



Transport
for NSW

Penrith Commuter Car Park

Determination Report





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Transport Access Program

Ref 5189168

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Glossary and abbreviations

Term	Meaning
BCA	Building Code of Australia
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance).
Contractor	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
CPTED	Crime Prevention Through Environmental Design
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
Detailed design	Detailed design broadly refers to the process that the Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EMS	Environmental Management System
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
OEH	NSW Office of Environment and Heritage
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, TfNSW
Proposed Activity	The construction and operation of the Penrith Commuter Car Park
REF	Review of Environmental Factors
Roads and Maritime	NSW Roads and Maritime Services (formerly Roads and Traffic Authority)
TfNSW	Transport for NSW (the Proponent)

Executive summary

Overview of Proposed Activity

Transport for NSW (TfNSW) is responsible for improving the customer experience of transport services, transport policy and regulation, planning and program administration, procuring transport services, and infrastructure and freight.

TfNSW is the Proponent for the Penrith Commuter Car Park (the 'Proposed Activity'), which is part of the Transport Access Program. The program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

The Proposed Activity involves the extension of an existing multi-storey car park over an existing at-grade car park. The new car park would be three storeys in height and would provide approximately 350 additional commuter car parking spaces.

The key features of the Proposed Activity are summarised as follows:

- extension of the existing multi-storey commuter car park to the north-west to replace the existing at-grade car park and provide approximately 350 additional car parking spaces
- provision of two sets of stairs, one on both the northern and southern sides of the extended car park
- provision of an additional lift adjacent to the existing lift in the south-eastern corner of the existing multi-storey car park
- ancillary works including utility adjustments, provision of lighting, CCTV, line marking, wayfinding signage, road works, footpath works and landscaping.

The Proposed Activity is located in the suburb and Local Government Area (LGA) of Penrith, approximately 55 kilometres west of Sydney's Central Business District (CBD). The Proposed Activity is located on Lot 120 DP 1208440 which is owned by Penrith City Council and operated and maintained by Sydney Trains. Minor works would also be undertaken along the footpaths and road reserve of adjacent streets (Combewood Avenue and Dunshea Street).

TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared by TfNSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

Modifications to the Proposed Activity

No modifications have been made to the Proposed Activity since the REF was prepared, however modifications may be considered during the detailed design phase.

Should design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Approved Project, including significance of impact on the environment. Additional mitigation measures and/or consultation would be undertaken where necessary.

Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the Penrith Commuter Car Park, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Part 5 of the EP&A Act.

Conclusion

Based on the assessments in the REF and a review of the submissions received from the community and stakeholders, it is recommended that the Proposed Activity be approved, subject to the mitigation measures included in the REF and the proposed Conditions of Approval. TfNSW will continue to liaise with the community and other stakeholders as the Proposed Activity progresses through detailed design and into the construction phase.

1 Introduction

1.1 Background

Transport for NSW (TfNSW) is the NSW Government's lead public transport agency that ensures planning and policy is fully integrated across all modes of transport in NSW. It manages a multi-billion dollar budget allocation for train, bus, ferry, light rail and taxi services and related infrastructure in NSW.

TfNSW is responsible for improving the customer experience of transport services, transport policy and regulation, planning and program administration, procuring transport services, infrastructure and freight.

The Transport Access Program provides a better experience for public transport customers across the State by ensuring infrastructure improvements are delivered in a co-ordinated and integrated way.

The Transport Access Program ensures the integrated planning and delivery of works with the aim of providing:

- stations that are accessible to people with a disability, those who are less mobile and parents/carers with prams
- modern buildings and facilities for all modes that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers
- safety improvements including extra lighting, help points, fences and security measures for car parks and interchanges, including stations, bus stops and wharves
- signage improvements so customers can more easily use public transport and transfer between modes at interchanges
- other improvements and maintenance such as painting, new fencing and roof replacements.

TfNSW is the Proponent for the Penrith Commuter Car Park (referred to as the 'Proposed Activity' for the purposes of this document).

1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by TfNSW in accordance with sections 111 and 112 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), to ensure that TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included at Appendix A.

The Penrith Commuter Car Park REF was placed on public display from 6 June 2016 to 20 June 2016, with 18 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3 Determination Report

Prior to proceeding with the Proposed Activity, the Secretary for TfNSW must make a determination in accordance with Part 5 of the EP&A Act (refer Figure 1).

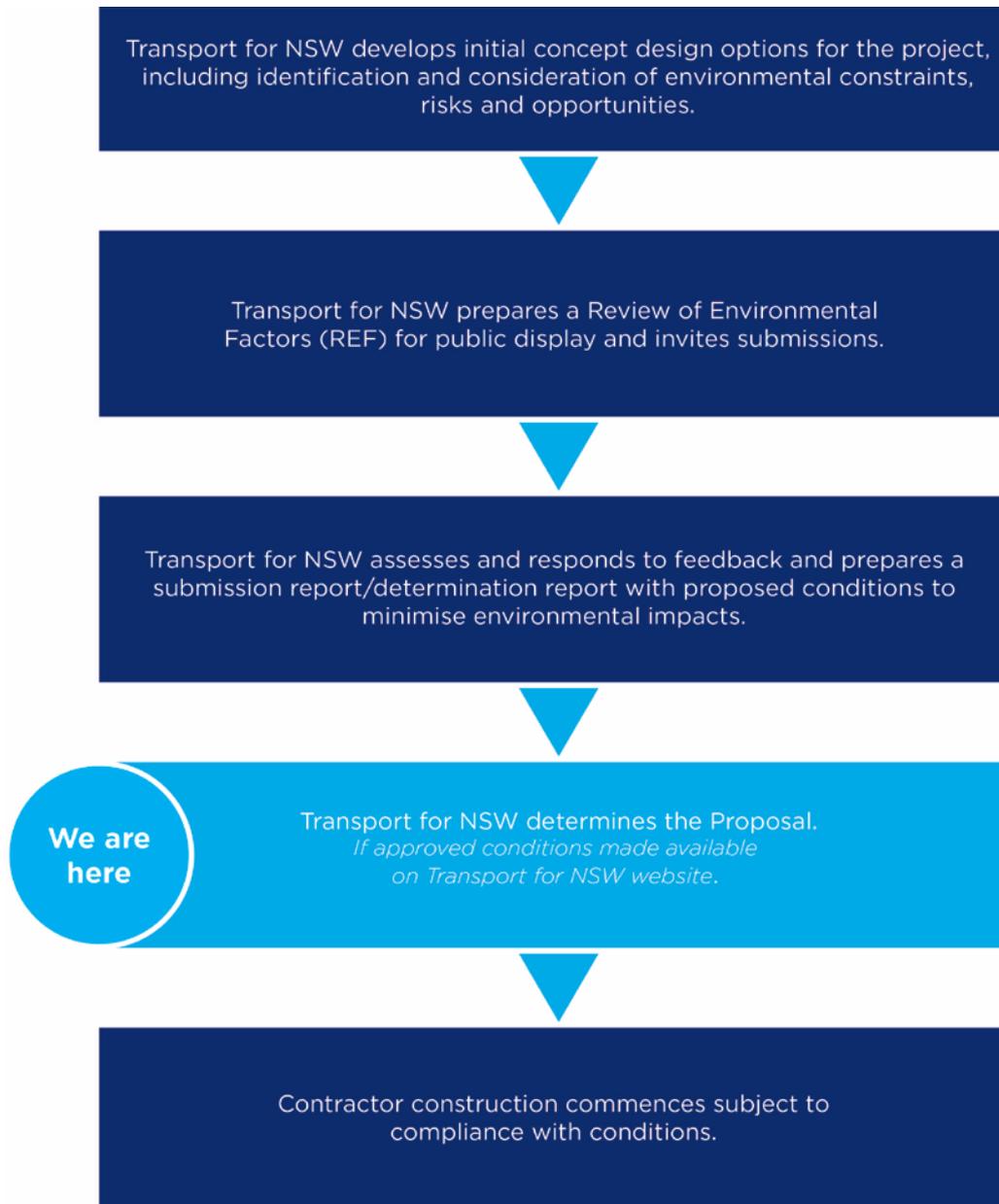


Figure 1: Planning approval process

The purpose of this Determination Report is to address the following to allow for a determination of the Proposed Activity:

- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the environmental impact assessment (and any proposed modifications, as detailed and assessed in this Determination Report)
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential environmental impacts are likely to be significant
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity.

This report has been prepared having regard to, among other things, the objectives of TfNSW under the *Transport Administration Act 1988*:

- a) to plan for a transport system that meets the needs and expectations of the public
- b) to promote economic development and investment
- c) to provide integration at the decision-making level across all public transport modes
- d) to promote greater efficiency in the delivery of transport infrastructure projects
- e) to promote the safe and reliable delivery of public transport and freight services.

1.4 Description of the Proposed Activity in the REF

The Proposed Activity is located approximately 200 metres to the north west of Penrith Station in the suburb and Local Government Area (LGA) of Penrith, approximately 55 kilometres west of Sydney's Central Business District (CBD). The land on which the Proposed Activity would be carried out is owned by Penrith City Council and operated and maintained by Sydney Trains. Minor works would also be undertaken along the footpaths and road reserve of adjacent streets (Combewood Avenue and Dunshea Street) which are managed by Penrith City Council.

The Proposed Activity is designed to drive a stronger customer experience outcome, to deliver improved travel to Penrith Station and encourage greater public transport use. The Proposed Activity would also assist in responding to forecasted growth in the region and as such would support growth in commercial and residential development.

An overview of the Proposed Activity, which is the subject of the Penrith Commuter Car Park REF, is provided in the Executive Summary with full details set out in Chapter 3 of the REF. In summary, the Proposed Activity includes an extension of the existing multi-storey car park located on Combewood Avenue to the immediate north-west, in the location of the existing at-grade car park.

The new multi-storey car park would be integrated into the existing car park and share a number of elements with the existing car park including vehicular ramps, lifts and accessible parking spaces while providing approximately 350 additional car parking spaces. The design of the car park would mimic the existing car park, utilising the same cladding design and colour scheme.

The Proposed Activity would include:

- extension of the existing multi-storey commuter car park to the north-west. The extended car park would comprise one ground level, one middle level and one roof parking level and would include the following features:
 - two sets of stairs on the northern and southern sides of the extended car park to cater for the additional pedestrian demand

- installation of new cladding around the car park to match the existing cladding
- utilisation of existing ramps (to be confirmed during detailed design)
- 50 percent or greater natural ventilation
- integration works on the existing multi-storey car park including:
 - installation of a new lift and lift shaft adjacent to the existing lift in the south-eastern corner of the existing multi-storey car park
 - removal of existing cladding and upstand on the western façade of the existing building to integrate the new car park
 - conversion of approximately 12 commuter car parking spaces to accessible car parking spaces at the ground level of the existing car park
- existing vehicular exit and entrance would be retained
- site access would include minor kerb and gutter adjustments
- provision of an accessible path between the car park and Penrith Station
- ancillary works including utility adjustments, provision of lighting, extension of CCTV coverage, line marking, improved wayfinding signage, minor road works, footpath works and provision of landscaping.

The need for additional access/egress to the car park would be investigated further during detailed design and, if required, would be subject to further assessment and approval by TfNSW. The car park has been designed for future expansion by two additional levels.

The need for, and benefits of the Proposed Activity are outlined in Chapter 2 of the REF.

Construction is expected to commence in late 2016 and take around nine months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Penrith Commuter Car Park REF was placed on public display from 6 June 2016 to 20 June 2016 at three locations, as well as on the [TfNSW website](http://www.transport.nsw.gov.au/projects-tap)¹ and the NSW Government [Have Your Say website](http://www.haveyoursay.nsw.gov.au)²

Community consultation activities undertaken for the public display included:

- distribution of a project update at Penrith Station and to the local community and rail customers, outlining the Proposed Activity and inviting feedback
- installation of project signage at Penrith Station
- public display of the REF at:
 - Penrith City Council, 601 High Street, Penrith
 - Penrith City Library, 601 High Street, Penrith
 - Transport for NSW Information Centre, Ground Floor, 388 George Street, Sydney
- placement of information on the TfNSW website
- advertisement of the REF public display in local newspapers with a link to the TfNSW website that includes a summary of the Proposed Activity and information on how to provide feedback
- consultation with Penrith City Council, Sydney Trains and other non-community stakeholders
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission was sent to Penrith City Council as per the consultation requirements under clause 13 of the Infrastructure SEPP.

The following consultation activities were undertaken with government agencies and other stakeholder groups during preparation of the REF/public display period:

- A consultation meeting occurred with Penrith City Council on 10 November 2014 to discuss the potential options for extending the existing multi-storey car park. Further discussions with Council were undertaken throughout 2015 during the development of the concept design.

¹ <http://www.transport.nsw.gov.au/projects-tap>

² <http://www.haveyoursay.nsw.gov.au>

2.2 REF submissions

A total of 18 submissions were received by TfNSW, including one from Penrith City Council. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- Additional spaces being provided are not enough to cover current parking demand as well as demand from future growth within the Penrith area.
- Parking to be impacted during construction should be offset with convenient alternative parking.
- More parking should be provided now to minimise the need to impact commuters further in the near future as well as to better provide for current demand.

2.3 Consideration and response to submissions

Community submissions

A summary of all issues raised and associated responses is provided in Table 1.

Table 1: Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	PCC1, PCC3, PCC4, PCC5, PCC16, PCC17	Support for the Proposed Activity.	Noted.
1.2	PCC17	Description in the REF is not adequate and does not have enough information for the community to comment on, does not fully consider the existing use of the space and the impact that construction would have on the community.	The REF is based on a concept design. The environmental impact assessment has been carried out in accordance with Part 5 of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act) and it has fully considered the construction and operation impacts that may arise as a result of the Proposed Activity. The assessment has been made with regard to sections 111 and 112 of the EP&A Act and clause 228 of the <i>Environmental Planning and Assessment Regulation 2000</i> .

No.	Submission no.	Issue/s raised	TfNSW response
1.3	PCC17	The construction impact to the community is significant and will impact on parking, working arrangements and lifestyle having recently experienced two years of impacts to construct the existing car park.	<p>TfNSW acknowledge that there would be impacts that arise during the construction of the Proposed Activity. These impacts have been identified in the REF along with appropriate mitigation measures which would be implemented during construction to minimise and avoid unnecessary impacts.</p> <p>Additionally, the Conditions of Approval impose requirements on the Proposed Activity that would mitigate potential environmental impacts during construction. Mitigation measures include advanced notification, minimising the construction footprint and appropriate construction planning to minimise construction timeframes and the duration of noisy works.</p> <p>A temporary loss of commuter car parking is one of the impacts of the Proposed Activity during construction. As committed to in Section 3.2.6 of the REF, TfNSW would work with its delivery partner, Council and relevant stakeholders to provide offset commuter parking spaces, as close to the station as possible and within reasonable walking distances. Options for offset parking are currently being investigated. TfNSW would seek to offset as much commuter parking as practicable given the constrained options in the surrounding area, and would keep customers informed prior to any changes being made to parking arrangements.</p>
1.4	PCC17	The REF did not include a plan of the Proposed Activity (layout of the new parking area).	<p>The internal layout of the parking area would be designed in accordance with relevant codes and standards and would be assessed to ensure adequate circulation and vehicle movements are achieved. This would be finalised during the detailed design.</p> <p>The internal operation of the car park would not affect construction methodology, timing, the number of vehicles catered for (generally) or the scale and bulk of the car park.</p>

No.	Submission no.	Issue/s raised	TfNSW response
1.5	PCC17	Information used to assess the need for the Proposed Activity, choose the preferred option and identify parking is outdated (2014).	<p>The REF utilised the most recent available data in the assessment of parking demand.</p> <p>The additional 350 parking spaces would assist in catering for the projected growth in parking demand for the station. The Proposed Activity does not preclude the development of an additional level of parking above the existing and future car park, and does not preclude alternative parking solutions in other areas of Penrith.</p> <p>TfNSW would continue to review parking requirements in the area in line with future transport strategies as well as other considerations such as the flow on effects for roads and road infrastructure. This would allow TfNSW to determine the most appropriate form of parking for future situations.</p>
1.6	PCC17	Believes the construction impact is bordering on significant and TfNSW need to justify it is not considered under Part 5.1.	<p>Part 5.1 of the EP&A Act applies to State Significant Infrastructure. Section 115U of Part 5.1 includes a description of works which fall within the definition of State Significant Infrastructure.</p> <p>Following the assessment of impacts, the REF concluded that the Proposal was unlikely to result in a significant impact to the environment (including threatened species, populations, ecological communities, and their habitats).</p> <p>Pursuant to Section 115U(3)(b) of Part 5.1, as the Proposal is unlikely to have a significant impact on the environment, it is therefore not declared to be State Significant Infrastructure.</p> <p>Similarly, pursuant to Section 115U(2) of the EP&A Act, the Proposal does not conform to the State Significant Infrastructure definitions under Schedules 3 & 4 of <i>State Environmental Planning Policy (State and Regional Development) 2011</i>.</p> <p>Accordingly, the Proposal is subject to assessment under Part 5 of the EP&A Act.</p>

No.	Submission no.	Issue/s raised	TfNSW response
1.7	PCC17	Considers that the REF does not meet the legal requirements of Clause 228 of the <i>Environmental Planning and Assessment Regulation 2000</i> .	<p>Clause 228 of the <i>Environmental Planning and Assessment Regulation</i> (EP&A Regulation) identifies the factors that must be taken into account concerning the impact of an activity on the environment by a determining authority when undertaking an environmental impact assessment under Part 5 of the EP&A Act.</p> <p>These aspects were duly considered and responded to in Appendix B of the REF.</p>
1.8	PCC17	Requests the opportunity to comment on the detailed design.	<p>TfNSW will consider submissions made on the REF as part of the detailed design process. Consultation with Council and stakeholders would continue throughout this process.</p> <p>Should any design changes occur that are a substantial change to that assessed in the REF, further assessment would be undertaken. Changes would be undertaken in consultation with Council and stakeholders. Further public feedback may be sought at this stage if warranted.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2	Car park capacity and demand		
2.1	PCC1, PCC3, PCC5, PCC6, PCC7, PCC8, PCC9, PCC10, PCC11, PCC12, PCC16, PCC17	<p>350 additional car parking spaces are inadequate to meet the current demand experienced by Penrith Station.</p> <p>The current car park is full by 7.30am and the unrestricted parking in the surrounding streets is occupied by 8.30am. Growth is occurring rapidly within the Penrith area with a number of new residential estates under construction. The additional 350 parking spaces will not meet the projected growth in the area as more people catch the train and wish to park at Penrith Station.</p> <p>A bigger car park is required to be built now to alleviate demand.</p> <p>Respondents frequently cited the need for 1000 additional parking spaces.</p>	<p>The Transport Access Program is responsible for identifying locations where car parking facilities are required and determining the parking demand for the construction of new commuter car parks.</p> <p>The number of commuter car parking spaces is determined by a number of factors including current demand, site location and constraints, forecasted growth in patronage, and traffic impacts.</p> <p>The Proposed Activity would result in the provision of an additional 350 parking spaces for commuters, which would reduce pressure on the existing on street parking within Penrith as well as assisting in providing spaces for forecasted growth.</p> <p>The Proposed Activity does not preclude the development of an additional level of parking on the existing and future car park, and does not preclude alternative parking solutions in other areas of Penrith.</p> <p>One of the options considered in the REF included the provision of additional spaces beyond the 350 proposed in the current preferred option. However, there are a number of disadvantages to the construction of additional parking beyond the proposed 350 spaces including the potential for temporary loss of a large number of existing parking spaces for the construction duration, higher costs and potential requirements for road and intersection upgrades leading to/from the car park. For these reasons, TfNSW does not propose to proceed with this option at this stage.</p> <p>TfNSW would continue to review parking requirements in the area in line with future transport strategies as well as other considerations such as the flow on effects for roads and road infrastructure.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.2	PCC2, PCC7, PCC9, PCC10, PCC12, PCC16	The car park is frequently full very early in the morning and due to parking restrictions in the surrounding streets, commuters or local workers cannot find parking after the morning peak period, or have to walk a more than comfortable distance from surrounding roads with unlimited parking. Older members of the community struggle with the walk. The long walk contributes to the long commute time.	The Proposed Activity would result in the provision of an additional 350 parking spaces for commuters, which would increase the number of parking spaces located within close proximity to the Station and assist in alleviating pressure on the surrounding streets.
2.3	PCC8, PCC9	Penrith Station attracts commuters from surrounding areas such as the Blue Mountains and Emu Plains thereby increasing demand for parking at the station.	The Transport Access Program is responsible for identifying locations where car parking facilities are required, and determining the parking demand for the construction of new commuter car parks. This includes consideration of where the demand is originating from. The additional parking proposed to be provided at Penrith Station would assist in alleviating demand at this location.
2.4	PCC8, PCC9	Commuters are currently parking in the surrounding area and in other car parks leaving no parking for people who work or shop in Penrith CBD.	The Proposed Activity would result in the provision of an additional 350 parking spaces for commuters, which would assist in reducing pressure on existing on street parking within Penrith.
2.5	PCC17	Parking at the station is being used by workers in the Penrith CBD thereby making spaces unavailable for commuters.	The delivery of 350 additional car spaces assists with providing an alternate location for commuters to park and assisting in alleviating parking demand within the local streets, however regulation of users of the car park is outside the scope of the Proposal.

No.	Submission no.	Issue/s raised	TfNSW response
2.6	PCC7, PCC17	Construction of a four level car park and an additional level on the existing car park would be beneficial.	<p>The Proposed Activity does not preclude the opportunity to build a future level on the existing and future car park. The provision of an additional 350 parking spaces would assist in alleviating current parking demand in a way that would achieve the greatest benefits for a comparatively lesser impact to commuters.</p> <p>TfNSW would continue to review parking requirements in the area in line with future transport strategies, as well as other considerations such as the flow on effects for roads and road infrastructure. This would allow TfNSW to determine the most appropriate form of parking in the future.</p>
2.7	PCC10	There is currently no car parking on the southern side of the station. Requests parking to be provided to the south of the station.	<p>Commuter car parking is currently available on the southern side of the station off Jane St. This is in the form of two at-grade car parks to the west and east of the station entrance.</p> <p>There are no current plans to provide further commuter parking to the south of the station.</p>
3	Design		
3.1	PCC4, PCC17	Concern about using the existing car park ramps only. The additional number of cars using one exit would result in delays and possibly a safety risk.	<p>Investigations undertaken during the development of the concept design demonstrated that the existing ramps would cater for the additional number of cars. This would be confirmed during detailed design and would be based on the final flow and circulation of traffic within the car park and further analysis of arrival and exit patterns as well as consideration of car parking and pedestrian movements in the vicinity of the Proposed Activity.</p>
3.2	PCC4	Requests a ramp at the other end of the car park for improved traffic flow.	<p>The requirement for an additional set of car park ramps would be investigated during detailed design and would be included in the construction of the Proposed Activity if deemed necessary.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.3	PCC17	It is identified in the REF that additional ramps may be considered during detailed design. At this stage the community will not get a chance to comment on them and they could be a big change. Where would they go, how would they operate and how would they impact the current operation of the traffic around the parking areas?	Investigations undertaken during the development of the concept design demonstrated that the existing ramps would cater for the additional number of cars. This would be confirmed during detailed design. Should additional ramps be needed and present a significant change to the overall appearance and function of the car park, including influencing flow onto surrounding roads, an additional assessment would be carried out in accordance with the <i>Environmental Planning and Assessment Act 1979</i> . Changes would be undertaken in consultation with Council and stakeholders. Further public feedback would be sought at this stage if warranted.
3.4	PCC3, PCC16, PCC17	Extensions to the car park should be constructed now to prevent the need for further work in the near future and the associated impacts to commuters and additional costs. Further impacts to commuters from future extensions should be avoided.	<p>Additional parking was considered as part of the concept design development and a summary of the options was provided in Section 2.4 of the REF.</p> <p>There are a number of disadvantages to the construction of additional parking beyond the proposed 350 spaces, including the potential for the loss of a large number of parking spaces for the construction duration, higher costs and potential requirements for road and intersection upgrades leading to the car park. The option chosen results in the least impact on commuter parking during construction. For these reasons, TfNSW does not propose to proceed with this option at this stage.</p> <p>The Proposed Activity would not preclude the development of additional levels on the car park in the future.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.5	PCC17	The 12 new disabled parking spaces are unnecessary as the existing spaces are not fully utilised and they result in less standard parking.	<p>As detailed in Section 3 of the REF, 12 standard spaces within the existing car park would be converted to accessible spaces. This would see an additional 8 accessible parking spaces provided on top of the existing 30 accessible parking spaces.</p> <p>The number of accessible parking spaces proposed are in accordance with the relevant standards and are calculated based on the overall number of parking spaces. Accessible parking spaces enable equal access to commuter facilities for all members of the community.</p>
3.6	PCC6, PCC17	There is no provision for motorcycle parking or bicycle parking/ lockers. The existing motorcycle parking is actively used.	<p>The existing multi-storey car park has bicycle parking facilities including 10 inverted u-rails and eight secure bike lockers.</p> <p>The NSW Government is implementing the Bike and Ride Initiative, which is a separate program to the Transport Access Program.</p> <p>Penrith Station is identified as a site for improved bicycle facilities. A bike shed with capacity for approximately 30 bicycles will be provided at Penrith Station (subject to a separate planning approval).</p> <p>Motorcycle parking is being considered as part of the Proposed Activity and is subject to detailed design.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.7	PCC17	<p>The Proposed Activity hasn't fully considered the potential traffic impacts to movements around the car park area. There is no identification of vehicle movements around the area during construction. What movement arrangements are proposed internally within the car park? Currently one-ways and lanes make the car park impracticable. Request community input into this matter.</p>	<p>The internal layout of the parking area would be designed in accordance with relevant codes and standards to ensure that adequate movement space and suitable flows are achieved. This would be finalised during the detailed design.</p> <p>The internal operation of the car park does not affect movement of vehicles immediately external to the car park as the entrance and exit points have been identified and traffic volumes assessed for these points. Vehicle movements to and from the car park access points have been assessed in Section 6.1 of the REF.</p> <p>During construction, vehicle movements would be governed by the Construction Traffic Management Plan. This plan would be developed by the contractor in consultation with Council, RMS and relevant stakeholders and would aim to minimise impacts, provide safe vehicular access and flow around and to the construction site, as well as safe pedestrian access to and from the existing car park.</p>
3.8	PCC17	<p>How will the multi-storey car park be accessed? Will the existing arrangements to the ground level change?</p>	<p>The existing entrance and exit points to the car park would remain unchanged. Access to the new section of the car park would be via the existing entry and car park.</p> <p>Investigations undertaken during the development of the concept design demonstrated that the existing ramps would cater for the additional number of cars. The REF identified that additional access ramps would be considered during detailed design to confirm these findings. Should additional ramps be required, further assessment would be undertaken.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.9	PCC17	It is identified that only the existing at-grade car park would be impacted during construction. Confirm the existing multi-storey car park would not be impacted when it is connected in with the new car park.	Section 6.1.2 of the REF identifies that a small portion of the existing multi storey car park would be impacted as a result of the construction. Construction works would result in the temporary loss of approximately 230 commuter car parking spaces. This includes the 219 spaces lost due to the complete closure of the at-grade car park and the 11 spaces lost due to works within the multi-storey car park. This count includes spaces lost as a result of connecting the two car parks and from the installation of the second lift within the existing car park.
3.10	PCC17	The location of the additional lift shaft is within the existing multi-storey car park. How would that impact car park use?	A small number of parking spaces would be lost for the installation of the additional lift. The number of parking spaces lost would be minimised as far as practicable and would be confirmed during detailed design. The small number lost would also be offset by the hundreds of new spaces gained. Given the additional lift is currently proposed to be adjacent to the existing lift, the general operation of the car park would remain unchanged, which would be confirmed during detailed design.
3.11	PCC17	The ground level of the existing multi-storey car park only has one exit point and this is through the adjacent ground level parking area to the west which will be closed for the construction duration. How will vehicles parking in this area exit during construction. How will you deal with conflicting vehicle movements as this entrance is narrow and also provides access to the ramps.	Access arrangements during construction would be confirmed during detailed design in consultation with the contractor and Council, where relevant. Arrangements would ensure safe access is maintained throughout construction. All changes would be in accordance with measures included in the Construction Traffic Management Plan and endorsed by TfNSW. The community would be given advance notification of changes.
3.12	PCC17	The current arrangements see the exit ramps conflicting with through traffic from the kiss and ride and the exit point from the parking immediately adjacent with the train station.	As part of the detailed design process, independent road safety audits would be undertaken to ensure that any road safety risks are adequately addressed or mitigated as appropriate.

No.	Submission no.	Issue/s raised	TfNSW response
3.13	PCC17	Currently the entrance and exit ramps flood at their low point with minor rainfall. Additional cars using this point may increase safety risk and damage to cars.	Noted. A safety risk assessment would be carried out for the Proposed Activity including for access arrangements. Changes would be made to the ramps if deemed necessary from the assessment.
4	Parking impacts during construction		
4.1	PCC5, PCC10, PCC13, PCC14, PCC16	Queried how many existing commuter parking spaces will be lost during construction. Lost car parking should be replaced with offset parking during construction.	<p>Construction works would result in the temporary loss of approximately 230 commuter car parking spaces. This would include the 219 spaces lost due to the complete closure of the at-grade car park and the 11 spaces lost due to works required within the multi-storey car park. This includes spaces lost as a result of connecting the two car parks and from the installation of the second lift within the existing car park.</p> <p>The number of car parking spaces to be affected during construction would be confirmed during construction planning and would be minimised as far as practicable.</p> <p>TfNSW would work with its delivery partner, Council and relevant stakeholders to provide offset commuter parking spaces, as close to the station as practicable and within reasonable walking distances.</p> <p>Options for offset parking are currently being investigated and suggestions from Council and the community have been taken on board as part of this process.</p> <p>TfNSW would seek to offset as much commuter parking as practicable given the constrained options in the surrounding area, and would keep customers informed prior to any changes being made to parking arrangements.</p>

No.	Submission no.	Issue/s raised	TfNSW response
4.2	PCC13, PCC14, PCC16	<p>Suggests offset parking could be provided by a combination of methods including removing parking restrictions in the surrounding streets to allow all day parking, providing a shuttle bus service from a parking location both north and south of the station and providing extra bus services.</p> <p>Locations suggested for offset parking on the north side of the station with a shuttle bus service to the station include:</p> <ul style="list-style-type: none"> • Museum of Fire • Hickeys Park and Hickeys Lane • Nepean Rugby Club - parking not used during week days <p>Locations suggested for offset parking on the south side of the station with a shuttle bus service to the station include:</p> <ul style="list-style-type: none"> • Masters Hardware car park Mulgoa Road - ample spaces not used during the day • Dick Smith Car Park Mulgoa Road - car park not used due to vacant premises • RTA Inspection Site - York Road - car park not used due to vacant premises • Penrith Paceway Mulgoa Road - car spaces not used during the day 	<p>TfNSW would work with its delivery partner, Council and relevant stakeholders to provide offset commuter parking spaces, as close to the station as possible and within reasonable walking distances.</p> <p>Options for offset parking are currently being investigated and suggestions from Council and the community have been taken on board as part of this process.</p> <p>TfNSW would seek to offset as much commuter parking as practicable given the constrained options in the surrounding area and would keep customers informed prior to any changes being made to parking arrangements.</p> <p>The removal of parking restrictions in the surrounding streets has been identified as a potential offset in the REF, however this measure would not provide a complete offset and may present additional impacts to members of the community including residents, people wishing to use services in the surrounding area, and businesses losing customer parking.</p> <p>It is noted also that Penrith Council do not support the temporary removal of - street parking restrictions in surrounding streets during the construction period (see Table 2, Item 3.2 below).</p> <p>This option would be further assessed during detailed design in consultation with Council. Potential impacts would be assessed at this stage as appropriate.</p> <p>Buses are considered to be an integral part of the transport network, however no changes are currently proposed to the existing bus timetables for services around Penrith Station. Sydney Buses' operations would not be directly affected by the Proposed Activity.</p> <p>Implementing a shuttle bus service to parking areas away from the station is not considered to be a feasible option.</p>

No.	Submission no.	Issue/s raised	TfNSW response
4.3	PCC14	Additional bus routes could alleviate parking demand at the station. This includes extra services for route 793 and 783 and re-routing of these services to provide a more direct service to Penrith Station.	The Proposed Activity focuses on providing additional commuter car parking. Buses are considered to be an integral part of the transport network, however no changes are currently proposed to the existing bus timetables for services around Penrith Station. Sydney Buses' operations would not be directly affected by the Proposed Activity.
4.4	PCC17	Use of existing restricted street parking to offset lost parking would impact residents, minimising their parking. This would require further assessment.	The temporary removal of parking restrictions in the surrounding streets has been identified as a potential offset in the REF, however this measure would not provide a complete offset and it is recognised that it may present additional impacts to members of the community including residents, people wishing to use services in the surrounding area, and businesses losing customer parking. This option would be further assessed during detailed design in collaboration with Council and potential impacts would be assessed at this stage as appropriate.
4.5	PCC17	Changes to street parking would require Council consent therefore should not be considered as a potential mitigation.	Council is responsible for street parking. Any changes to street parking would be undertaken in consultation with Council.
4.6	PCC17	There would be a loss of parking due to construction workers occupying the existing unlimited spaces. How many workers would access the area and by which mode?	As mentioned in Section 6 of the REF, approximately 60 construction workers are likely to access the site each day. The Construction Traffic Management Plan would specify parking locations for construction workers away from stations and busy residential areas, as well as details about how parking would be monitored for compliance. TfNSW would work with its delivery partners to minimise impacts of construction worker parking on existing commuter car parking. Additionally, a Condition of Approval would be imposed that requires construction workers do not parking in designated commuter car parking areas.

No.	Submission no.	Issue/s raised	TfNSW response
5	Traffic and transport		
5.1	PCC1	The parking in the streets surrounding Penrith Station is causing congestion in the area.	<p>Noted.</p> <p>The Proposed Activity aims to provide additional parking supply to assist in addressing commuter car parking demand, including existing on-street parking demand. To the extent that the Proposed Activity assists in mitigating overflow parking in surrounding streets and potentially illegal parking activity, it would also contribute towards alleviating traffic congestion in the area.</p>
5.2	PCC10	The road system around the proposed new car park cannot cope with the extra traffic and is already congested during peak times.	<p>Observations from commuter car parks in similar locations indicate that these facilities are near to being, or fully occupied by the time the network morning peak occurs, i.e. the extra traffic generated by the car park occurs at an earlier peak than the road network peak.</p> <p>Further, the Proposed Activity aims at making public transport more attractive to commuters by making it more accessible. This would contribute positively towards decreasing congestion levels in the wider road network, particularly during peak times. This is achieved through the removal of the requirement for longer journeys by road, with commuters driving a short distance only to park at the station.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5.3	PCC10	By expanding parking on the north side of the station only, more traffic will be attracted to the area exacerbating the existing congestion.	<p>Additional commuter parking has recently been provided to the south side of the station as part of a separate project undertaken by TfNSW. This was through the conversion of staff car parking areas in 2015.</p> <p>The traffic expected to be generated by the expansion of the car park to the north would be within acceptable levels of service, as assessed in the Traffic, Transport and Access Impact Assessment.</p> <p>Further, observations from commuter car parks in similar locations indicate that these facilities are near to being, or fully occupied by the time the network morning peak occurs, i.e. the extra traffic generated by the car park occurs at an earlier peak than the road network peak, and thus have minimal contribution to existing congestion during network peak times.</p>
5.4	PCC10	Traffic lights at the intersection of Peachtree Road and Thornton Drive results in traffic backing up to J K Williams Drive and further.	<p>Noted.</p> <p>Based on site investigations, vehicles accessing existing car parking facilities from Castlereagh Road predominantly turn at the Coreen Avenue/ Castlereagh Road roundabout (301 vehicles), as opposed to using Thornton Drive (21 vehicles).</p> <p>The provision of additional parking is not expected to generate a significant increase in traffic volumes when compared to the existing network volumes.</p> <p>Trips to the proposed car park are largely expected to already be using the road network, whether it be to commute to work or park in alternate locations. The proposed additional car parking is expected to divert these trips, and potentially reduce their length / duration.</p> <p>As such, minimal change is expected to vehicle queueing at surrounding intersections as a result of the Proposed Activity.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5.5	PCC10	Suggests it would be better to upgrade Castlereagh Road and the intersection at Jane Street and Mulgoa Road before building the car park.	<p>Noted.</p> <p>The proposed upgrade of Castlereagh Road/ Jane Street/ Mulgoa Road intersection is being undertaken by Roads and Maritime Services. It is anticipated that this would commence in 2017 and be completed by 2019.</p> <p>As assessed in the REF, the Proposed Activity is not predicted to have major traffic impacts or require any significant road upgrades. This would be confirmed during detailed design.</p>
5.6	PCC12	The traffic direction arrows can be counter-intuitive and are a product of the initial access point being easterly through the original access to the Thornton development, whereas many cars now enter from the westerly direction.	As part of the detailed design process, independent road safety audits would be undertaken to ensure that any road safety risks are adequately addressed or mitigated.
5.7	PCC17	The REF identifies that buses do not use this side of the station however there are instances where they do. Bus services that operate from this side of the station include; the UWS bus service, major event buses and rail replacement buses during railway maintenance.	<p>The assessment considered day-to-day car park operations covering timetabled bus services.</p> <p>It is noted that the UWS bus service currently stops on the station side of the roadway opposite the existing multi-storey car park.</p> <p>It is noted that the north side is also used for special events.</p> <p>These special services are not expected to be impacted during construction or operation of the proposed facility.</p> <p>The upgrade of the northern station plaza, as part of the Thornton Central development aims to accommodate these services and enable future regular bus service provision.</p> <p>If during construction, alternate locations are required for any services, customers would be advised in advance.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5.8	PCC17	Vehicles using the back ground level parking area (behind the existing multi-storey parking area) exit this area opposite the proposed construction area. Vehicles wishing to head west currently proceed straight across Lord Sheffield Circuit into the proposed new multi-storey car park and turn right out of the exit on the opposite side. The Proposed Activity to shut down this area for 9 months will require vehicles to turn left out of this first exit onto the one-way Lord Sheffield Circuit and proceed all the way around the existing multi-storey parking area before heading in the direction they want.	<p>Vehicles currently exiting through the southern at-grade exit are those using the ground level spaces in the multi-storey car park and in the at-grade car park.</p> <p>As the at-grade car park would be closed during the construction period, the only vehicles that would be impacted are those using the ground level of the existing multi-storey car park.</p> <p>This increased driving time and distance is expected to result in only minimal delays, particularly when considering potential delays associated with circulating through a car park (i.e. waiting for vehicles to enter / exit car parks).</p>
5.9	PCC17	There will be an increase in vehicles either travelling around the existing car park area or vehicles turning left onto Lord Sheffield Circuit. Given parking numbers in this area, this is about an extra 250 vehicle movements through this area that hasn't been considered.	<p>The traffic circulation pattern accessing and surrounding the car park has been designed to discourage traffic from using Lord Sheffield Circuit and Sydney Smith Drive. Rather, the traffic circulation pattern is designed to encourage access and egress via Combewood Avenue.</p> <p>Additional traffic movements have been considered in the Traffic, Transport and Access Impact Assessment as part of the REF, and are not expected to generate a significant increase in traffic volumes when compared to the existing network volumes.</p> <p>Further, trips to the proposed car park are largely expected to already be using the road network, whether it be to commute to work or park in alternate locations. The additional car parking provided as part of this Proposed Activity is expected to divert these trips, and potentially reduce their length/ duration, contributing to wider network benefits.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5.10	PCC17	Increased road safety risk by increasing the number of vehicles needing to turn right onto Lord Sheffield Circuit	<p>Previous studies and site observations identified that Combewood Avenue is the preferred vehicle access route for existing parking facilities. This is expected to be the case for the proposed additional parking.</p> <p>The road network surrounding the car park has been designed in accordance with established standards.</p> <p>However, as part of the detailed design process, independent road safety audits would be undertaken to ensure that any road safety risks are adequately addressed or mitigated.</p>
5.11	PCC17	Pedestrian safety risk would increase in the Lord Sheffield Circuit area as increased traffic would conflict with pedestrian movements and the proposed routes increase traffic through the pedestrian shared area.	<p>The provision of additional commuter parking could potentially reduce the amount of vehicles circulating to find available spaces. This could have an indirect benefit of reducing traffic flows around the car park, and reducing safety risks associated with vehicle and pedestrian conflicts.</p> <p>In addition, there is sufficient pedestrian infrastructure along the surrounding road network which accommodates safe pedestrian routes and crossings at key locations to access the station plaza.</p> <p>As part of the detailed design process, independent road safety audits would be undertaken to ensure that any road safety risks are adequately addressed or mitigated.</p>
5.12	PCC17	How will pedestrians access through the construction area and will there be a time increase in pedestrian travel time?	<p>The construction area is not a safe zone for pedestrians to pass through. Pedestrians would be provided with alternative routes to be determined during the detailed design.</p> <p>In most cases, the alternate safe route between the car parking location and the station entry would take largely the same walking time/ distance.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5.13	PCC17	There is currently an issue with delays to accessing the parking area due to stop sign (lolly pop signage) to provide safe access for heavy vehicles into the adjacent construction areas and streets. This delay of even up to 1 or 2 minutes can mean the difference between making your train or not. There is no consideration for heavy vehicles accessing the site, when this would be or what impact it would have on local road users or those trying to access the parking area.	<p>It is understood that these current delays are due to construction activities as part of the Thornton development.</p> <p>Traffic control for construction activities associated with the Proposed Activity would be managed through a detailed Construction Environmental Management Plan and Traffic Management Plans that would be prepared during the detailed design, as indicated in the REF and the Traffic, Transport and Access Impact Assessment.</p> <p>These plans would prescribe measures such as scheduling of heavy vehicle movements for deliveries and equipment (generally outside peak times) as well as designated construction vehicle routes.</p> <p>The plans would outline measures to minimise and/or mitigate impacts to local road users, including pedestrians and motorists.</p>
6	Other		
6.1	PCC7	Toilets on the trains have been cited as being out of order.	Noted. Facilities provided on trains are operated and maintained by Sydney Trains. Sydney Trains staff should be notified when facilities are not working correctly.
6.2	PCC9	Queried whether another multi-storey car park would be built in Belmore Street, Penrith thereby providing two car parks of 350 spaces. Noted this would not be enough parking.	There are no current plans to build another commuter car park in Belmore Street.
6.3	PCC2, PCC10	No parking is available in the Penrith CBD during the day.	The Proposed Activity focuses on providing commuter car parking near Penrith Station. Parking availability within the Penrith CBD is the responsibility of Penrith City Council.
6.4	PCC10	The existing car park should have been built bigger initially to avoid impacts to commuters and unnecessary costs now.	Noted.

No.	Submission no.	Issue/s raised	TfNSW response
6.5	PCC11	Queried whether there would be upgrades for Kingswood and Werrington Stations in the near future.	There are no TfNSW projects currently scheduled for Kingswood and Werrington Stations. Kingswood Transport Interchange was upgraded, including providing additional parking, in 2011 and 2012, and an at grade commuter car park was completed in Werrington in 2010.
6.6	PCC17	The existing car park is 2-3 years old and already at capacity. Option 3 should be adopted to avoid future impacts to existing parking	<p>The Proposed Activity does not preclude the opportunity to build a future level on the existing and future car park. The provision of an additional 350 parking spaces would alleviate current parking demand in a way that would achieve the greatest benefits for a comparatively lesser impact to commuters.</p> <p>TfNSW would continue to review parking requirements in the area in line with future transport strategies as well as other considerations such as the flow on effects for roads and road infrastructure and urban growth. This would allow TfNSW to determine the most appropriate form of parking for the future.</p>
6.7	PCC15	Brochure wording is not appropriate for the proposed project with the description of the existing car park as at-grade.	At-grade car park is a term used to describe car parks that are located on the ground level (ie. with no additional levels either below or above ground). The new multi-storey car park would be constructed on the existing at-grade car park located immediately to the west of the existing multi-storey car park.
6.8	PCC17	Construction of this Proposed Activity is expected to start in late 2016, therefore construction of the car park and the current construction/upgrade of the Penrith Station will be undertaken concurrently. The cumulative impacts of this (as well as the impacts of the adjacent Thornton development should be more thoroughly considered.	Cumulative impacts have been considered in Section 6.12 of the REF and have identified the Penrith Station Upgrade project and the Thornton development as occurring concurrently to this Proposed Activity. Impacts arising as a result of cumulative activities would be carefully mitigated during construction planning and would include coordination of activities with other projects and integration of these considerations within the Construction Environmental Management Plan and associated sub plans.

No.	Submission no.	Issue/s raised	TfNSW response
6.9	PCC17	Impacts are already experienced with accessing the car parking area due to construction works, heavy vehicles and deliveries, as well as construction workers occupying all day commuter parking.	<p>The Proposed Activity would be planned to be carried out in a way that minimises impacts, including cumulative impacts from other projects occurring in the area.</p> <p>The Construction Traffic Management Plan would be prepared by the contractor during detailed design and endorsed by TfNSW and would include consideration of heavy vehicle movements and construction worker parking.</p>
6.10	PCC17	Vehicles are constantly covered in a layer of dust at the end of each day from air quality impacts.	<p>The Proposed Activity has been assessed as having minimal impact on air quality including through dust emissions. While there are some activities that would generate dust, these would occur over a relatively short period within the overall construction timeframe and would be carried out in accordance with the mitigation measures to ensure dust emissions are minimised.</p>
6.11	PCC7	The previous car park construction did not allow for more parking beyond the three storeys. This Proposed Activity would result in a similar restriction.	<p>The proposed car park would be constructed to allow an additional future level to be constructed.</p>
6.12	PCC10	The car park situated in Belmore Street should have had a multi deck car park built years ago.	<p>Noted. This is outside the scope of the Proposal.</p>

Other stakeholder submissions

Table 2 outlines issues raised by Penrith City Council in their submission, along with TfNSW's response.

Table 2: Response to Penrith City Council submission received

Issue no.	Issue/s raised	TfNSW response
1	General	
1.1	Council fully supports the Project and its delivery of 350 new commuter car parking spaces.	Noted.
2	Car park capacity and demand	
2.1	The current provision of commuter car parking does not meet demand. Commuters currently occupy other car parking spaces within the City Centre, including those provided in the Soper Place, Union Lane and Judges Place car parks. This upsets the balance of parking provided for commuters, shoppers and workers, with a flow on effect for local businesses.	<p>The Proposed Activity would result in the provision of an additional 350 parking spaces for commuters, which would reduce immediate pressure on the existing on street parking within Penrith. The Proposed Activity does not preclude the development of an additional level of parking on the existing and future car park and does not preclude alternative parking solutions in other areas of Penrith.</p> <p>TfNSW would continue to review parking requirements in the area in line with future transport strategies as well as other considerations such as the flow on effects for roads and road infrastructure.</p>
2.2	Council requests a reconsideration of the alternative option 3 detailed in the REF. The delivery of 650 new commuter car parking spaces would better align the Project with the forecast increase in demand for commuter parking examined by the REF, namely the need for 1,130 more spaces by 2036.	<p>The Proposed Activity does not preclude the opportunity to build a future level on the existing and future car park. The provision of an additional 350 parking spaces would alleviate current parking demand in a way that would achieve the greatest immediate benefits for a comparatively lesser impact to commuters.</p> <p>TfNSW would continue to review parking requirements in the area in line with future transport strategies as well as other considerations such as the flow on effects for roads and road infrastructure. This would allow TfNSW to determine the most appropriate form of parking for future situations.</p>

Issue no.	Issue/s raised	TfNSW response
2.3	<p>The REF does not adequately outline the constraints, opportunities or implications of the alternative option 3. It should be amended to provide a full understanding of the magnitude of disruption to current car parking provision, identify opportunities for the staging of construction work, and any economies of scale.</p>	<p>Option 3 was adequately considered as part of the concept design development. A summary of the reasons for not proceeding with this option was provided in Section 2.4 of the REF. Disadvantages of this option include the temporary loss of a large number parking spaces for the construction duration, a higher cost and potential requirements for road and intersection upgrades leading to/from the car park. For these reasons, TfNSW does not propose to proceed with this option at this stage.</p> <p>The Proposed Activity would not preclude the development of an additional level on the car park in the future.</p>
<p>3 Parking impacts during construction</p>		
3.1	<p>The identified temporary loss of 230 spaces for nine months requires innovative solutions to ensure there are no impacts on car parking provision. This is particularly important because of the proposed timing of works towards the end of 2016 and during the Christmas shopping period when demand for parking is highest.</p> <p>Council encourages a range of integrated solutions to fully manage the impacts from the lost spaces, by investigating:</p> <ul style="list-style-type: none"> • increasing the car parking provision in new or existing sites within the City Centre (such as at Woodriff Gardens, the Museum of Fire or the Department of Defence landholdings). • securing or delivering new spaces in out of centre locations that are fully supported with shuttle buses • incentives to encourage greater use of public transport to access the train station, such as increased bus services and free bus travel for commuting residents. 	<p>TfNSW would work with its delivery partner, Council and relevant stakeholders to investigate offset commuter parking spaces, as close to the station as practicable and within reasonable walking distances.</p> <p>Options for offset parking are currently being investigated and suggestions from Council and the community have been taken on board as part of this process.</p> <p>TfNSW would seek to offset as much commuter parking as practicable given the constrained options in the surrounding area, and would keep customers informed prior to any changes being made to parking arrangements.</p> <p>Implementing a shuttle bus service to parking areas away from the station is not considered to be a feasible option.</p>
3.2	<p>Council object to the proposal to increase on-street parking opportunities throughout the Thornton Estate by removing current time limits. This would deliver an unsatisfactory outcome with impacts on the amenity of the Estate, the choking of local and access roads, and the occupation of parking spaces intended for residents and their visitors.</p>	<p>Noted. Any proposed changes to on-street parking restrictions would be negotiated with Council.</p>

Issue no.	Issue/s raised	TfNSW response
4	Visual Impacts & Design	
4.1	<p>Consider the visual impacts of the proposed structure from a wider domain, including the Blue Mountains, the train station and rail corridor, the Thornton Estate and Penrith City Centre.</p> <p>Consider the visual impacts for both current and future developments, especially within the Thornton Estate and Penrith City Centre.</p>	<p>A Visual Impact Assessment (VIA) was carried out by Envisage Consulting as part of the environmental impact assessment process and to inform the REF.</p> <p>The new car park has been designed to form an extension of the existing car park and would maintain a consistent appearance.</p> <p>The VIA concluded that the car park location has a relatively confined area of visibility from surrounding areas due to the flat nature of the landform which allows for no real opportunities for any elevated views at ground level.</p> <p>The visual impact of the car park was assessed from five different locations surrounding the site including to the north of Penrith Station, from Penrith Station, from Penrith City Centre, from the North Penrith mixed use area in the future developments and from the Museum of Fire.</p> <p>This was considered a representative understanding of visual impacts potentially incurred by surrounding areas. A copy of the VIA can be found on the TfNSW website.</p>
4.2	<p>Deliver articulation or design features, including lighting, to contribute to the identity of the site, precinct and City Centre, as well as break up the bulk and scale of the proposed structure.</p>	<p>The car park façade would be consistent with that of the existing car park in order to maintain a coherent appearance and produce a consistent visual feature across the two car parks. To ensure a visually appealing outcome that is amenable to the area, the design would be submitted to TfNSW's Precincts and Urban Design team at various stages for comment before being accepted by TfNSW.</p> <p>Prior to the finalisation of detailed design, an Urban Design Plan (UDP) and Public Domain Plan (PDP) would also be prepared in consultation with Council.</p> <p>Lighting would be installed within the car park in accordance with relevant codes and standards.</p>

Issue no.	Issue/s raised	TfNSW response
5 Accessibility & Pedestrian Safety		
5.1	<p>Review the location of the proposed lift:</p> <ul style="list-style-type: none"> The identified duplication of the existing lift in the south-eastern corner will require pedestrians to travel undesirable distances through the car park and increase conflicts with vehicles. Delivering the new lift in a central location or in the south-western corner will provide more evenly distributed access points and deliver pedestrians to the safety of the pavement at the earliest opportunity. 	<p>The lift is currently proposed to be located adjacent to the existing lift in the existing car park. The final location of the lift is subject to detailed design and would be subject to considerations including accessibility requirements, safety and pedestrian desire lines.</p>
5.2	<p>Deliver improved pedestrian lighting and CCTV coverage.</p>	<p>Lighting and CCTV security cameras would be provided within the car park and car park access areas. Provision of lighting would be in accordance with relevant Australian Standards and TfNSW standards as well as comply with the <i>Disability Discrimination Act 1992</i>. CCTV security cameras would be provided where required as determined by a specific risk assessment for the Proposal.</p>
6 Public Domain, Landscaping & Cooling the City		
6.1	<p>Deliver significant landscaping and way-finding signage along pedestrian approaches.</p>	<p>Prior to finalisation of detailed design, a Public Domain Plan (PDP) would be prepared in consultation with Council. The PDP would detail landscaping and signage requirements within the area. Wayfinding would be installed in accordance with TfNSW policies.</p>
6.2	<p>Deliver landscaping around the car park to break up its bulk and scale when viewed from adjacent public places, including from within the rail corridor.</p>	<p>The REF identified proposed landscaping around the car park. It is proposed that this would be managed by Council on an ongoing basis, however this would be confirmed in consultation with Council.</p> <p>Mitigation measures included in the REF allow for additional tree planting, with low shrubs or groundcover (to allow for clear sightlines for safety). This would increase the general visual amenity, provide shade and also increase screening from Combewood Avenue and the Museum of Fire.</p> <p>Improvements to landscape planting along the Combewood Avenue boundary of the existing at-grade car park would also be undertaken as these areas are currently largely bare.</p>

Issue no.	Issue/s raised	TfNSW response
6.3	Provide artificial shade structures for roof level parking. This will also help reduce reflection and provide variety to the flat expanse of car parking.	The provision of artificial shade structures are not in the proposed scope of works for the Proposal.
6.4	Adopt other techniques to help cool the City Centre, such as the use of light or reflective materials or green walls (these may also help to manage and treat run-off).	The proposed design is consistent with the existing car park, thereby forming an extension of the existing car park including visual features. Opportunities to increase sustainability initiatives are considered throughout all phases of the Proposed Activity and would be further considered during detailed design. Landscaping is proposed to soften the structure and it would also reduce reflectivity and improve stormwater treatment.
7 Traffic & Circulation		
7.1	Circulation between the existing car park and proposed structure must be seamless.	The detailed traffic flow within the car park would be determined during detailed design. The intention is to connect the new car park into the existing car park, effectively merging them into one car park with a coherent and logical flow.
7.2	Design vehicle access and thoroughfares to promote safe speeds.	<p>Investigations undertaken during the development of the concept design demonstrated that the existing ramps would cater for the additional number of cars.</p> <p>At this stage, the access to and egress from the car park would be via the existing access/egress points and associated ramps.</p> <p>The requirement for an additional set of car park ramps, and therefore any additional access/egress points, would be investigated during detailed design and would be included in the construction of the Proposed Activity if deemed necessary.</p> <p>This would be based on the final flow and circulation of traffic within the car park and further analysis of arrival and exit patterns as well as consideration of car parking and pedestrian movements in the vicinity of the Proposed Activity.</p> <p>Any new access/egress points would be designed in accordance with relevant codes and standards to ensure safe outcomes are achieved.</p>

Issue no.	Issue/s raised	TfNSW response
7.3	Locate and design set down areas, disabled spaces and pedestrian thoroughfares to reduce conflicts between pedestrians and vehicles.	The design and operation of the car park would be confirmed during detailed design and would be constructed in accordance with the relevant codes and standards. Additionally, a Road Safety Audit would be carried out and any conflicts identified would be remediated through this process.
7.4	Proposed changes to the road circulation and regulatory parking restrictions require approval of the Local Traffic Committee.	Any changes proposed to the surrounding road network would be designed in accordance with the relevant codes and standards. Where Council assets would be affected, TfNSW would consult with Council prior to carrying out the works.

2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Penrith City Council regarding design development. In addition TfNSW would notify residents, businesses and community members in the lead up to and during construction. The consultation activities would help to ensure that:

- local council and other stakeholders have an opportunity to provide feedback on the detailed design
- the community and stakeholders are notified in advance of any upcoming works, including changes to pedestrian or traffic access arrangements and out of hours construction activities
- accurate and accessible information is made available
- a timely response is given to issues and concerns raised by the community
- feedback from the community is encouraged.

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)³ and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](http://www.transport.nsw.gov.au/projects-tap)⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ <http://www.transport.nsw.gov.au/projects-tap>

3 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

The REF addresses the requirements of section 111 of the EP&A Act. In considering the Proposed Activity, all matters affecting or likely to affect the environment are addressed in the REF and the Determination Report and associated documentation.

In accordance with the checklist of matters pursuant to clause 228(3) of the EP&A Regulation, an assessment is provided in Chapter 6 of the REF and Appendix B of the REF.

In respect of the Proposed Activity an assessment has been carried out regarding potential impacts on critical habitat, threatened species, populations or ecological communities or their habitats, under section 112 of the EP&A Act.

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*⁵ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Part 5.1 of the EP&A Act is not required.

Environment Protection and Biodiversity Conservation Act 1999

As part of the consideration of the Proposed Activity, all matters of national environmental significance (NES) and any impacts on Commonwealth land for the purposes of the EPBC Act have been assessed. In relation to NES matters, this evaluation has been undertaken in accordance with Commonwealth Administrative Guidelines on determining whether an action has, will have, or is likely to have a significant impact. A summary of the evaluation is provided in Chapter 6 and Appendix A of the REF.

It is considered that the Proposed Activity described in the REF is not likely to have a significant impact on any Commonwealth land and is not likely to have a significant impact on any matters of NES.

⁵ Refer to the National Library of Australia's 'Trove' website
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

4 Conditions of Approval

If approved, the Proposed Activity would proceed subject to the Conditions of Approval included at Appendix B.

5 Conclusion

Having regard to the assessment in the REF and consideration of the submissions received, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement is not required to be prepared under Part 5.1 of the EP&A Act.

It is also considered that the Proposed Activity does not trigger any approvals under Part 3 of the EPBC Act.

The environmental impact assessment (REF and Determination Report) is recommended to be approved subject to the proposed mitigation and environmental management measures included in the Conditions of Approval (refer Appendix B).

References

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Penrith Commuter Car Park REF:

<http://www.transport.nsw.gov.au/projects-tap/current-works/penrith-commuter-car-park>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Penrith Commuter Car Park

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Penrith Commuter Car Park Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLP	Community Liaison Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environment Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMS	Environmental Management System
ICNG	<i>Interim Construction Noise Guidelines</i> (Department of Environment and Climate Change, 2009)
INP	<i>NSW Industrial Noise Policy</i> (EPA, 2000)
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report

Acronym	Definition
PMEIA	Principal Manager Environmental Impact Assessment (or nominated delegate)
PMEM	TfNSW Principal Manager Environmental Management (or nominated delegate)
PMS	TfNSW Principal Manager Sustainability (or nominated delegate)
RAP	Remedial Action Plan
RBL	Rating Background Level
REF	Review of Environmental Factors
RING	<i>Rail Infrastructure Noise Guideline</i> (EPA, 2013)
RNP	<i>NSW Road Noise Policy</i> (Department of Environmental, Climate Change and Water, 2011)
Roads and Maritime	NSW Roads and Maritime Service
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDP	Urban Design Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW PMEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Feasible	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Project	The construction and operation of the Penrith Commuter Car Park as described in the Environmental Impact Assessment.
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in the case of the Project, Transport for NSW.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

**CoA
number**

Type

General

1

Terms of Approval

The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:

- a) *Penrith Commuter Car Park – Review of Environmental Factors*, (June 2016)
- b) *Penrith Commuter Car Park – Determination Report*, (August 2016).

In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.

2

Project Modifications

Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.

3

Statutory Requirements

These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.

4

Pre-construction environmental compliance matrix

A pre-construction environmental compliance matrix (PECM) for the Project (or such stages of the Project as agreed to by the Principal Manager Environmental Management (PMEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.

A copy of the PECM shall be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the PMEM).

5 Construction environmental compliance report

A construction environmental compliance report (CECR) for the Project shall be prepared which addresses the following matters:

- a) compliance with the construction environmental management plan (CEMP) and these conditions
- b) compliance with TfNSW's *NSW Sustainable Design Guidelines - Version 3.0* compliance checklist (7TP-FT-249)
- c) compliance with any approvals or licences issued by relevant authorities for construction of the Project
- d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)
- e) environmental monitoring results, presented as a results summary and analysis
- f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused
- g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)
- h) details of any review and amendments to the CEMP resulting from construction during the reporting period
- i) any other matter as requested by the PMEM.

A copy of each CECR shall be submitted to the PMEM for approval. The first CECR shall report on the first six months of construction and be submitted within 21 days of expiry of that period (or at any other time interval agreed to by the PMEM). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the PMEM) for the duration of construction.

6 Pre-operation compliance report

A pre-operation compliance report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all conditions of approval, licences and permits required to be obtained under any other legislation for the Project.

A copy of the POCR shall be submitted to the PMEM for approval at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the PMEM).

Communications**7****Community Liaison Plan**

A Community Liaison Plan (CLP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies and businesses). The CLP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

- a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period
- b) stakeholder and issues identification and analysis
- c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number
- d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLP.

The CLP shall be prepared to the satisfaction of the Director Community Engagement prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.

8**Community Notification and Liaison**

The local community shall be advised of any activities related to the Project with the potential to impact upon them.

Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.

Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).

9**Website**

The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:

- a) a copy of the documents referred to under Condition 1 of this approval
- b) a list of environmental management reports that are publicly available
- c) 24 hour contact telephone number for information and complaints.

All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines 2.0.

**CoA
number**

Type

10

Complaints Management

The Proponent shall set up a 24 hour construction response line number.

Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.

Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.

Environmental Management**11****Construction Environmental Management Plan**

A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:

- a) traffic and pedestrian management (in consultation with the relevant roads authority)
- b) noise and vibration management
- c) water and soil management
- d) air quality management (including dust suppression)
- e) indigenous and non-indigenous heritage management
- f) flora and fauna management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) sustainability
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures.

The CEMP shall:

- i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management
- ii) comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources, 2004)
- iii) include an Environmental Policy.

The Proponent shall:

1. consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP
2. submit a copy of the CEMP to the PMEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMEM)
3. review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits
4. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the PMEM for approval.

The CEMP must be approved by the PMEM prior to the commencement of construction work associated with the Project.

12**Environmental Management Representative**

Not used.

13

Environmental controls map

An environmental controls map (ECM) shall be prepared in accordance with TfNSW's *Guide to Environmental Controls Map* (3TP-SD-015) prior to the commencement of construction for implementation for the duration of construction, and may be prepared in stages as set out in the CEMP.

A copy of the ECM must be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed by the PMEM).

The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.

Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and submitted to the PMEM for approval.

Hours of Work

14

Standard Construction Hours

Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:

- a) any works which do not cause noise emissions to be more than 5 dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers
- b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)
- c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the PMEM
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any other work as agreed by the PMEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).

15

High Noise Generating Activities

Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the PMEM, or as approved by the EPA (where relevant to the issuing of an EPL).

Noise and Vibration**16****Construction Noise and Vibration**

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise Strategy (7TP-ST-157)* and the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to:

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints
- e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 14 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the PMEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's *Construction Noise Strategy (7TP-ST-157)*
- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.

17**Vibration Criteria**

Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:

- a) for structural damage vibration – German Standard DIN 4150:Part 3 – 1999: *Structural Vibration in Buildings: Effects on Structures* and British Standard BS 7385-2:1993 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*
- b) for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (Department of Environment and Conservation, 2006) which includes British Standard BS 7385-2:1993 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*.

These limits apply unless otherwise approved by the PMEM through the CEMP.

18**Non-Tonal Reversing Beepers**

Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.

19**Piling**

Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the PMEM shall be obtained prior to commencement of piling activities.

20

Operational noise and vibration

Prior to commencement of laying of the car park surface or the construction of physical noise mitigation structures, an operational noise and vibration management plan (ONVMP) shall be prepared to confirm the final mitigation measures for operational noise and vibration that would be implemented.

The ONVMP shall be prepared in consultation with TfNSW and other relevant stakeholders. The ONVMP shall:

- a) consider any changes to the predicted noise and vibration levels identification in the EIA as a result of the detailed design process and any changes to the proposed car park surface operations plan including potential wheel squeal and appropriate treatments to the surfaces
- b) examine all reasonable and feasible noise and vibration mitigation measures consistent with relevant guidelines and policies. Wheel squeal is to be minimised and must at a minimum include surfaces that do not contribute to wheel squeal.
- c) identify specific physical and other mitigation measures for controlling noise and vibration at the source and at the receiver (if relevant) including location, type and timing of implementation of the proposed operational noise and vibration mitigation measures
- d) seek feedback from directly affected receivers on the final mitigation measures proposed in the review.

The Proponent shall submit a copy of the ONVMP to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ONVMP. Following receipt of the EMR's endorsement, the ONVMP shall be submitted to the PMEM (or nominated delegate) for approval, at least one month prior to commencement of laying of the car park surface or the construction of physical noise mitigation structures (or such time as is otherwise agreed to by the PMEM).

The approved physical mitigation measures are to be installed prior to the commencement of operations, unless otherwise agreed by the PMEM.

21

Operational noise compliance monitoring

In order to validate the predicted noise levels identified in the ONVMP, monitoring shall be undertaken within three months of commencement of operation. The noise and vibration monitoring shall be undertaken to confirm compliance with the predicted noise and vibration levels, or as modified by the reasonable and feasible review.

Should the results of monitoring identify exceedances of the predicted noise and vibration levels, additional reasonable and feasible mitigation measures would be implemented in consultation with the affected property owners.

Contamination and Hazardous Materials**22****Unidentified Contamination (other than asbestos)**

If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including *Guidelines for Consultants Reporting on Contaminated Sites* (OEH, 2011).

A copy of any contamination report must be submitted to the PMEM for review for a minimum period of seven days. The PMEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.

Note: *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 22 and Condition 23.*

23**Asbestos Management**

If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.

Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.

Note: *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 22 and Condition 23.*

24**Storage and Use of Hazardous Materials**

Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's *Chemical Storage and Spill Response Guidelines* (9TP-SD-066) and Australian and ISO standards. These measures shall include:

- a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment to be undertaken in clearly marked designated areas that are designed to contain spills and leaks
- b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls
- c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks
- d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.

CoA number	Type
Erosion and Sediment Control	
25	<p>Erosion and Sediment Control</p> <p>Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater: Soils and Construction - Volume 1</i>, 4th Edition (Landcom, 2004).</p>
Heritage Management	
26	<p>Indigenous and Non-Indigenous Heritage</p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage consultant.</p>
Flora and fauna	
27	<p>Removal of trees or vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Removal or Trimming of Vegetation Application</i> (9TP-FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
28	<p>Replanting program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (9TP-ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the PMEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>

Urban Design and Landscaping**29****Urban design plan**

An urban design plan (UDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:

- a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to:
 - i) connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown
 - ii) integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown
 - iii) integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc
 - iv) integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use
- b) design detail that is sensitive to the amenity and character of the local area and heritage items located within or adjacent to the Project site
- c) total water management principles to be integrated into the design where considered appropriate
- d) any other matters which the conditions require the UDP to address.

The UDP shall be:

1. prepared and submitted to TfNSW prior to the first design submission and updated and submitted for subsequent design submissions
 2. prepared in consultation with councils and relevant stakeholders
 3. prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise
 4. endorsed by TfNSW's Precincts and Urban Design team.
-

30

Public domain plan

A public domain plan (PDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:

- a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences
- b) location and design of pedestrian and bicycle pathways, street furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment
- c) landscape treatments and street tree planting to integrate with surrounding streetscape which, at a minimum, must address the following:
 - i) landscape details, including details of soil preparation, mulches, plant selection, plant sizes (planting container and expected final sizes)
 - ii) a schedule which details the landscape maintenance requirements to be implemented for the for 12 month period following the commencement of operation
- d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project
- e) total water management principles to be integrated into the design where considered appropriate
- f) design measures included to meet TfNSW's NSW Sustainable Design Guidelines - Version 3.0 (7TP-ST-114)
- g) identification of design and landscaping aspects that will be open for stakeholder input, as required
- h) any other matters which the conditions require the PDP to address.

The PDP shall be:

1. prepared and submitted to TfNSW prior to the first design submission and updated and submitted for subsequent design submissions
 2. prepared in consultation with councils and relevant stakeholders
 3. prepared by a registered landscape architect
 4. endorsed by TfNSW's Precincts and Urban Design team.
-

Traffic and access**31****Traffic management plan**

A construction Traffic Management Plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following:

- a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised
- b) maximising safety and accessibility for pedestrians and cyclists
- c) ensuring adequate sight lines to allow for safe entry and exit from the site
- d) ensuring access to railway stations, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)
- e) managing impacts and changes to on and off street parking, and requirements for any temporary replacement parking
- f) parking locations for construction workers away from stations and busy residential areas, and details of how this will be monitored for compliance
- g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses
- h) details for relocating kiss and ride, taxi ranks bus stops (and rail replacement bus stops if required), including appropriate signage to direct customers, in consultation with the relevant taxi/bus operator. Particular provisions should also be considered for the accessibility impaired
- i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the construction TMP
- j) any other matter(s) identified in the EIA

The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required and obtain any approvals as required under the *Roads Act 1993*. The performance of all Project traffic arrangements must be monitored during construction.

32**Road condition reports**

Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.

33**Road safety audit**

A Road Safety Audit shall be undertaken addressing the internal and external operation of the car park as well as surrounding roads and intersections, as part of the detailed design process and on completion of construction.

The Road Safety Audit is to be submitted to and accepted by TfNSW.

Property

34 Property condition surveys

Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:

- a) all buildings/structures/roads within a plan distance of 150 metres from the edge of the Designated Works
- b) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works.

Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.

Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.

All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding potential property damage.

A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.

Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).

Lighting

35 Lighting scheme

All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 *Road Lighting* and AS 4282 *Control of the Obtrusive Effect of Outdoor Lighting*. The lighting scheme shall address the following as relevant:

- a) consideration of lighting demands of different areas
- b) strategic placement of lighting fixtures to maximise ground coverage
- c) use of LED lighting
- d) minimising light spill by directing lighting into the station and interchange
- e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving
- f) motion sensors to control low traffic areas
- g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and
- h) ensuring security and warning lighting is not directed at neighbouring properties.

The proposed lighting scheme is to be submitted during the first design submission (System Definition Review) and updated and submitted at subsequent design stages and accepted by TfNSW's Precincts and Urban Design team.

**CoA
number**

Type

Sustainability

36 Pre-construction sustainability report

Prior to commencement of construction, a pre-construction sustainability report (PCSR) shall be prepared to the satisfaction of the PMS. The Report shall include the following minimum components:

- a) a completed electronic checklist demonstrating compliance with TfNSW's NSW Sustainable Design Guidelines – Version 3.0 (7TP-ST-114)
- b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc
- c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified.

The Proponent shall submit a copy of the PCSR to the PMS for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMS).

Additional Conditions

37 Graffiti and advertising

Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:

- a) offensive graffiti will be removed or concealed within 24 hours
- b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week
- c) graffiti that is neither offensive or highly visible will be removed or concealed within a month
- d) any unauthorised advertising material will be removed or concealed within 24 hours.

Site Specific Conditions**38****Operational traffic, transport and access impacts**

During detailed design, a detailed operational traffic, transport and access assessment shall be prepared to confirm:

- traffic generated by the Project
- queuing or waiting times for entering/exiting the car park
- vehicular circulation patterns
- pedestrian pathways and final lift location
- impacts on the surrounding road network in terms of traffic volumes and level of service including any cumulative impacts associated with surrounding development
- the need for any additional road, traffic or pedestrian improvements as a result of the Project along with applicable mitigation measures.

The assessment is to undertake detailed traffic modelling of internal and external traffic movements to confirm if the carpark (in its expanded form) will operate at a satisfactory level of service based on the use of a single entry and exit point (ie the existing multi storey car park entry/exit).

The traffic modelling exercise is to include a risk assessment of impacts to operational traffic performance in the event of the entry and/or exit being obstructed (eg vehicle accident, breakdown or other cause).

In the event that the detailed operational traffic assessment and/or risk assessment identifies that unsatisfactory performance and/or risks are likely to occur, the assessment is to identify further recommendations regarding the need for a separate additional entry and/or exit point to the car park, and/or other design amendments required to ensure satisfactory traffic operations.

The assessment is to be prepared by a suitably qualified and experienced traffic engineer, approved by TfNSW, and provided to TfNSW concurrently with the first design submission (System Definition Review), and updated and submitted at subsequent design stages.

The assessment shall be endorsed by TfNSW prior to the finalisation of the detailed design.

39**Commuter parking during construction**

A commuter car parking strategy is to be prepared prior to the commencement of Construction, which identifies reasonable and feasible measures to offset and/or relocate commuter car parking lost during construction to the fullest extent practicable.

The strategy shall include consideration of potential offset parking options identified in the EIA as well as existing underutilised car parking at nearby stations, and be implemented for the full duration of the construction period.

The community shall be given prior notification of changes to commuter car parking arrangements including any offset parking locations and/or alternative parking locations. The Community Liaison Plan shall include public information requirements regarding the changes to the commuter car parking as well as any offset parking to be provided and/or alternative parking areas which could be used by commuters.

40**Construction worker parking**

The Contractor shall ensure that construction workers do not park in designated commuter car parking spaces (permanent or offset) unless otherwise agreed with TfNSW.

END OF CONDITIONS

Appendix C Environmental Impact Assessment

Penrith Commuter Car Park

APPROVAL

I, LOUISE SUREDA, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the Penrith Commuter Car Park Review of Environmental Factors (June 2016) and the Penrith Commuter Car Park Determination Report (August 2016) in accordance with section 111 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (August 2016), consistent with the Proposal described in the Penrith Commuter Car Park Review of Environmental Factors (June 2016) as amended by this Determination Report (August 2016).



Louise Sureda
A/Director, Planning and Environment Services
Infrastructure and Services Division
Transport for NSW

Date: 16.8.16