Management Strategy in consultation with the RMS, bus operators and Councils to manage car parking impacts at stations and adjoining areas as a result of the operation of the SSI.</i></p>	<p>The Parking Management Strategy has been completed.</p> <p>Sydney Metro has consulted with RMS, relevant councils and bus operators/network planners during both the preparation, review and implementation of this Strategy.</p> <p>See Section 1.4.5 for further details.</p>
<p><i>The Parking Management Strategy shall include, but not be limited to:</i></p> <ol style="list-style-type: none"> a) <i>the provision of parking spaces consistent with those identified in EIS documentation, except as required by this approval;</i> 	<p>As noted in the Strategy, 4000 commuter car parking spaces will be provided across the Sydney Metro Northwest alignment, consistent with EIS 2. The provision of parking spaces is addressed in Section 3, with details provided for the relevant stations under Sections 6–13.</p>

Parking Management Strategy requirement	Where addressed / further comment
<p><i>(b) the replacement of lost on street car parking in the vicinity of stations, where feasible and reasonable;</i></p>	<p>Addressed under the relevant station, Sections 6–13.</p> <p>The project will deliver a net gain of on-street car parking spaces at commencement of operations due to the construction of new interchange precinct streets.</p> <p>*Note: this was not taken to include loss of all-day parking on local streets 200m+ from the station, which is addressed in (e) below.</p>
<p><i>(c) the safe placement, access to (including safe pedestrian and cycle access) and management of parking;</i></p>	<p>Addressed under the relevant station Sections 6–13.</p> <p>This includes vehicular, pedestrian and cycle access as well as the management, maintenance and enforcement of parking facilities.</p>
<p><i>(d) a monitoring and reporting methodology for the utilisation of park and ride spaces and impacts on parking supply and turnover on adjoining streets at each station.</i></p>	<p>The monitoring of the utilisation of park and ride spaces is addressed in Section 3.1.1 and includes a vehicle counting system and dynamic signage.</p> <p>A traffic and parking monitoring program is in place to monitor impacts on parking turnover and supply in adjoining streets as outlined in Section 5.</p>
<p><i>(e) the identification of measures to address on street parking impacts, such as resident parking schemes, should monitoring identify a significantly detrimental impact on local parking supply.</i></p>	<p>The methodology of determining appropriate parking restrictions is outlined in Section 4, with specific parking management measures identified in the relevant station Sections 6–13.</p> <p>Identification of any further parking management measures that may be required will occur following the commencement of Sydney Metro Northwest services and will be based on the outcomes of the traffic and parking monitoring work as outlined in Sections 5 and 14.2.</p>
<p><i>The Proponent shall be responsible for the coordination of measures in consultation with the relevant Council.</i></p>	<p>Implementation of the parking management measures have been approved by the relevant Councils and will be implemented prior to the commencement of Sydney Metro Northwest services. Consultation with the relevant councils is ongoing.</p>

Parking Management Strategy requirement	Where addressed / further comment
<i>The Strategy shall be submitted to the Director-General and the reporting of monitoring incorporated into the Compliance Tracking Program.</i>	Noted and incorporated.
<i>The monitoring shall be undertaken in conjunction with the monitoring under condition F3 and apply for a minimum of one year following commencement of operation.</i>	Noted and confirmed.

Table F1: Summary of how the Sydney Metro Northwest Parking Management Strategy meets the requirements of Condition C11 of the EIS 2 approval.