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1. Introduction

1.1 Sydney’s new Metro railway

Sydney Metro is a new world-class railway for Sydney.

Services start in the city’s north west in the second quarter of 2019 on Australia’s first fully-automated railway, with 13 metro stations and 4000 new commuter car parking spaces.

A new generation of metro trains will run every four minutes in the peak in each direction.

Customers won’t need a timetable, they’ll just turn up and go.

Sydney’s fast, safe and reliable metro trains are fully-air conditioned with new customer benefits like multi-purpose spaces for luggage and parents with prams, as well as wheelchair spaces and priority seating in each carriage.

Technology like platform screen doors – used for the first time in Australia – will keep people and objects away from the tracks, also allowing trains to get in and out of stations much faster.

All metro stations will be fully accessible with lifts and level access between platforms and trains, making it easier for more customers to use public transport.

From the north west, metro rail is being extended under Sydney Harbour, through new underground city stations and beyond to the south west.

In 2024, Sydney will have 31 metro railway stations and a 66-kilometre stand-alone metro railway system.

There will be capacity for a metro train every two minutes in each direction under the Sydney city centre.

Sydney’s new metro, together with signalling and infrastructure upgrades across the existing Sydney suburban rail network, will increase the capacity of train services entering the Sydney central business district (CBD) – from about 120 an hour currently to up to 200 services beyond 2024. That’s an increase of up to 60 per cent capacity across the network to meet demand.

New metro rail will be extended to Western Sydney in the second half of the 2020s - the Sydney Metro West project will link the Sydney city centre with Greater Parramatta, doubling rail capacity between these centres and linking communities along the way with a new underground railway.

Sydney’s new world-class metro system is the biggest program of public transport infrastructure currently under construction in Australia and the largest urban rail infrastructure investment in the nation’s history.

Sydney Metro’s projects are:

- **Sydney Metro Northwest** – formerly the 36-kilometre North West Rail Link. This $8.3 billion project will open in the second quarter of 2019 with 13 stations and 4000 commuter car spaces.

- **Sydney Metro City & Southwest** – a new 30-kilometre metro line extending metro rail from the north west under Sydney Harbour, through new CBD stations and south west to Bankstown. It is due to open in 2024 with the ultimate future capacity to run a metro train every two minutes each way through the centre of Sydney.

- **Sydney Metro West** – a new underground railway linking the Sydney CBD with Greater Parramatta by the second half of the 2000s. Key areas identified to be serviced by Sydney Metro West are Westmead, Parramatta, Sydney Olympic Park, The Bays Precinct and the Sydney CBD.

- **Sydney Metro Western Sydney Airport** - The railway servicing the new Western Sydney Airport will be developed and delivered by Sydney Metro. The project will become the spine for the region’s growth for generations to come, connecting communities and travellers within Western Sydney and the rest of Sydney with a fast, easy and reliable metro service.
1.1.1 Sydney Metro Northwest

The Sydney Metro Northwest will deliver for the first time a reliable public transport service to a region which has the highest car ownership levels per household in Australia. Over the coming decades, an extra 200,000 people are forecast to move into Sydney’s North West Growth Centre taking its population above 600,000.

The project will deliver:
- eight new railway stations and 4000 commuter car parking spaces to Sydney’s growing North West
- 23 kilometres of new metro line between Rouse Hill and Epping, including
- 15 kilometres of tunnels and a 4-kilometre skytrain viaduct
- conversion of the existing Epping to Chatswood railway to metro standards including new platform safety screen doors
- a train every four minutes during peak periods or 15 trains an hour. With metro there will be no need for a timetable as customers can turn up and go.

1.1.2 Customer access to new Sydney Metro interchanges

It is widely recognised that north-west Sydney remains one of the most highly car dependent regions in Australia. As a major piece of transport infrastructure, Sydney Metro Northwest will change the way people get around across Sydney’s entire North West region as well as locally.

Interchange planning at each of the new stations recognises that a balance must be made between catering for car access demand and the encouragement of alternative, more sustainable public transport modes given cars are the least efficient transport mode.

The new Sydney Metro stations – Tallawong, Rouse Hill, Kellyville, Bella Vista, Norwest, Hills Showground, Castle Hill and Cherrybrook – have been designed as multi-modal transport interchanges. Customers will be able to access the new interchanges using a variety of transport modes including walking, cycling, buses, taxi and kiss and ride, with 4000 commuter car parking spaces (off-street) provided at Tallawong, Kellyville, Bella Vista, Hills Showground and Cherrybrook stations.
The number of commuter car parking spaces is determined by a range of factors including demand (current and forecast), site location and constraints, land use planning, station catchment profile (for example, strategic centre, employment centre), public transport provision, proximity to other car parks, road network access and traffic impacts.

Commuter car parking is not provided at Rouse Hill, Norwest and Castle Hill as these are strategic centres. The approach for these centres broadly reflects planning for commuter car parks across Sydney, which focuses parking provision outside of busy town centres and major employment centres. Customers wanting to park at Castle Hill, Norwest and Rouse Hill will be able to access car parking at the nearby stations of Cherrybrook, Hills Showground, Bella Vista, Kellyville and Tallawong.

1.2 Sydney Metro

The NSW Government’s Sydney Metro has been tasked with developing and delivering metro railways and managing their operations.

Sydney Metro also leads the development of vibrant station precincts to meet customer and community needs, transforming the way Sydney travels and helping shape the future of Australia’s largest city.

1.3 Transport for NSW

Transport for NSW (TfNSW) provides a strategic focal point for transport coordination, policy, integrated transport service and infrastructure planning and delivery. TfNSW takes the lead on all policy and planning functions for Sydney Trains, Roads and Maritime Services, Sydney Ferries and Sydney Metro.
1. Introduction continued

TfNSW is responsible for improving the customer experience, planning, program administration, policy, regulation, procuring transport services, infrastructure and freight. Transport operating agencies have been freed up to focus on service delivery – providing safe, reliable, clean and efficient transport services.

Further details on TfNSW are provided at: transport.nsw.gov.au.

1.4 About this Parking Management Strategy Overview report

As part of the planning approval under Environmental Impact Statement 2 (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.’

The overarching purpose of the Sydney Metro Northwest Parking Management Strategy is to demonstrate how changes to travel and parking behaviour can be accommodated for the operation of Sydney Metro Northwest as well as meet planning approval condition C11.

The Parking Management Strategy provides a series of recommendations on parking changes in accordance with the following principles:

1. Support the integration of Sydney Metro Northwest into new and existing communities, minimising potential negative traffic and parking impacts on local streets.

2. Support the development of sustainable precincts and places, including methods to demonstrate safe vehicular access to interchanges and properties.

3. Deliver solutions that align with Sydney Metro goals and objectives regarding sustainable development, public transport use and sustainable mode-shift.
4. Provide effective coordination of related policies and programs led by the relevant Transport agencies and local stakeholders.

This Overview report is the summary of the forthcoming Parking Management Strategy for the purpose of public consultation of the proposed on-street parking changes.

The Parking Management Strategy covers commuter car parks as well as on-street parking. However, this Overview report focuses on the car parking changes required in the wider interchange precincts that have yet to be approved and will inform the final Parking Management Strategy.

The 4000 commuter car parking spaces at Tallawong, Kellyville, Bella Vista, Hills Showground and Cherrybrook stations have already been approved as part of EIS 2 and are therefore excluded from the consultation purpose of this Overview report. Some parking changes around the immediate interchanges, for example, near station entrances being delivered by Northwest Rapid Transit are also excluded from the Overview report as these are going through a separate approvals process with the local councils.

Responsibility for management of parking at or near interchanges is spread across a number of authorities across the Sydney Metro Northwest corridor. Sydney Metro Northwest operator Metro Trains Sydney (MTS) will operate the commuter car parks, with local councils being the primary authority for parking on local streets. Council responsibilities for on-street parking include:

- coordinating and enacting policy regarding parking on local streets
- managing the process for changing on-street parking conditions, including approval and consultation requirements
- implementing parking changes that meet Council strategic and land use objectives
- enforcing parking conditions.

Sydney Metro has been consulting with Hornsby Shire Council, The Hills Shire Council and Blacktown City Council, as well as Roads and Maritime Services, bus operators and other Transport for NSW divisions such as the Sydney Coordination Office in the development of the Parking Management Strategy. Parking management initiatives have been identified and recommended, considering both regional and local impacts, with greater focus on local implications around each interchange.

Sydney Metro is undertaking public consultation on the Parking Management Strategy for parking changes around the wider interchange precincts. The outcomes of this consultation will be provided to Blacktown City Council, The Hills Shire Council and Hornsby Shire Council, which are the authorities for on-street parking changes on the local roads. This consultation will form part of the information considered by Council when assessing any proposed parking changes.

This Overview report is publicly exhibited and the community (including residents, businesses, schools and other stakeholders) will have the opportunity to review the proposed parking changes and provide feedback. Sydney Metro will then update the Parking Management Strategy and submit this to the Department of Planning and Environment.

Following the period of public consultation, Sydney Metro will also submit the recommended parking changes to each Council’s local traffic committee for assessment and approval. Whilst Sydney Metro is not a parking authority for on-street parking, it remains committed to working with the Councils to determine the final parking changes within Councils’ existing approval process. Once approved by Council, Sydney Metro will implement the parking changes prior to the commencement of Sydney Metro Northwest services in 2019.
1.5 Assessing suitable parking controls

The Parking Management Strategy provides recommendations to local government for the implementation of on-street parking management measures around the new Sydney Metro Northwest stations to ensure safe and efficient access to these stations for all customers. In assessing where and how parking controls should be applied to Sydney Metro Northwest stations, existing parking conditions around other interchanges were studied.

From detailed analysis of a number of interchange case studies across the Sydney metropolitan area, a number of conditions that shape potential parking recommendations can be identified. These include:

- Parking management measures are generally implemented around interchanges by radial distance, and are impacted by walking access.
- Parking management measures, particularly timing restrictions, are much more fine-grained in centres with multiple and higher-intensity uses.
- Narrow streets in close proximity to stations, particularly residential, were almost universally time-restricted to limit all-day parking – particularly for weekdays.
- Parking changes can be implemented for a number of reasons and include:
  - **Proximity to station (0–400 metres)** – greater demand for parking and access is usually seen within proximity to the station. Within close proximity of the station (usually up to 400 metres), priority for on-street parking allocation should generally be given to interchange and local town centre users rather than unrestricted commuter parking.
  - **Preserve local amenity** – unrestricted parking in narrow or congested residential streets can create issues with motorists parking partially on lawns, restricting access to driveways and generally impacting amenity.
  - **Safety: maintain sight lines and allow for topography** – Sydney’s north west has considerable variance in topography around the new stations. Topography and tight bends in the road may result in the requirement for parking restrictions to ensure that adequate sight lines are maintained for both vehicles and pedestrians.
  - **Safety: proximity to intersection or pedestrian crossing** – a number of new intersections and pedestrian crossings are being delivered as part of the project. For the safety of all customers, No Stopping areas should be implemented on approach to intersections and crossings according to the Australian Road Rules.
  - **Safety: retain safe access for emergency and service vehicles** – generally on narrow (less than 7.5 metres width) streets within 600 metres of the interchange, restricted parking will preserve access for emergency vehicles (ambulances, fire engines, police vehicles) and service vehicles (refuse trucks, delivery vehicles).
  - **Safety: Spatial dimensions** – on-street parking requires the physical accommodation of both parked vehicles and vehicles attempting to use the road. Depending on road width and lane dimensions, safe and easy access can be accommodated through a variety of means, largely limited by width and parking on one or both sides of the road. This includes regulatory requirements such as minimum distances for parked vehicles within proximity to dividing lines / dividing strips.
  - **Significant demand driven by land use** – this is where an existing significant land use is driving either the introduction of parking restrictions, or intensification of existing restrictions. Often these land uses will not have had to compete with commuter or other traffic. Some examples are schools and business-focused activities or sporting field parking.
  - **Bus access route** – a number of streets will need appropriate street widths and turning paths to be kept clear for safe and efficient bus movements.
  - **Network access point** – at several locations where streets feed into a single access point in order to enable access to the wider road network, maintaining appropriate egress and access capacity and queuing space will be critical to permit efficient road functioning.

These reasons are further used to explain proposed changes on individual streets for each interchange under the relevant interchange sections of this Overview report.
1.5.1 Recommended parking changes

There are many different types and applications of parking restrictions or controls that can be applied. Sydney Metro has reviewed these with the aim of determining the best recommendations for implementation at Sydney Metro Northwest interchanges.

Most parking management measures at and around transport interchanges are delivered in response to cars seeking to access the interchange for customer drop-off, or parking for long periods to use public transport to complete their journey. Across Sydney, this has generally taken the form of one or multiples of the following:

- on-street parking either unrestricted or limited by time/distance:
  - on-street parking – short-term (kiss and ride up to 2P) and long-term (4P to unrestricted)
  - resident parking schemes or other permit parking schemes
  - pay parking (may include time restrictions)
- commuter car parks:
  - in NSW, commuter car parks (off-street) are provided at selected transport interchanges and are predominantly free of charge and available 24 hours.

Parking restrictions can also be implemented within certain timeframes, or on certain days (for example, 9am–3pm Monday–Friday) in order to accurately respond to periods of most intense parking demand.

To meet the parking management principles and in consideration of the different reasons for implementing parking changes (proximity to station, local amenity, safety, network access and bus access), Sydney Metro recommends the following parking restrictions be applied at the wider interchange precincts in whole or combinations thereof:

- 4P (4 hours)
- 2P (2 hours)
- No Parking
- No Stopping
- Or a combination of the above with day, time restrictions (for example, 9am–3pm Monday–Friday).

1.5.2 Other parking initiatives considered

In addition to the proposed on-street car parking changes, other parking initiatives were considered and discounted. These include resident parking schemes and pay parking, with explanations provided further.

Resident parking schemes

Resident parking schemes are generally implemented in larger areas, predominantly residential, where local residents have difficulty in obtaining sufficient parking on-street due to external road users wishing to park in these areas. Within the Sydney metropolitan area, implementation of resident parking schemes that have been put in place solely due to public transport interchange operations are rare.

Land uses that tend to result in implementation of resident parking schemes include:

- large educational facilities (universities)
- hospitals
- central business district employment and retail areas
- business parks.

This Parking Management Strategy Overview report does not propose implementation of a resident parking scheme solely due to Sydney Metro Northwest operation.

Pay parking

Pay parking tends to be implemented in localised sites, predominantly commercial/retail focused, where short-term turnover is encouraged. It can be implemented in tandem with resident and/or timed parking, and it remains a heavily utilised parking management tool in higher density inner-ring suburbs of Sydney.

This Parking Management Strategy Overview report does not propose implementation of pay parking due to Sydney Metro Northwest operation.
2. Cherrybrook Station

2.1 Cherrybrook Station overview

The proposed Cherrybrook Station will service residents of Cherrybrook and West Pennant Hills. One of its many benefits will be to reduce the parking demand at Beecroft, Cheltenham, Pennant Hills and Thornleigh railway stations, saving travel time for Hills residents who are currently using these stations.

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>400</td>
<td>Commuter car parking</td>
<td>12</td>
<td>Motorcycle parking</td>
</tr>
<tr>
<td>2</td>
<td>Accessible kiss and ride</td>
<td>13</td>
<td>Staff and maintenance parking</td>
</tr>
</tbody>
</table>

Cherrybrook commuter car park will be a five-level multi-storey car park located immediately adjacent to the station. Figure 2.1 shows an artist’s impression.

Drivers wishing to access Cherrybrook commuter car park can do so from Bradfield Parade, the only vehicular access to the car park. Space availability will be indicated on an electronic signage board outside the driver’s entrance. Pedestrians will not need to cross any roads between the car park and the station entrance.

2.1.1 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.

Figure 2.1: Artist impression of the new multi-storey car park at Cherrybrook Station, looking south east.
Figure 2.2: Focus area – Franklin Road (Cherrybrook) parking conditions, early 2019

Figure 2.3: Focus area – Robert Road (Cherrybrook) parking conditions, early 2019
2. Cherrybrook Station continued

Figure 2.4: Focus area – Glenhope Road (West Pennant Hills) parking conditions, early 2019

Key
- Restricted Parking (4P 9am–3pm Monday–Friday)
- No Parking (9am–3pm Monday–Friday)
- No Stopping

Note: Diagram not to scale, indicative only
These diagrams exclude the parking changes that have been approved and installed as part of the immediate station construction works.
<table>
<thead>
<tr>
<th>Street name</th>
<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Hornsby Shire Council</strong></td>
<td></td>
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<tr>
<td><strong>Robert Road</strong></td>
<td>310 metres Alternating sides between Dalkeith and John Road intersections</td>
<td>No Parking combined with No Stopping at Dalkeith Road Intersection</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Network access point</td>
</tr>
<tr>
<td><strong>Dalkeith Road</strong></td>
<td>65 metres</td>
<td>Combination of No Stopping at Robert Road Intersection and Restricted Parking 4P 9am–3pm Monday–Friday</td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Network access point</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td><strong>Ashford Road and Ghisla Close</strong></td>
<td>117 metres</td>
<td>Combination of No Stopping at intersection of Ashford Road and Clifton Place plus Restricted 4P and No Parking 9am–3pm Monday–Friday</td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: spatial dimensions</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing.</td>
</tr>
<tr>
<td><strong>Existing Franklin Road restrictions</strong></td>
<td>170 metres</td>
<td>No Stopping 8–9am 3–4pm school days</td>
<td>• Bus access route</td>
</tr>
<tr>
<td><strong>Franklin Road</strong></td>
<td>320 metres</td>
<td>No Stopping</td>
<td>• Significant demand driven by land use</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>• Proximity to Station (0–40–metres)</td>
</tr>
<tr>
<td><strong>Ridgemont Close</strong></td>
<td>All</td>
<td>Combination of No Stopping in cul-de-sac and Restricted 4P and No Parking 9am–3pm Monday–Friday</td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Network access point</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Proximity to station (0–400 metres)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing.</td>
</tr>
<tr>
<td><strong>Claridge Close</strong></td>
<td>All</td>
<td>Combination of No Stopping in cul-de-sac and Restricted 4P and No Parking 9am–3pm Monday–Friday</td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: spatial dimensions</td>
</tr>
</tbody>
</table>
2. Cherrybrook Station continued

<table>
<thead>
<tr>
<th>Street name</th>
<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The Hills Shire Council</strong></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
| Glenhope Road | 140 metres | Restricted Parking 4P 9am-3pm Monday–Friday | • Proximity to station (0–400 metres)  
• Proximity to intersection or pedestrian crossing  
• Safety: maintain sight lines and allow for topography  
• Preserve local amenity |
| Glenayr Grove | All | Combination of No Parking and Restricted Parking 4P 9am-3pm Monday–Friday | • Proximity to station (0–400 metres)  
• Proximity to intersection or pedestrian crossing  
• Safety: maintain sight lines and allow for topography  
• Preserve local amenity |
3. Castle Hill Station

3.1 Castle Hill Station overview
 Castle Hill is a strategic centre in Sydney’s north west, and a major retail destination. The future station is designed to support its town centre functions, and its critical role as a major hub for public transport in the north west.

<table>
<thead>
<tr>
<th>Parking Type</th>
<th>Number</th>
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</thead>
<tbody>
<tr>
<td>Commuter car parking</td>
<td>0</td>
</tr>
<tr>
<td>Motorcycle parking</td>
<td>0</td>
</tr>
<tr>
<td>Accessible kiss and ride</td>
<td>1</td>
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<tr>
<td>Kiss and ride</td>
<td>6</td>
</tr>
<tr>
<td>Staff and maintenance parking</td>
<td>2</td>
</tr>
</tbody>
</table>

3.1.1 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.

Figure 3.1: Castle Hill Station, artist’s impression
Figure 3.2: Focus area – Garthowen Crescent and Old Castle Hill Road parking conditions, early 2019

Figure 3.3: Focus area – Brisbane Road, Crane Road, Mercer Street, Castle Street parking conditions, early 2019
<table>
<thead>
<tr>
<th>Street name</th>
<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
</table>
| Garthowen Crescent   | Entire Extent                              | Restricted Parking 4P 9am–3pm Monday–Friday on outer, currently unrestricted side | • Proximity to station (0–400 metres)  
• Safety: maintain sight lines and allow for topography  
• Preserve local amenity |
| Old Castle Hill Road | 100 metres                                 | Restricted Parking 4P 9am–3pm Monday–Friday at two locations | • Bus access route  
• Proximity to station (0–400 metres)  
• Proximity to intersection or pedestrian crossing  
• Safety: maintain sight lines and allow for topography |
| Brisbane Road        | 113 metres                                 | Restricted Parking 2P 9am–3pm Monday–Friday | • Significant demand driven by land use  
• Proximity to station (0–400 metres)  
• Bus access route |
| Mercer Street / Rosa Crescent | 300 metres | No Stopping at Rosa Crescent intersection and Restricted Parking 4P 9am–3pm Monday–Friday at two locations on Mercer Street and two locations on Rosa Crescent | • Proximity to station (0–400 metres)  
• Preserve local amenity  
• Safety: maintain sight lines and allow for topography  
• Safety: proximity to intersection or pedestrian crossing  
• Network access point |
| Orange Grove         | 67 metres                                   | Restricted Parking 4P 9am–3pm Monday–Friday at two locations on either side of road between Crane Road and Olola Avenue | • Proximity to station (0–400 metres)  
• Preserve local amenity  
• Bus access route  
• Network access point |
| Castle Street        | 112 metres                                  | Restricted Parking 4P 9am–3pm Monday–Friday | • Proximity to station (0–400 metres)  
• Preserve local amenity  
• Safety: retain safe access for emergency and service vehicles  
• Bus access route |
4. Hills Showground Station

4.1 Hills Showground Station overview

Hills Showground Station is located adjacent to the existing Castle Hill Showground, and within the Hills Showground Priority Precinct. The future station is designed to support improved access to the north west, and extensive redevelopment of the local precinct, its town centre functions, and its critical role as a major hub for public transport in the north west.

<table>
<thead>
<tr>
<th></th>
<th>Commuter car parking</th>
<th>Motorcycle parking</th>
<th>Accessible kiss and ride</th>
<th>Kiss and ride</th>
<th>Staff and maintenance parking</th>
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<td></td>
<td>600</td>
<td>18</td>
<td>1</td>
<td>15</td>
<td>3</td>
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</tbody>
</table>

Hills Showground commuter car park will be a three-level multi-storey car park within the station precinct. The car park design has been modified to create a more efficient layout, and facilitate integrated development. This is reflective of the intention to create a town centre environment around the station and key interchange facilities.

Drivers wishing to access Hills Showground commuter car park can do so from De Clambe Drive, the only vehicular access to the car park. Space availability will be indicated on an electronic signage board outside the driver’s entrance. Commuter car park customers need to cross Doran Drive and Mandala Parade in order to travel between the station entrance and the car park.

Figure 4.1: Hills Showground Station, looking north east, artist’s impression (Department of Planning and Environment 2017)
4.1.1 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.

Figure 4.2: Focus area – Middleton Avenue parking conditions, early 2019
### 4. Hills Showground Station continued

<table>
<thead>
<tr>
<th>Street name</th>
<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carrington Road</td>
<td>140 metres</td>
<td>No Stopping</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: maintain sight lines and allow for topography</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: retain safe access for emergency and service vehicles</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Significant demand driven by land use</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>• Bus access route</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Network access point</td>
</tr>
<tr>
<td>Ashford Avenue</td>
<td>124 metres</td>
<td>Restricted Parking 4P 9am-3pm Monday–Friday on both sides of the road</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Network access point</td>
</tr>
<tr>
<td>Partridge Avenue</td>
<td>68 metres</td>
<td>Combination of No Parking and Restricted Parking 9am–3pm Monday–Friday on either side of road</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: retain safe access for emergency and service vehicles</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: spatial dimensions</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Significant demand driven by land use</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Bus access route</td>
</tr>
<tr>
<td>Middleton Avenue</td>
<td>175 metres</td>
<td>Restricted Parking 4P 9am-3pm Monday–Friday at three locations</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Bus access route</td>
</tr>
</tbody>
</table>
5. Norwest Station

5.1 Norwest Station overview
Located within a strategic centre, Norwest Station is anticipated to serve a rapidly growing and densifying business park environment that will begin to orient itself away from auto-dependence.

<table>
<thead>
<tr>
<th>Commuter car parking</th>
<th>Motorcycle parking</th>
<th>Accessible kiss and ride</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Kiss and ride</th>
<th>Staff and maintenance parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>3</td>
</tr>
</tbody>
</table>

5.1.1 Recommended changes to on-street parking
Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.

Figure 5.1: Norwest Station, artist’s impression
5. Norwest Station continued

Figure 5.2: Focus area – Barina Downs Road and linking streets parking conditions, early 2019

Figure 5.3: Focus area – Brookhollow Avenue and Fairmont Avenue parking conditions, early 2019
<table>
<thead>
<tr>
<th>Street name</th>
<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
</table>
| Ridgehaven Place     | 136 metres                                  | Combination of No Stopping and No Parking 9am–3pm Mon–Fri                        | • Restrictions safe access for vehicles  
• Adverse impacts on residents  
• Proximity to station (0–400 metres) (incompatible with relevant principles) |
| Brookhollow Avenue   | 223 metres                                  | Staggered Restricted Parking 2P 9am–3pm Monday–Friday                            | • Proximity to station (0–400 metres)  
• Safety: maintain sight lines and allow for topography  
• Safety: spatial dimensions  
• Significant demand driven by land use  
• Bus access route |
| Fairmont Avenue      | All                                         | Combination of No Stopping at Lakeview Close Intersection and at end of cul-de-sac with No Parking and Restricted Parking 9am–3pm Monday–Friday | • Proximity to station (0–400 metres) (incompatible with relevant principles)  
• Adverse impacts on residents  
• Restricts safe access for vehicles |
| Lakeview Close       | All                                         | Combination of No Stopping at turn with No Parking and Restricted Parking 9am–3pm Monday–Friday | • Proximity to station (0–400 metres) (incompatible with relevant principles)  
• Adverse impacts on residents  
• Restricts safe access for vehicles |
| Existing Solent Circuit restrictions | 110 metres                                  | No Stopping 7am–8pm Sundays                                                      | • Proximity to station (0–400 metres) (incompatible with relevant principles)  
• Network access point  
• Significant demand driven by land use |
| Solent Circuit       | 390 metres                                  | Combination of No Stopping at intersection with Norwest Boulevard and Restricted Parking 4P 9am–3pm Monday–Friday and Restricted Parking 4P 9am–3pm Monday–Friday and No Stopping 7am–8pm Sunday | • Proximity to station (0–400 metres) (incompatible with relevant principles)  
• Network access point  
• Significant demand driven by land use |
| Inglewood Place      | 95 metres                                   | Restricted Parking 4P 9am–3pm Monday–Friday                                      | • Local amenity (worker)  
• Safety spatial dimensions |
| Goldfinch Crescent   | 45 metres                                   | No Parking 9am–3pm Monday–Friday                                                 | • Proximity to intersection  
• Maintain sight lines |
| Barina Downs Road    | 70 metres                                   | No Stopping at intersection with Evesham Court                                   | • Proximity to intersection |
| Evesham Court        | 140 metres                                  | Combination of No Parking and Restricted Parking 4P 9am–3pm Monday–Friday         | • Local amenity  
• Proximity to station  
• Spatial dimensions |
6. Bella Vista Station

6.1 Bella Vista Station overview

Bella Vista Station is located at the northern end of Norwest Business Park, within a priority precinct and surrounded by low-density residential development. This significant shift in the area’s land use will continue to change parking management strategies required to respond to growth, and contribute to positioning Bella Vista as an attractive, sustainable centre.

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commuter car parking</strong></td>
<td><strong>Motorcycle parking</strong></td>
</tr>
<tr>
<td>800</td>
<td>24</td>
</tr>
<tr>
<td><strong>Accessible kiss and ride</strong></td>
<td><strong>Staff and maintenance parking</strong></td>
</tr>
<tr>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td><strong>Kiss and ride</strong></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

Bella Vista commuter car park will be a three-level multi-storey car park located a short walk from the northern station entrance.

Drivers wishing to access Bella Vista commuter car park can do so from Byles Place, the only vehicular access to the car park. Space availability will be indicated on an electronic signage board outside the driver’s entrance.

Pedestrians will need to cross Unaipon Avenue to access the station, with a marked pedestrian crossing facilitating safe pedestrian movements.

6.1.2 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.

Figure 6.1: Bella Vista Station commuter car park, artist’s impression
Figure 6.2: Focus area – Brighton Drive, Edgewater Drive and linking streets parking conditions, early 2019

Figure 6.3: Focus area – Shaun Street and linking streets (Bella Vista) parking conditions, early 2019
Figure 6.4: Focus area – Lexington Drive and linking streets (Bella Vista) parking conditions, early 2019
<table>
<thead>
<tr>
<th>Street name</th>
<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brighton Drive</td>
<td>250 metres</td>
<td>Introduce Restricted Parking 4P 9am–3pm</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Preserve local amenity</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: maintain sight lines and allow for topography</td>
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<td></td>
<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing</td>
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<td></td>
<td>• Bus access route</td>
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<td></td>
<td></td>
<td></td>
<td>• Network access point</td>
</tr>
<tr>
<td>Millhouse Place</td>
<td>100 metres</td>
<td>Introduce combination of Restricted Parking 4P 9am–3pm Mon and No Stopping</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: maintain sight lines and allow for topography</td>
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<tr>
<td></td>
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<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing</td>
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<td></td>
<td>• Safety: retain safe access for emergency and service vehicles</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: spatial dimensions</td>
</tr>
<tr>
<td>Bridgeview Circuit</td>
<td>All</td>
<td>Introduce Restricted Parking 4P 9am–3pm Monday–Friday</td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: maintain sight lines and allow for topography</td>
</tr>
<tr>
<td>Bimbadgen Place</td>
<td>278 metres</td>
<td>Introduce Restricted Parking 4P 9am–3pm Monday–Friday</td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: retain safe access for emergency and service vehicles</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: spatial dimensions</td>
</tr>
<tr>
<td>Craigend Place</td>
<td>70 metres</td>
<td>Introduce Restricted Parking 4P 9am–3pm Monday–Friday</td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Significant demand driven by land use</td>
</tr>
<tr>
<td>Edgewater Drive</td>
<td>43 metres</td>
<td>Introduce Restricted Parking 4P 9am–3pm Monday–Friday</td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing</td>
</tr>
<tr>
<td>Street name</td>
<td>Length of street parking impacted (approx.)</td>
<td>Restriction type</td>
<td>Reason for implementation</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Shaun Street        | 690 metres                                  | Introduce combination of Restricted Parking 9am–3pm Monday–Friday and No Stopping | • Preserve local amenity  
• Safety: retain safe access for emergency and service vehicles |
| Vanessa Court       | All                                         | Introduce combination of No Parking and Restricted Parking 9am–3pm Monday–Friday and No Stopping at intersection with Shaun Street | • Proximity to station (0–400 metres)  
• Preserve local amenity  
• Safety: maintain sight lines and allow for topography  
• Safety: retain safe access for emergency and service vehicles  
• Safety: spatial dimensions  
• Significant demand driven by land use |
| Malley Grove        | All                                         | Introduce No Parking 9am–3pm Monday–Friday                                         | • Proximity to station (0–400 metres)  
• Preserve local amenity  
• Safety: maintain sight lines and allow for topography  
• Safety: retain safe access for emergency and service vehicles  
• Safety: spatial dimensions |
| Darren Court        | All                                         | Introduce combination of No Parking and Restricted Parking 9am–3pm and No Stopping at intersection with Shaun Street | • Stopping at intersection with Shaun Street  
• Proximity to station (0–400 metres)  
• Preserve local amenity  
• Safety: maintain sight lines and allow for topography  
• Safety: proximity to intersection or pedestrian crossing  
• Safety: retain safe access for emergency and service vehicles  
• Safety: spatial dimensions |
| Tann-Darby Court    | All                                         | Introduce combination of No Parking and Restricted Parking 9am–3pm and No Stopping at intersection with Shaun Street | • Stopping at intersection with Shaun Street  
• Preserve local amenity  
• Safety: maintain sight lines and allow for topography  
• Safety: proximity to intersection or pedestrian crossing  
• Safety: retain safe access for emergency and service vehicles  
• Safety: spatial dimensions  
• Significant demand driven by land use |
7. Kellyville Station

7.1 Kellyville Station overview
The new Kellyville Station will provide transport access for the Beaumont Hills, Kellyville and Stanhope Gardens areas to employment centres, retail hubs and educational facilities across Sydney. The precinct will provide for a greater supply of homes, more housing choice, and more jobs and services closer to home.

<table>
<thead>
<tr>
<th>1360</th>
<th>Commuter car parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>Motorcycle parking</td>
</tr>
<tr>
<td>1</td>
<td>Accessible kiss and ride</td>
</tr>
<tr>
<td>9</td>
<td>Kiss and ride</td>
</tr>
<tr>
<td>3</td>
<td>Staff and maintenance parking</td>
</tr>
</tbody>
</table>

Kellyville commuter car park will comprise two separate facilities within the Kellyville Station precinct. The first will be a multi-storey car park to the south of the station (Kellyville South) with a capacity of 995 spaces; the second will be an at-grade facility to the north of the station (Kellyville North) with a capacity of 365 spaces.

Figure 7.1: Kellyville Station, artist’s impression
Drivers wishing to access Kellyville commuter car park can do so from Guragura Street (for the southern car park) or Derrobarry Street (for the northern car park). Space availability will be indicated on an electronic signage board outside the car park entrance.

From Kellyville North car park, pedestrians will need to cross Samantha Riley Drive to access the station, with a signalised pedestrian crossing facilitating safe pedestrian movements. From Kellyville South car park, pedestrians will not need to cross any roads between the car park and station entrance.

7.1.1 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.

Figure 7.3: Focus area – Kellyville Station East (Kellyville) parking conditions, early 2019
Figure 7.4: Focus area – Kellyville Station West (Stanhope Gardens) parking conditions, early 2019

<table>
<thead>
<tr>
<th>Street name</th>
<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Samantha Riley Drive</td>
<td>600 metres</td>
<td>No Stopping</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Significant demand driven by land use</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Bus access route</td>
</tr>
<tr>
<td>Macquarie Avenue</td>
<td>116 metres</td>
<td>Introduce combination of No Parking and Restricted Parking 9am–3pm Monday–Friday with No Stopping at intersection of Samantha Riley Drive</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing</td>
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<td></td>
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<td></td>
<td>• Bus access route</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>• Network access point</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>• The Hills Shire Council</td>
</tr>
</tbody>
</table>

Note: Diagram not to scale, indicative only. These diagrams exclude the parking changes that have been approved and installed as part of the immediate station construction works.
<table>
<thead>
<tr>
<th>Street name</th>
<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Hills Shire Council</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Gainsford Drive             | 170 metres                                 | Introduce combination of Restricted Parking 9am–3pm Monday–Friday with No Stopping at intersection of Samantha Riley Drive | • Proximity to station (0–400 metres)  
• Preserve local amenity  
• Safety: proximity to intersection or pedestrian crossing  
• Bus access route  
• Network access point |
| Bridget Place               | All                                        | Introduce combination of No Stopping 9am–3pm Monday–Friday with Restricted Parking on opposite side of road | • Proximity to station (0–400 metres)  
• Preserve local amenity  
• Safety: maintain sight lines and allow for topography  
• Safety: retain safe access for emergency and service vehicles  
• Safety: spatial dimensions |
| Landy Place / Wenden Avenue | 340 metres                                 | Introduce combination of No Parking 9am–3pm Monday–Friday with No Stopping at bend in road | • Proximity to station (0–400 metres)  
• Preserve local amenity  
• Safety: maintain sight lines and allow for topography  
• Safety: retain safe access for emergency and service vehicles  
• Safety: spatial dimensions |
| Fraser Avenue               | 120 metres                                 | Introduce Restricted Parking 9am–3pm Monday–Friday    | • Preserve local amenity    |
| Cuthbert Avenue             | 140 metres                                 | Introduce Restricted Parking 9am–3pm Monday–Friday    | • Preserve local amenity    |
| Newbury Avenue              | 132 metres                                 | No Stopping (by yellow line marking)                  | • Proximity to station (0–400 metres)  
• Preserve local amenity  
• Safety: maintain sight lines and allow for topography  
• Safety: proximity to intersection or pedestrian crossing  
• Safety: retain safe access for emergency and service vehicles  
• Bus access route  
• Network access point |
<table>
<thead>
<tr>
<th>Street name</th>
<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roxburgh Crescent</strong></td>
<td>170 metres</td>
<td>• No Stopping</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• No Parking 9am–3pm Monday–Friday</td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: maintain sight lines and allow for topography</td>
</tr>
<tr>
<td><strong>Somerset Street</strong></td>
<td>45 metres</td>
<td>• No Stopping</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• No Parking 9am–3pm Monday–Friday</td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: maintain sight lines and allow for topography</td>
</tr>
<tr>
<td><strong>Esher Street</strong></td>
<td>70 metres</td>
<td>• No Stopping</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• No Parking 9am–3pm Monday–Friday</td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing</td>
</tr>
<tr>
<td><strong>Midlands Terrace</strong></td>
<td>70 metres</td>
<td>• No Parking 9am–3pm Monday–Friday</td>
<td>• Proximity to station (0–400 metres)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Preserve local amenity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: maintain sight lines and allow for topography</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: proximity to intersection or pedestrian crossing</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Safety: retain safe access for emergency and service vehicles</td>
</tr>
</tbody>
</table>
8. Rouse Hill Station

8.1 Rouse Hill Station overview
Rouse Hill Station is located within the Rouse Hill strategic centre, which facilitates access to this key retail destination. The station will operate as a major bus-rail interchange station with no commuter parking proposed.

<table>
<thead>
<tr>
<th></th>
<th>Car parking</th>
<th>Motorcycle parking</th>
<th>Accessible kiss and ride</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Kiss and ride</td>
<td>23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Staff and maintenance</td>
<td>3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

8.1.1 Recommended changes to on-street parking
Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.

Figure 8.1: Rouse Hill Station, artist’s impression
Figure 8.2: Focus area – Rouse Hill South parking conditions, early 2019

<table>
<thead>
<tr>
<th>Street name</th>
<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
</table>
| Caddies Boulevard  | 250 metres                                  | • Restricted Parking 4P 9am–3pm Monday–Friday  
|                    |                                             | • No Stopping                         | • Safety: proximity to intersection or pedestrian crossing  
|                    |                                             |                                       | • Significant demand driven by land use  
|                    |                                             |                                       | • Bus access route  
|                    |                                             |                                       | • Network access point |
| Civic Way          | 191 metres                                  | • Restricted Parking 4P 9am–3pm Monday–Friday  
|                    |                                             | • No Stopping                         | • Proximity to station (0–400 metres)  
|                    |                                             |                                       | • Preserve local amenity  
|                    |                                             |                                       | • Safety: maintain sight lines and allow for topography  
|                    |                                             |                                       | • Safety: proximity to intersection or pedestrian crossing  
|                    |                                             |                                       | • Safety: spatial dimensions |
| Bunda Street       | 55 metres                                   | • Restricted Parking 4P 9am–3pm Monday–Friday  
|                    |                                             | • No Parking                          | • Proximity to station (0–400 metres)  
|                    |                                             |                                       | • Preserve local amenity  
|                    |                                             |                                       | • Safety: maintain sight lines and allow for topography  
|                    |                                             |                                       | • Safety: proximity to intersection or pedestrian crossing  
|                    |                                             |                                       | • Safety: retain safe access for emergency and service vehicles  
<p>|                    |                                             |                                       | • Safety: spatial dimensions |</p>
<table>
<thead>
<tr>
<th>Street name</th>
<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
</table>
| Peppin Street    | 205 metres                                   | Restricted Parking 4P 9am–3pm Monday–Friday | · Preserve local amenity  
· Safety: maintain sight lines and allow for topography  
· Safety: proximity to intersection or pedestrian crossing  
· Safety: retain safe access for emergency and service vehicles  
· Safety: spatial dimensions |
| Bascule Street   | 150 metres                                   | Restricted Parking 4P 9am–3pm Monday–Friday, No Parking | · Preserve local amenity  
· Safety: maintain sight lines and allow for topography  
· Safety: proximity to intersection or pedestrian crossing  
· Safety: retain safe access for emergency and service vehicles  
· Safety: spatial dimensions |
| Grazier Road     | 141 metres                                   | Restricted Parking 4P 9am–3pm Monday–Friday, No Parking, No Stopping | · Preserve local amenity  
· Safety: maintain sight lines and allow for topography  
· Safety: proximity to intersection or pedestrian crossing  
· Safety: retain safe access for emergency and service vehicles  
· Safety: spatial dimensions |
| Bellcast Road     | 220 metres                                   | Restricted Parking 4P 9am–3pm Monday–Friday, No Stopping | · Preserve local amenity  
· Safety: maintain sight lines and allow for topography  
· Safety: proximity to intersection or pedestrian crossing  
· Safety: retain safe access for emergency and service vehicles  
· Safety: spatial dimensions |
| Romney Street    | 74 metres                                    | Restricted Parking 4P 9am–3pm Monday–Friday | · Preserve local amenity  
· Safety: maintain sight lines and allow for topography  
· Safety: proximity to intersection or pedestrian crossing  
· Safety: retain safe access for emergency and service vehicles  
· Safety: spatial dimensions |
<table>
<thead>
<tr>
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<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
</table>
| Narawang Street      | 25 metres                                   | Restricted Parking 4P 9am–3pm Monday–Friday | • Preserve local amenity  
• Safety: maintain sight lines and allow for topography  
• Safety: proximity to intersection or pedestrian crossing  
• Safety: retain safe access for emergency and service vehicles  
• Safety: spatial dimensions |
| Galara Street        | 70 metres                                   | Restricted Parking 4P 9am–3pm Monday–Friday | • Preserve local amenity  
• Safety: maintain sight lines and allow for topography  
• Safety: proximity to intersection or pedestrian crossing  
• Safety: retain safe access for emergency and service vehicles  
• Safety: spatial dimensions |
| Grandiflora Street   | 83 metres                                   | Restricted Parking 4P 9am–3pm Monday–Friday | • Preserve local amenity  
• Safety: maintain sight lines and allow for topography  
• Safety: proximity to intersection or pedestrian crossing  
• Safety: retain safe access for emergency and service vehicles  
• Safety: spatial dimensions |
9. Tallawong Station

9.1 Tallawong Station overview

Tallawong Station will serve the residents of the release areas of the North West Growth Centre (NWGC) which includes Riverstone, Marsden Park, Vineyard, Box Hill, Riverstone East, North Kellyville, Alex Avenue and Schofields release areas, as well as existing residents of The Ponds.

<p>| | |</p>
<table>
<thead>
<tr>
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<th></th>
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</thead>
<tbody>
<tr>
<td>1000</td>
<td>Commuter car parking</td>
</tr>
<tr>
<td>30</td>
<td>Motorcycle parking</td>
</tr>
<tr>
<td>2</td>
<td>Accessible kiss and ride</td>
</tr>
<tr>
<td>14</td>
<td>Kiss and ride</td>
</tr>
<tr>
<td>4</td>
<td>Staff and maintenance parking</td>
</tr>
</tbody>
</table>

Tallawong commuter car parks will comprise three separate, at-grade facilities within the Tallawong Station precinct. The first will be to the south of the station (Tallawong South) with a capacity of 153 spaces; the second will be to the west of the station (Tallawong West) with a capacity of 402 spaces. The third will be to the south-west of the station (Tallawong South West) with a capacity of 445 spaces.

Priority for each type of parking has been implemented in order to encourage more equitable and sustainable transport access. Accessible spaces are provided in closest proximity to the station entrance to satisfy DDA requirements.

Drivers wishing to access Tallawong commuter car parks can do so from Conferta Avenue (for Tallawong South or Tallawong South West car parks) or Aristida Street (for Tallawong West car park). Space availability will be indicated on an electronic signage board outside the car park entrance.

For the furthest car parking spaces in Tallawong South West car park, pedestrians will need to cross three roads – Conferta Avenue, Aristida Street and Themeda Avenue.

9.1.1 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.

Figure 9.1: Tallawong Station, artist's impression
### Street name

- **Ridgeline Drive**
- **Amarco Circuit/Ulmara Avenue/Adelong Parade/Paringa Drive/Allambie Street/Tanunda Drive**

<table>
<thead>
<tr>
<th>Street name</th>
<th>Length of street parking impacted (approx.)</th>
<th>Restriction type</th>
<th>Reason for implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridgeline Drive</td>
<td>105 metres</td>
<td>• No Stopping</td>
<td>• Preserve local amenity&lt;br&gt;• Safety: proximity to intersection or pedestrian crossing&lt;br&gt;• Safety: retain safe access for emergency and service vehicles&lt;br&gt;• Safety: spatial dimensions</td>
</tr>
<tr>
<td>Amaro Circuit/Ulmara Avenue/Adelong Parade/Paringa Drive/Allambie Street/Tanunda Drive</td>
<td>200 metres</td>
<td>• Restricted Parking 4P 9am–3pm Monday–Friday&lt;br&gt;• No Stopping on corners (yellow line marking)</td>
<td>• Preserve local amenity&lt;br&gt;• Safety: maintain sight lines and allow for topography&lt;br&gt;• Safety: proximity to intersection or pedestrian crossing&lt;br&gt;• Safety: retain safe access for emergency and service vehicles&lt;br&gt;• Safety: spatial dimensions</td>
</tr>
</tbody>
</table>

Figure 9.3: Focus area – The Ponds parking conditions, early 2019

Note: Diagram not to scale, indicative only. These diagrams exclude the parking changes that have been approved and installed as part of the immediate station construction works.
Once parking changes have been approved by the Local Traffic Committee and Council, installation of relevant signage and line marking can commence. This installation will be conducted as per Council requirements and in order to minimise any issues or conflict with local landowners and the broader community. Works are planned to be completed prior to the opening of Sydney Metro Northwest in 2019.

As part of the planning conditions of approval, Sydney Metro is required to undertake traffic and parking monitoring both 12 months prior to and 12 months following the opening of Sydney Metro Northwest:

‘Traffic changes on local roads around each station shall be monitored. Monitoring shall be undertaken 12 months before opening and for a period of no less than 12 months after opening. Should monitoring indicate unacceptable traffic intrusion on local roads/streets as a result of SSI operation reasonably beyond that predicted in the EIS and/or Station Access Plans (condition C5), appropriate traffic management measures to mitigate the impacts of intrusive traffic in affected areas shall be implemented following consultation with the RMS and the relevant Council(s).’ EIS Condition F3

The results of the traffic and parking monitoring will provide important information to:

- inform the final recommendations made to the Councils in the Parking Management Strategy
- inform any further parking changes post implementation of Sydney Metro Northwest
- provide a baseline in order to determine the changes in parking behaviour both prior to and after opening of Sydney Metro Northwest.

Any further proposed parking changes identified through the monitoring activities and following the opening of Sydney Metro Northwest, would remain centred on timed and restricted parking, focused around commuter activity.

10. Implementation
11. Have your say

Community input and feedback is important for the finalisation of the Parking Management Strategy and recommendations made to the Councils on parking changes.

We encourage you to have your say and to provide feedback about the proposed parking changes contained in this Overview report.

Your feedback must reach Sydney Metro by close of business on Monday 17 December 2018 and must include your:

- name and address
- feedback on the parking changes including whether you support or do not support the changes and the reasons why.

You should mark your feedback ‘Attention: Sydney Metro Northwest Parking Management Strategy’ and send it by:

- email
- via the website, or
- post.

11.1 Contact us

For further information, please contact us at:

T: 1800 019 989
E: info@northwest.com.au
W: sydneymetro.info/northwest
Post: PO Box 588, North Ryde, BC 1670