



Transport
for NSW

Penrith Station Upgrade Determination Report

Transport Access Program
REF-4788920

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| Document author: | Natalie Green |
| Document reviewers: | Nigel Osmond, Katie Fairbrother, Kai Budd, Sarah Stephen, Ben Groth, Fil Cerone |
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Glossary and abbreviations

| Term | Meaning |
|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| B | Busways |
| BCA | Building Code of Australia |
| CEMP | Construction Environmental Management Plan |
| CoA | Condition of Approval |
| Contractor | The Contractor for the Proposed Activity would be appointed by TfNSW to under the detailed design and construction of the Proposed Activity |
| CPTED | Crime Prevention Through Environmental Design |
| DDA | <i>Disability Discrimination Act 1992 (Cwlth)</i> |
| DSAPT | <i>Disability Standards for Accessible Public Transport (2002)</i> |
| 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 |
| PCC | Penrith City Council |
| PDP | Public Domain Plan |
| 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 Station Upgrade |
| REF | Review of Environmental Factors |
| Section 60 Approval | Refers to the Section 60 Approval issued for the Proposed Activity under the <i>Heritage Act 1977</i> by the Heritage Council on 18 December 2015 (included at Appendix C) |
| TfNSW | Transport for NSW (the Proponent) |
| UDP | Urban Design Plan |

| Term | Meaning |
|------|-----------------|
| UG | UrbanGrowth NSW |

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, infrastructure and freight.

TfNSW is the Proponent for the Penrith Station Upgrade (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 construction of new infrastructure to improve safety and the facilities at Penrith Station in order to provide a better customer experience and increase capacity for future growth in the region.

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 their consistency with the Approved Project, including the 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 Station Upgrade, 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.

On 23 April 2012, the Minister for Transport announced the Transport Access Program. The 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 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 Station Upgrade (referred to as the 'Proposed Activity' in 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 Station Upgrade REF was placed on public display from 27 October 2015 to 17 November 2015, with nine 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).

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 would involve upgrade works to Penrith Station which is located approximately 55 kilometres west of Sydney.

The upgrade would improve modal separation, safety and accessibility in and around the station and interchange. 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.

The specific objectives of the Penrith Station Upgrade are to:

- improve customer safety and enhance pedestrian and bus network links through the reconfiguration of the bus, taxi, kiss and ride and bicycle zones within the interchange
- provide a station with improved accessibility for all, including those with a disability, the ageing and parents/carers with prams by minimising conflict points and crowding points, and by improving modal separation to provide a safer interchange
- improve cross-corridor connections by creating a new paid concourse allowing for increased capacity for unpaid access across the existing pedestrian footbridge and new stairs
- improve customer experience and amenity through improved facilities including canopies for weather protection, a new Customer Information Window and Family Accessible Toilet, Passenger Information Display boards and new wayfinding in and around the station

- improve the integration of the station and interchange with its current and future urban context, and create a positive addition to the public domain.

An overview of the Proposed Activity, which is the subject of the Penrith Station Upgrade REF, is provided in the Executive Summary with full details set out in Chapter 3 of the REF. In summary, the Proposed Activity as outlined in the REF comprises:

- existing pedestrian footbridge retained for unpaid access across the railway and extended further south
- new stairs on both the northern and southern entrances of the pedestrian footbridge
- new paid concourse accessible from the pedestrian footbridge with relocated ticket gates, new Customer Information Window, Family Accessible Toilet, store room and stairs to platforms
- three replacement lifts to provide access to the platforms/interchange
- new canopies for the existing footbridge and new stairs, lift landings, paid concourse, in addition to replacing platform canopies affected by works
- reconfiguration of the southern transport interchange which would involve:
 - upgraded bus interchange with reversed traffic flow to include set down, pick up and layover spaces for buses, and shelters for weather protection for customers
 - relocated kiss and ride and taxi rank (with shelters) on Belmore Street
 - landscaping, paving and lighting for the interchange and forecourt area
- extension of the south-western car park with approximately 25 spaces (to offset some of the commuter parking removed for the long-term bus layover)
- establishment of a new Bus Driver's Amenities Room and Customer Service Manager's Office in the existing Platform 3 heritage building
- ancillary works including services diversion and/or relocation, alterations to traffic signals, station power supply upgrade, minor drainage works, adjustments to fencing, lighting and seating, improvements to station communication systems with new infrastructure (including lighting, CCTV cameras, Passenger Information Display boards and Opal card readers) and wayfinding signage.

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

Construction is anticipated to commence in 2016 and take approximately two years to complete.

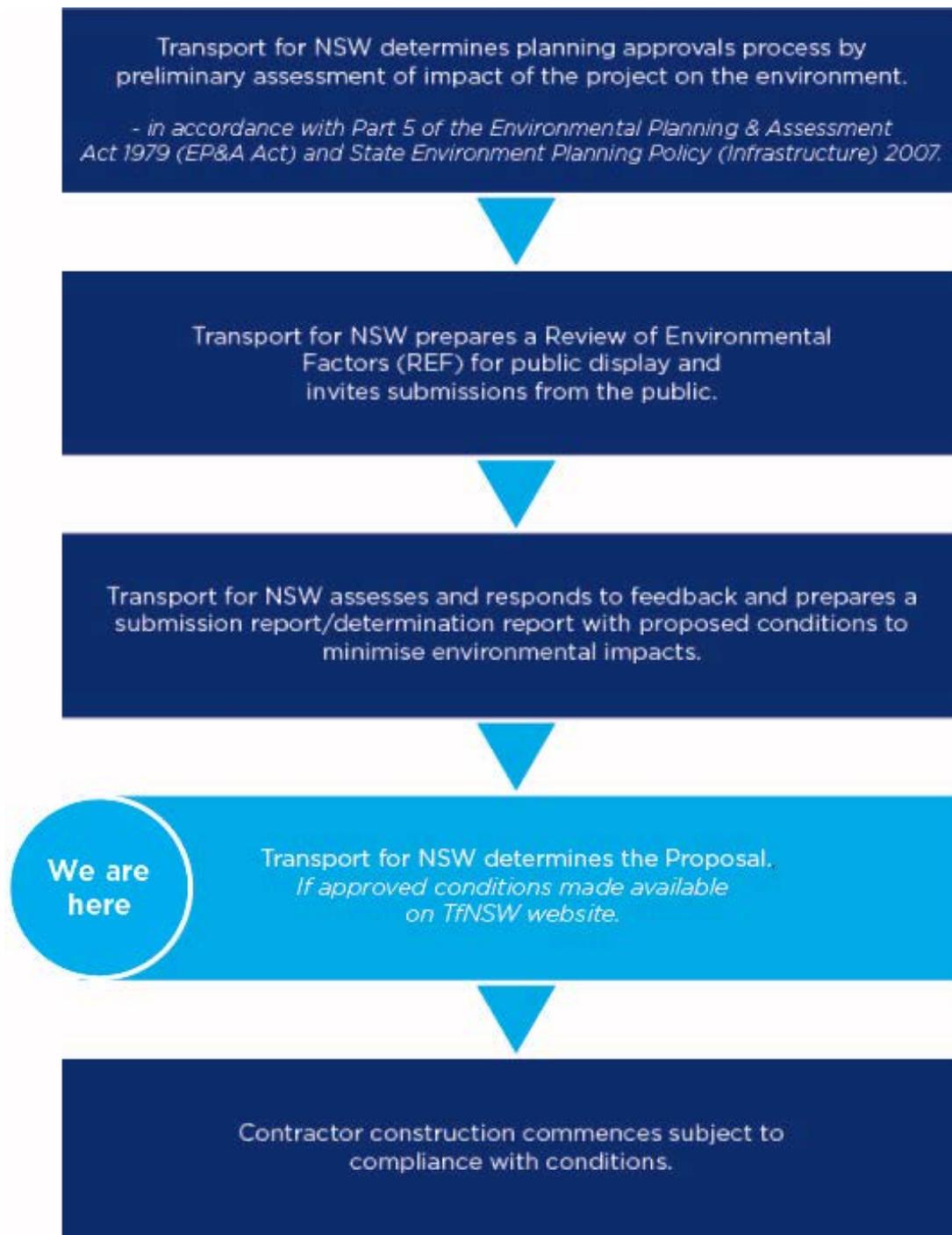


Figure 1: Planning approval process

2 Consultation and assessment of submissions

2.1 REF public display

The Penrith Station Upgrade REF was placed on public display from 27 October 2015 to 17 November 2015 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 6000 flyers to customers at the station, bus interchange, nearby residences and businesses on 17 October 2015 and 11 November 2015
- installation of project signage at Penrith Station
- public display of the REF at the Penrith City Library, Penrith City Council and the TfNSW Community Information Centre at 388 George Street, Sydney
- placement of advertisements in the Penrith Gazette and Penrith Press on 29 October 2015 and 5 November 2015
- placement of information on the TfNSW website
- a briefing to Penrith City Council and Councillors on 14 October 2015
- briefings to UrbanGrowth NSW, NSW Taxi Council and Busways
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and technical 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 clauses 13 and 14 of the Infrastructure SEPP.

2.2 REF submissions

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

- consultation
- traffic, transport and access
- heritage, urban design and visual amenity
- noise and vibration
- amenities
- street trees/landscaping
- sustainability and climate change
- property
- operation and maintenance.

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

² <http://www.haveyoursay.nsw.gov.au>

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 | PEN01 PEN04 | Support for the Proposed Activity, in particular for the design. | Noted. |
| 2 | | Traffic, transport and access | |
| 2.1 | PEN02 PEN04 | Could escalators be provided in addition to lifts? | <p>The Proposed Activity would provide replacement stairs and lifts to maintain an equitable path of travel and which would also cater for the predicted growth in customers.</p> <p>There are a number of constraints relating to escalators including the need for sufficient space/clearance to meet various safety and rail standards, along with additional construction and maintenance costs. For these reasons escalators have not been included as part of the Proposed Activity. The proposed 27-person capacity lifts would be sufficient to cater for current and future patronage.</p> |
| 2.2 | PEN03 | Platform markings to indicate where the stopping points are for the four carriage and eight carriage trains should be provided. | <p>Various factors such as different platform lengths, location of other structures (buildings, stairs and lifts etc.) and the diverse number of train types on the network, means it is not practical to mark the stopping points for both four and eight carriage trains on every station platform.</p> <p>Customers needing more information can ask a staff member or train guard, or stand at the 'boarding assistance zone' which is marked on the platform with a wheelchair accessible symbol. This zone allows Sydney Trains staff to focus their assistance for boarding in one location for users with wheelchairs, prams and the like. However it also provides an easily identifiable location for other passengers to enquire with a staff member about the best location to board the train for their journey.</p> |

| No. | Submission no. | Issue/s raised | TfNSW response |
|-----|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2.3 | PEN04 | A slope/ramp could be installed for wheelchairs and prams so that people do not need to wait for the lifts. | A large area would be needed to allow for a compliant ramp and associated landings to achieve the required 1:14 grade, and this would not be feasible within the existing space around the station and interchange area. The length of a compliant ramp would likely lead to longer walking times. It is proposed to install 27-person capacity lifts to cater for current and future patronage. |
| 2.4 | PEN04 | A quick link to the shops to improve convenience could be added. | The design of the Proposed Activity has considered the connections to the commercial area south of the station. The existing pedestrian footbridge would be extended into the interchange allowing pedestrian access across the railway corridor to the main intersections that lead to the shops/commercial area of Penrith. |
| 2.5 | PEN04 | Better and more frequent bus services are required between the station and new suburbs like Jamison, Jordan Springs, Cranebrook and Cambridge Park. | TfNSW is responsible for the administration and regulation of passenger bus services in NSW and has contracts in place with Busways and the Blue Mountains Bus Company to operate services in Penrith. Services/routes in this area are reviewed on a regular basis however, changes to bus timetabling or routes do not form part of the Proposed Activity. The key objective for the Proposed Activity (as part of the Transport Access Program) is to provide an upgraded station and interchange. |
| 2.6 | PEN05 | Bus transit lanes and/or light rail should be considered along Mulgoa Road and the Northern Road to connect the new areas such as Caddens, Mulgoa Rise with Orchard Hills, St Marys, Western Sydney University and Penrith. | Initiatives to improve the wider transport network in Sydney are continually being developed and delivered by TfNSW, however, the key objective for the Proposed Activity (as part of the Transport Access Program) is to provide an upgraded station and interchange. Other bus or light rail developments do not form part of the Proposed Activity. |
| 2.7 | PEN05 | Where will the two potential bus stops on Lord Sheffield Circuit be located and will they have shelters? Also what suburbs will these services cater for? | Bus stops on Lord Sheffield Circuit do not form part of the Proposed Activity, but a new bus stop at the southern end of Sheffield Circuit is being planned as part of the Thornton development being co-ordinated by UrbanGrowth NSW. |
| 2.8 | PEN05 | Has there been any thought to a taxi stand on the north side of the station? | A taxi stand to the north of the station does not form part of the Proposed Activity, but a taxi stand on Lord Sheffield Circuit is being planned as part of the Thornton development being co-ordinated by UrbanGrowth NSW. |

| No. | Submission no. | Issue/s raised | TfNSW response |
|----------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2.9 | PEN05 | Is there any bicycle storage zones planned near the northern car park? | No additional bicycle facilities on the northern side are proposed. However, there are currently bicycle racks for ten bicycles and lockers for eight bicycles on the northern side of the station, located within the existing multi-storey car park. A new bike shed is also proposed for the southern side in the plaza area. |
| 3 | | Heritage, urban design and visual amenity | |
| 3.1 | PEN05 | Support for the southern interchange, but more thought is required for the northern interchange to complement the UrbanGrowth NSW works (landscaping, paving and lighting). | The scope of works for the northern plaza includes construction of the new entrance stairs with some minor landscape works (i.e. paving), with the majority of the landscaping, paving and lighting for the northern plaza being developed by UrbanGrowth NSW. Any recently installed areas of the plaza that are impacted by construction would be reinstated prior to the completion of construction. |
| 3.2 | PEN05 | The new stairs to connect to the Thornton development has no artist/vision impression as to how they will fit in within the planned commercial buildings. | The current design for the northern stairs bisects the northern plaza with commercial buildings located on either side. However other stair arrangements are being investigated in consultation with UrbanGrowth NSW that consider the layout and design of the northern plaza (including future adjacent buildings), relevant standards and Crime Prevention Through Environmental Design (CPTED) issues in order to achieve an integrated design outcome (refer Condition of Approval (CoA 42)). |
| 4 | | Amenities | |
| 4.1 | PEN01 | There are not enough toilets at the current station – will this be addressed as part of the project? | It is not proposed to provide additional toilets to those identified in the REF which would provide a similar level of service currently provided at the station. A replacement Family Accessible Toilet would be constructed on Platform 3 underneath the pedestrian footbridge and a new Family Accessible Toilet constructed in the paid concourse, which would be sufficient for the current and estimated future patronage at the station. The existing female/male toilets on Platform 3 would be demolished. |

| No. | Submission no. | Issue/s raised | TfNSW response |
|----------|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.2 | PEN02 | Likes how there can be shops on the concourse. | Two retail kiosks on the pedestrian footbridge (unpaid) are proposed as part of the upgrade. Although it is noted that the construction of the retail kiosks does not form part of the Proposed Activity and that a separate approval for the kiosks would need to be obtained from the relevant consent authority prior to the commencement of these works. |
| 4.3 | PEN03 | More covered seating should be provided on the platforms, especially at the far eastern end. | The eastern end of the platform would likely be more utilised given the location of the new paid concourse and stairs to the east of the existing pedestrian footbridge. Additional/relocated seating would be provided in this area. Shelters at the eastern end of the platform would be investigated during detailed design. |
| 4.4 | PEN04 | Need a larger covered area at each station entrance. | The size of the covered areas above the stairs and stair entrances would meet the relevant standards in relation to weather protection. Sheltered areas would also be provided in the interchange on the southern side of the station. |
| 4.5 | PEN06 | Can wayfinding signage include directions to the Museum of Fire? | The detailed design for the Proposed Activity would include wayfinding and signage, and would consider local landmarks such as the Museum of Fire (refer CoA 43). |
| 5 | Street trees/landscaping | | |
| 5.1 | PEN01 | Please do not plant gum trees or Casuarina trees in the interchange area. Canary Island date palms and Black Boy plants would look better. | Tree species to be planted in the southern plaza would be determined during detailed design and as part of the preparation and implementation of a Public Domain Plan (PDP) (refer CoA 37). |

Other stakeholder submissions

Table 2 outlines issues raised by Penrith City Council (PCC), UrbanGrowth NSW (UG) and Busways (B) along with TfNSW's response.

Table 2: Response to other stakeholder submissions received

| No. | Stakeholder | Issue/s raised | TfNSW response |
|----------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | | General | |
| 1.1 | PCC | Council welcomes the Penrith Station Upgrade proposal. | Noted. |
| 2 | | Consultation process | |
| 2.1 | PCC | The REF indicated that a number of matters, including traffic and access arrangements, are subject to more detailed analysis to be undertaken during detailed design. Council should be engaged in the detailed design processes. | TfNSW will progress the detailed design of the Proposed Activity in consultation with Penrith City Council. |
| 2.2 | PCC | The proposed Community Liaison Plan should include a Noise Complaints Hotline and Response System. The Plan should engage with nearby sensitive receivers such as Thornton Residential Estate and the TAFE College. Clear construction hours/times should be advertised publicly. | The Project Infoline (1800 684 490) would be available throughout the construction period for the community to issue a noise complaint or other query. Information on how to respond to complaints would be detailed in the Community Liaison Plan (refer CoA 7). Information on construction (such as construction hours) along with how to make a complaint would be communicated to the community prior to construction, at regular intervals during construction and prior to any out of hours works. The Community Liaison Plan would detail all key stakeholders who may be potentially impacted by the Proposed Activity, along with associated consultation/notification activities. |

| No. | Stakeholder | Issue/s raised | TfNSW response |
|----------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3 | | Traffic, transport and access | |
| 3.1 | B | Consideration should be given to the provision of concourse access stairs closer to the bus set down rank. | Locating the southern entrance stairs closer to the new bus set down area (i.e. to the east of the pedestrian footbridge) was not possible due to the existing communications building and State-heritage listed old Station Master's residence that are to be retained. Instead the new southern entrance stairs would extend west into the southern plaza and connect to the Belmore Street/Station Street intersection. |
| 3.2 | B | It remains important for the capacity of the interchange that these [bus] ranks remain on Jane Street. However this presents problems for the operation of the buses. A solution could be to create a bus pocket/jump at the signals. | The Proposed Activity involves the reconfiguration of the interchange which includes a reversal of the traffic flow and the relocation of the bus ranks. The layout of the reconfigured interchange would be finalised during detailed design, in consultation with bus operators and subject to a Road Safety Audit to ensure intersections and bus vehicle movements do not present safety risks (refer CoA 35). |
| 3.3 | B | Level of Service C and D for the egress of buses from the interchange into Belmore Street/Jane Street is considered to be a hindrance to bus operations. This would be a problem particularly in the PM peak. Bus priority must be a component of the initial plan and not an afterthought. | Additional traffic modelling including for adjacent intersections is underway to help inform the detailed design and to ensure adequate levels of service and the safe operation for vehicles, including buses. |
| 3.4 | B | The dimensions for the pickup ranks in the bus interchange should be simplified to help avoid bus conflicts (i.e. four x 41.5 metre combined envelopes rather than the four proposed 30 metre rank/11.5 metre gap arrangement). | The layout of the reconfigured interchange, including dimensions for the pickup ranks for buses, would be finalised during detailed design in accordance with the relevant standards and in consultation with bus operators (refer CoA 39 & 40). |
| 3.5 | B | Layover is a critical component of the operation of the interchange and additional layover spaces are required (nine short-term and four long-term). | Provision for additional short-term layover spaces in the interchange (i.e. in addition of the four proposed) would be investigated during detailed design (refer CoA 39 & 40). |

| No. | Stakeholder | Issue/s raised | TfNSW response |
|-----|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.6 | B | It is preferred that no maintenance vehicle parking is provided in the interchange. Or if it is to remain then it should be reduced so that additional short-term layover can be provided. | Some maintenance vehicle parking is required, however the final dimensions would be finalised during detailed design in consultation with bus operators and other relevant stakeholders (refer CoA 39 & 40). |
| 3.7 | PCC | Table 4.5 of the Traffic, Transport and Access Impact Assessment identifies that an additional right turn is required for inbound and outbound directions from Station Street. However the report has not demonstrated how this additional right turn could be achieved within the existing kerb to kerb road width and needs to be addressed. | The kerb to kerb road widths would be considered during detailed design (refer CoA 35). |
| 3.8 | PCC | The proposal to restrict car right turn movements from Station Street to Belmore Street may have an adverse impact on the operations of the city centre road network and intersection performance. The supporting study has not provided an assessment of this. Station Street is a local road and Council opposes the right turn restriction from Station Street to Belmore Street. | Additional traffic assessment is underway and will consider in more detail the proposed right turn movements from Station Street to Belmore Street. The findings of the assessment will be provided to Penrith City Council upon completion. In addition, a Road Safety Audit would be undertaken during detailed design and upon completion of construction, to ensure the proposed operational changes are safe (refer CoA 35). |
| 3.9 | PCC | No intersection assessment appears to have been done for the proposed Belmore Street bus entry. | Assessment of this intersection is underway and the findings will be provided to Penrith City Council upon completion. In addition, a Road Safety Audit would be undertaken during detailed design and upon completion of construction, to ensure the proposed operational changes are safe (refer CoA 35). |

| No. | Stakeholder | Issue/s raised | TfNSW response |
|------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.10 | PCC | <p>The proposal to relocate long-term bus layover to the south-western commuter car park which currently has 49 all day parking spaces and 11 motorcycle parking, means that 24 all day parking spaces and all motorcycle spaces will be removed. It is considered that the long-term bus layover could be relocated outside the city centre, as there is an obvious high demand for commuter parking. It is noted that in 2014, the State Government, as part of "Customer First" program, provided the 49 all day parking spaces and 11 motorcycle parking due to high community demand. In consideration of this initiative, any loss of commuter parking is of concern.</p> | <p>It is acknowledged that commuter car parking is an important transport interchange facility at Penrith and TfNSW is in the planning phase for an additional multi-storey car park for approximately 300 spaces adjacent to the existing commuter car park on Lord Sheffield Circuit.</p> <p>With regards to the Proposed Activity, it is proposed to extend the south-western car park with 25 replacement parking spaces which would help to offset some of the 45 parking spaces to be removed to allow for the long-term bus layover, resulting in a net loss of approximately 20 long-term spaces from this car park.</p> <p>Further investigation into the layout of the interchange would be considered during detailed design including opportunities to relocate the long-term bus layover from the car park to within the interchange which would reduce impacts to commuter parking (refer CoA 39 & 40).</p> <p>Options to relocate some of the motorcycle parking would be investigated during detailed design (refer CoA 39 & 40).</p> |
| 3.11 | PCC | <p>The proposal would also remove the existing 25 parking spaces and 7 motorcycle spaces on Belmore Street to the east of the old Stationmaster's residence. There is no proposal to replace these spaces.</p> | <p>It is not proposed to relocate the existing 25 timed parking spaces, however, further investigation into formalising a section of the south-eastern commuter car park for timed parking (in a similar manner to the existing 25 timed parking spaces) would be undertaken during detailed design (refer CoA 39 & 40). In addition, planning is underway for an additional multi-storey car park for approximately 300 spaces adjacent to the existing commuter car park on Lord Sheffield Circuit.</p> <p>Options to relocate some of the motorcycle parking would be investigated during detailed design (refer CoA 39 & 40).</p> |
| 3.12 | PCC | <p>The provision of a bus set down area along Jane Street is not supported on safety grounds (i.e. conflict with kiss and ride with buses). It is recommended the bus set down to be located elsewhere and the existing kiss and ride facility be retained on the northern side of Jane Street.</p> | <p>An alternative reconfiguration for the interchange is being investigated which may include relocating the Jane Street bus zone within the interchange. Other changes to the kiss and ride are also being considered. This would be developed further during detailed design and in consultation with the relevant stakeholders, including Penrith City Council (refer CoA 39 & 40).</p> |

| No. | Stakeholder | Issue/s raised | TfNSW response |
|------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.13 | PCC | Note there is a net loss of approximately eight kiss and ride spaces from the southern interchange. | Changes to the proposed kiss and ride are being considered including options to increase the capacity for more kiss and ride spaces. This would be investigated during detailed design (refer CoA 39 & 40). |
| 3.14 | PCC | Council seeks the inclusion of escalators and ramps that would provide a proper spectrum of access options proposed for the station upgrade. | <p>The Proposed Activity would provide replacement stairs and lifts to maintain an equitable path of travel and which would also cater for the predicted growth in customers.</p> <p>There are a number of constraints relating to escalators including the need for sufficient space/clearance to meet various safety and rail standards, along with additional construction and maintenance costs. For these reasons escalators have not been included as part of the Proposed Activity. The proposed 27-person capacity lifts would be sufficient to cater for current and future patronage.</p> <p>A large area would be needed to allow for a compliant ramp and associated landings to achieve the required 1:14 grade, and this would not be feasible within the existing space around the station and interchange area.</p> <p>It is proposed to install 27-person capacity lifts to cater for current and future patronage.</p> |
| 3.15 | PCC | <p>Access to the southern interchange for bike riders via a separated path, share-use path, or dedicated bike lane is sought:</p> <ul style="list-style-type: none"> • to and from the station entrance • to and from the bike racks/shed • through the interchange for those travelling east-west. | A designated bicycle path from the boundary of the interchange (at Jane Street) to the proposed bike shed location would be provided. |
| 3.16 | PCC | The proposed bicycle shed and bicycle racks to be located as close as practical to the station entrance. | <p>The bike shed does not form part of the Proposed Activity and is being delivered as part of a separate project (and subject to a separate planning approval) but would likely be located in the south-western section of the interchange, as close to the station entrance as practicable. Consultation is underway to ensure the bike shed and Proposed Activity are developed to provide an integrated design response.</p> <p>There are no additional bicycle racks proposed as part of the Proposed Activity.</p> |

| No. | Stakeholder | Issue/s raised | TfNSW response |
|----------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.17 | PCC | Staircases should be provided with a narrow ramp to allow ease of bike access. | Bicycle riders will be able to use the lifts to access the pedestrian footbridge and platforms. It is not proposed to provide a bike ramp on the stairs given the insufficient space to achieve the required width to meet relevant standards, such as widths for emergency access. |
| 3.18 | PCC | Concern is raised to the reduction of taxi rank spaces from 13 to 8 to allow for a bus set down/pick-up area. | An alternative reconfiguration for the interchange is being investigated which would include increasing the capacity of the taxi rank. This would be developed further during detailed design and in consultation with the relevant stakeholders including Penrith City Council and the NSW Taxi Council (refer CoA 39 & 40). |
| 3.19 | PCC | The REF gives no commitment to improved service to customers, such as bus timetables aligned with train times. Council requests that a service and information strategy be developed that includes “smart” signboards, wayfinding, and coordination of bus services with train scheduling. | Wayfinding in the station and interchange would be installed to assist the public to navigate between transport modes. Services/routes in this area are reviewed on a regular basis however, changes to bus timetabling or routes do not form part of the Proposed Activity. The key objective for the Proposed Activity (as part of the Transport Access Program) is to provide an upgraded station and interchange. |
| 4 | | Heritage, urban design and visual amenity | |
| 4.1 | PCC | It is not clear whether landscaping and heritage improvements form part of the current upgrade. | Heritage improvements, such as enhancing the setting of the heritage platform buildings through relocating seats and vending machines etc. is outlined in Section 6.4.2 of the Statement of Heritage Impact. It is also proposed to undertake landscaping in the southern plaza which would include trees, paving and seating. Details of the landscaping would be determined during detailed design and the PDP to be prepared for the Proposed Activity which would be developed in consultation with Penrith City Council (refer CoA 37). |

| No. | Stakeholder | Issue/s raised | TfNSW response |
|-----|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.2 | PCC | The proposal should integrate with the Thornton pedestrian plaza and future built forms on the north side. Concern is raised to the stairway location and its integration with the plaza and other proposed commercial developments on the north side. Design and use of the under – stair areas on both sides of the station need to consider CPTED principles. | The current design for the northern stairs bisects the northern plaza with commercial buildings located on either side. However other stair arrangements are being investigated in consultation with UrbanGrowth NSW that consider the layout and design of the northern plaza (including future adjacent buildings), relevant standards and CPTED issues in order to achieve an integrated design outcome (refer CoA 42). |
| 4.3 | UG | UrbanGrowth NSW has been in discussions with TfNSW regarding the design and layout of the new northern stairway that will land on UrbanGrowth land, and directly interface with the newly constructed plaza. UrbanGrowth NSW does not support the current northern stairway design as proposed in the REF as it compromises the urban design outcomes of the Thornton public plaza and retail precinct, however we note that both parties are continuing to explore alternate design options for the new northern stairway. | It is noted that other stair arrangements are being investigated in consultation with UrbanGrowth NSW that consider the layout and design of the northern plaza (including future adjacent buildings), relevant standards and CPTED issues in order to achieve an integrated design outcome (refer CoA 42). |
| 4.4 | PCC | The <i>Penrith City Centre Public Domain Masterplan</i> and <i>Penrith City Public Domain Technical Manual</i> should be referenced and responded to in the design so that the proposal is in keeping with the ‘look and feel’ of the rest of the city centre. | Both documents have been considered in the development of the concept design and would be further considered during detailed design. The Urban Design Plan (UDP) and PDP for the Proposed Activity would also be prepared with regard for both documents (refer CoA 36 & 37). |
| 4.5 | PCC | The <i>Penrith City Centre Public Domain Masterplan</i> identified the community’s connection with ‘timber’ as a material, over steel due to its connection to the natural aesthetic of the nearby Blue Mountains and there is scope for an increase in timber/timber look elements | The importance of timber is acknowledged and a timber-like material has been proposed for the soffit (underside) of the pedestrian footbridge roof and entrance stair canopies and which would be visible to the community approaching from both sides. |

| No. | Stakeholder | Issue/s raised | TfNSW response |
|-----|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.6 | PCC | <p>The detailed design of the pedestrian plaza area in the southern interchange should consider:</p> <ul style="list-style-type: none"> • ‘artistic, gateway lighting’ to the station and plaza area • maintaining views to the Blue Mountains and vistas north along Station Street to the intersection with Belmore Street and the plaza • placemaking opportunities that provide for the elderly, provide food offerings, is a place for meeting, greeting, waiting in comfort, and overall enhances the connection between people and place • trees for shade and cover, and making a contribution to streetscape. | <p>The concept design for the southern plaza incorporates some of these suggestions and they would be considered further during detailed design and as part of the UDP to be prepared for the Proposed Activity in consultation with Penrith City Council (refer CoA 36).</p> <p>In particular, the importance of the southern plaza as a meeting place which will be improved by the separation of traffic, and the removal of unnecessary infrastructure to visually open up the area. New seating areas and soft landscaping (including trees for shade) would give the area a more welcoming atmosphere.</p> <p>Views of the Blue Mountains are also an important feature and would be retained through the use of glazing on the western façade of the pedestrian footbridge and also the use of timber in the design to reflect the connection the community has to the Blue Mountains.</p> |
| 4.7 | PCC | <p>There is the opportunity for public art to be integrated in the upgrade, as a contributor to the public domain and streetscape and as an entry marker to Penrith.</p> | <p>Opportunities for public art would be considered as part of detailed design and the PDP to be prepared for the Proposed Activity (refer CoA 37).</p> |
| 4.8 | PCC | <p>Council’s wayfinding and signage designs should be included in the space – these designs have recently been completed and connect strongly to the Penrith brand that is present throughout the City. A key wayfinding ‘marker’ has been identified for the plaza area which includes a city centre map – the indicative / draft design can be made available for incorporation with new signage.</p> | <p>Opportunities for incorporating Penrith City Council’s wayfinding and city centre map would be considered during detailed design, in consultation with Council (refer CoA 43).</p> |

| No. | Stakeholder | Issue/s raised | TfNSW response |
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| 4.9 | PCC | The built form structures are large and imposing – there is insufficient detail to see whether this compromises the public domain spaces in terms of whether the spaces will be pedestrian friendly. | <p>The replacement roof of the pedestrian footbridge would be approximately two metres lower than the existing roof structure and the use of glazing on the facades has been selected to further reduce visual bulk. Urban Growth are also expected to develop multi-storey buildings north of the station, and so the built structures of the Proposed Activity are also considered appropriate in scale, given the future context of the area.</p> <p>The interchange comprises a forecourt area (southern plaza) which would be able to be used by pedestrians and cyclists. UrbanGrowth NSW is also developing a northern plaza that is pedestrian friendly.</p> |
| 4.10 | PCC | Views should terminate at the plaza and not extend beyond through stanchions and platform furniture to the sky beyond. Screening by way of trees (transplanted trees from within the site?), and other structures should improve visual amenity. Screens may be filtered but should have a visual presence (height and bulk) from some distance down Station Street. | <p>The photomontages presented in the Visual Impact Assessment and Section 6.2 of the REF are based on a concept design and show indicative views from selected viewpoints and do not necessarily reflect all proposed landscaping and shelters etc.</p> <p>It is proposed to undertake tree planting within the southern plaza, however the views of the heritage platform buildings are also an important feature. Further views of the station would help to act as wayfinding for the station. Further consideration of tree planting would be developed as part of the UDP and PDP for the Proposed Activity (refer CoA 36 & 37).</p> |
| 4.11 | PCC | The existing kerbside fencing is not a desirable landscape element and the design of the public domain should address circulation so to minimise the need for fencing. | <p>The existing kerbside fencing would be removed and the need for and location of any new fencing would be developed during detailed design.</p> <p>Some fencing would be required along the boundary of the station as public access to the platforms would now be via the pedestrian footbridge and stairs. It is proposed to install clear fencing adjacent to the platform heritage building so not to impede views.</p> |
| 4.12 | PCC | The relocation of street lights should be considered to improve circulation and visual amenity. | The design of permanent lighting would be undertaken in accordance with the requirements of CoA 25. |

| No. | Stakeholder | Issue/s raised | TfNSW response |
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| 4.13 | PCC | <p>The <i>Architecture and Urban Design Report Concept Design Stage Report</i> (Laing O'Rourke/GHD 2015) referred to in the Visual Impact Assessment was not provided to Council. Council would like to know</p> <ul style="list-style-type: none"> • what does green actually mean with reference to a new 'green' public space • use of brick paving in the forecourt – this is a trip hazard and inconsistent with the <i>Penrith City Centre Public Domain Technical Manual</i> • new planting to create the new civic park: no information has been provided and we request the opportunity to work with the designers for species and planting design • the designs are requested to be submitted to Council for comment. | <p>The <i>Architecture and Urban Design Report Concept Design Stage Report</i> (Laing O'Rourke/GHD 2015) was prepared to support the Section 60 heritage application and provides information on the design intent, some of which was relevant to the visual and heritage assessments and was therefore referenced in these reports. The report itself however does not form part of the environmental assessment documentation and so was not exhibited as part of the REF display, but it is understood a copy was provided to Council as part of the Heritage Division's consultation of the Section 60 heritage application.</p> <p>With respect to the issues raised – green public space refers to the high level concept for the southern plaza, the details of which (including tree species) would be developed further during detailed design and as part of the UDP and PDP to be prepared in consultation with Penrith City Council (refer CoA 36 & 37).</p> <p>Brick paving was nominated as it was considered sympathetic to the heritage values of the site (i.e. brick platform heritage buildings). Use of this material would be further investigated during detailed design.</p> |
| 4.14 | PCC | <p>Section 4.5 of the Visual Impact Assessment does not comment on the impact of removed vegetation and should be addressed.</p> | <p>Chapter 4 of the Visual Impact Assessment provides a description of the Proposed Activity only, with Section 4.5 specifically summarising the tree removal. The potential impacts (including those associated with tree removal) are not addressed in the description section, but are instead included in the impact assessment section in Chapter 5.</p> |
| 4.15 | PCC | <p>An additional photomontage is sought as if driving north along Station Street, to demonstrate that the plaza is adequately balanced visually.</p> | <p>A photomontage from Station Street was included as Figure 17 of the REF. This photomontage was prepared from the view of the footpath and would be similar to the view of a car user.</p> |

| No. | Stakeholder | Issue/s raised | TfNSW response |
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| 4.16 | PCC | Only 'before' photos have been provided for viewpoints B and C. 'After' images are sought to justify the magnitude of the visual change. | Photomontages from selected viewpoints were prepared to assist in the visual impact assessment process but it is not practical to prepare a photomontage from each viewpoint. Regardless, the visual sensitivity and magnitude for each viewpoint has still been assessed to determine the overall visual impact. |
| 4.17 | PCC | Figure 5.8 of the Visual Impact Assessment possibly indicates that the road can be seen from Platform 3, for some length. This would suggest that the platform can then be seen from the road, for some length. We do not support a high visual connection between road and platform. We would support screened (landscaped or architectural) treatments for improved streetscape amenity. It seems there has been a design objective to maximise visual connection to Platform 3 – this is challenged on aesthetic grounds. | One of the design objectives for the Proposed Activity is to reopen views from the public domain (i.e. Belmore Street and surrounds) to the station and beyond, and in particular allow for views of the platform heritage buildings where previously these have been obscured. Figure 5.8 of the Visual Impact Assessment shows the architect's visualisation of the likely view from the eastern platform and it is noted that the road visible in the photomontage is the interchange bus lanes, not Belmore Street. However this is an impression only and does not reflect the final design in terms of landscaping and it is proposed to provide screen planting along the south-eastern boundary of Platform 3. |
| 4.18 | PCC | The area under the platform stairs ('undercroft') is generally not discussed, although authors of the visual assessment recommend 'artwork' in that space. The use and look of that space should not appear 'left-over' and treated just with artwork, but rather a design solution be investigated. | The detailed design of the Proposed Activity would further consider the area under platform stairs so that a suitable design solution is progressed. |
| 4.19 | PCC | The recommendation for operation landscape maintenance is supported. | Noted. |
| 4.20 | PCC | The Statement of Heritage Impact contains a series of heritage mitigation measures. These are supported by Council and should be part of the project. | The implementation of the mitigation measures included in the Statement of Heritage Impact is included as CoA 21. |

| No. | Stakeholder | Issue/s raised | TfNSW response |
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| 4.21 | PCC | A Conservation Management Plan should be prepared, and endorsed by the NSW Heritage Division before next stage of works. | It is not proposed to prepare a Conservation Management Plan as part of the Proposed Activity. However, it is noted that the advisory notes section of the Section 60 Approval includes information/requirements relating to the future use of the old Station Master's Residence (refer Appendix C). |
| 4.22 | PCC | At next stage of works i.e. detailed design stage of the project, heritage architects should work with project team and assist in the conservation measures to be adopted for the project. | A suitably qualified heritage consultant is required to have input into the detailed design (refer Appendix C). |
| 4.23 | PCC | Colour scheme for all heritage buildings is to be based on paint scrapes. | A suitably qualified heritage consultant is required to have input into the detailed design and oversee construction and would be responsible for prescribing measures to protect and maintain heritage, e.g. use of paint scrapes to determine existing colours that can be matched for new works (refer Appendix C). |
| 4.24 | PCC | The Station Masters Residence needs to be part of the project as an integral part of the southern plaza. Details that are required to be included are appropriate front fencing (on the verandah), rear fencing, appropriate use of the building, and proposed schedule of works to restore the building. | The key objectives of the Proposed Activity are to improve the safety and amenity of the station and interchange, and works to the old Station Master's Residence are not part of the scope. However, it is noted that the advisory notes section of the Section 60 Approval includes information/requirements relating to the future use of the old Station Master's Residence (refer Appendix C). |
| 4.25 | PCC | A plaque commemorating the 125 th anniversary of electric lighting in Penrith was unveiled by the Mayor in the southern forecourt of Penrith Station in October this year. The plaque represents a significant moment in Penrith's history and Council seeks its retention and commemoration in plans for this part of the upgrade. | This plaque would be retained/relocated (refer CoA 45). |

| No. | Stakeholder | Issue/s raised | TfNSW response |
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| 4.26 | PCC | Penrith's significant heritage as a railway town needs to be celebrated through interpretation of the railway heritage surrounding the precinct as part of the upgrade. | Opportunities for heritage interpretation would be considered during detailed design (refer CoA 44). |
| 4.27 | PCC | Council welcomes the active use of the heritage buildings on the platforms, for example for bus drivers' facilities. Council requests that this initiative be extended to the use of the buildings by rail staff, for example the stationmaster's office. This will have the added benefit of encouraging a staff presence on the platform for customer convenience and security. | TfNSW supports the adaptive reuse of heritage buildings. The Proposed Activity includes a new Bus Driver's Amenities Room as well as a Customer Service Manager's Office in the existing Platform 3 heritage building. Other internal modifications to the building include the conversion of an existing office to a store room and a ticket office to a staff training room. With respect to the old Station Master's Residence, refer to Item 4.24 above. |
| 5 | | Noise and vibration | |
| 5.1 | PCC | It is noted that a Construction Noise and Vibration Management Plan will be prepared and implemented prior to commencement of works. This is strongly supported. | Noted. Also refer to CoA 26. |
| 6 | | Amenities | |
| 6.1 | PCC | Council seeks the inclusion of additional toilets that would be accessible not only from the upper ticketed areas and platforms but also at the street level plazas on the north and south sides of the station | It is not proposed to provide additional toilets to those identified in the REF which would provide a similar level of service currently provided at the station. A replacement Family Accessible Toilet would be constructed on Platform 3 underneath the pedestrian footbridge and a new Family Accessible Toilet constructed in the paid concourse, which would be sufficient for the current and estimated future patronage at the station. The existing female/male toilets on Platform 3 would be demolished. |

| No. | Stakeholder | Issue/s raised | TfNSW response |
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| 6.2 | PCC | Opportunities for sitting, staying, waiting – these should be universally and inclusively designed. As a guide, Council aims to provide at least 40 per cent of seating with backs and armrests, and spaces beside seats for wheelchairs and strollers. | Shelters and seating in and around the station would be designed in accordance with applicable standards and consideration of Council's guide. |
| 6.3 | PCC | The relatively new shelters at the kiss and ride are earmarked for removal and replaced with new shelters – these were designed in-house, custom to the situation and should be considered for reinstatement. | Shelters to be removed would be salvaged and provided to Penrith City Council. |
| 6.4 | PCC | Commercial and retail outlets should be considered as elements of the revitalised precinct. | Two retail kiosks on the pedestrian footbridge (unpaid) are proposed as part of the upgrade. Although it is noted that the construction of the retail kiosks does not form part of the Proposed Activity and that a separate approval for the kiosks would need to be obtained from the relevant consent authority prior to the commencement of these works. |
| 6.5 | B | It is important that bus drivers have direct access to toilet facilities from the bus interchange, to allow for short turnarounds. | A new Bus Driver's Amenities Room (with toilets) would be established in the Platform 3 heritage building close to the bus layover and would be accessible to bus drivers from a new door on the eastern end of the building. |
| 7 | | Street trees/landscaping | |
| 7.1 | PCC | The existing visual amenity and contribution to the streetscape of existing trees are important. A design plan would assist in interpreting new built forms in relation to spaces and existing vegetation. | The UDP and PDP to be prepared for the Proposed Activity would consider new built forms and existing trees/vegetation (refer CoA 36 & 37). |

| No. | Stakeholder | Issue/s raised | TfNSW response |
|-----|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7.2 | PCC | The city centre lacks significant soft landscaped areas where large trees have established, and therefore their presence is important. The existing pine tree is a significant and landmark tree and could be retained. | The removal of the pine tree is required as it located within the new bus lanes of the interchange. An alternate route is not possible due to the design constraints and requirements for the safe operation of buses. Tree removal would be offset with tree replanting, as per the requirements of CoA 20, and would seek to position suitable tree species in the most appropriate places to soften the urbanised surroundings. |
| 7.3 | PCC | Large trees should be planted as backdrops to views (north and south sides of the station) to soften the skyline and reduce the bulk and scale of the built forms. Screening of utilitarian structures e.g. undercroft supports, can contribute to a modern clean and uncluttered visual environment. | This suggestion would be considered during detailed design and as part of the PDP to be prepared for the Proposed Activity (refer CoA 37). |

| No. | Stakeholder | Issue/s raised | TfNSW response |
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| 8 | | Sustainability and climate change | |
| 8.1 | PCC | <p>The Penrith Station Upgrade provides an excellent opportunity to include design features that will help to cool the area and improve the pedestrian and commuter experience, particularly during the heat of summer.</p> <p>There are a number of strategies that could be considered:</p> <ul style="list-style-type: none"> • green infrastructure – (e.g. street trees, rain gardens and green roofs/walls) • Water Sensitive Urban Design that should go hand in hand with the implementation of green infrastructure • reflective and light coloured surfaces on roadways, walkways and roofs • permeable (cool) pavements • urban design used to ensure developments capture and funnel breezes to passively cool the ambient temperature. For example, geothermal cooling (where wind is tunnelled underground and cooled by the earth) and misting. | <p>Appendix C of the REF outlines the sustainable initiatives being considered for the design and construction of the Proposed Activity, in accordance with the <i>NSW Sustainable Design Guidelines – Version 3.0</i> (TfNSW, 2013).</p> |
| 8.2 | PCC | <p>Consideration should also be given to customer comfort in extreme weather events with the provision of a ‘transit lounge’ especially for the sick and elderly.</p> | <p>A transit lounge is not part of the Proposed Activity, however shelter for weather protection and trees for shade would be provided.</p> |

| No. | Stakeholder | Issue/s raised | TfNSW response |
|----------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8.3 | PCC | There appears to be no tangible sustainable water and energy design features such as solar heating or electricity generation or water and energy saving elements included in the document. | Appendix C of the REF outlines the sustainable initiatives being considered for the design and construction of the Proposed Activity, in accordance with the <i>NSW Sustainable Design Guidelines – Version 3.0</i> (TfNSW, 2013), which includes water and energy initiatives. Section 3.4 of the REF also notes that solar photovoltaic cells are being considered for the roof structure of the pedestrian footbridge, subject to feasibility. |
| 9 | | Property | |
| 9.1 | PCC | The vesting of property to Council as part of the creation of the north side plaza should be subject to further negotiations that address Council concerns. | The vesting of property from UrbanGrowth NSW (who currently own the land to the north of the station) to Penrith City Council is outside the scope of the Proposed Activity. However, TfNSW is proposing to acquire a small parcel of land immediately north of the station to allow for the new stairs, subject to further discussion and formal agreements with UrbanGrowth NSW/Penrith City Council. |
| 9.2 | PCC | An agreement to the use of Council land on the south side will be required to minimise Council's liability for repairs to infrastructure (stormwater, kerbs and pavement) and street furniture (bins, seats, shelters and lights). | TfNSW is proposing to access land on the south-eastern side of the station to allow for the construction of the Proposed Activity and will continue to progress property agreements with Penrith City Council. |
| 9.3 | UG | Northern interface and new access stairway will be located on land owned by UrbanGrowth NSW and there is strong interest in the works. UrbanGrowth NSW generally supports the station upgrade and does not have any particular environmental issues to raise. | Noted. TfNSW is proposing to acquire a small parcel of land immediately north of the station to allow for the new stairs, subject to further discussion and formal agreements with UrbanGrowth NSW/Penrith City Council. |
| 9.4 | UG | UrbanGrowth NSW also note that prior to the commencement of works, it will be necessary for TfNSW to enter into an agreement to occupy the relevant portion of UrbanGrowth NSW land. | Noted. TfNSW is proposing to utilise land to the north-east for construction purposes and will continue to progress property agreements with UrbanGrowth NSW. |

| No. | Stakeholder | Issue/s raised | TfNSW response |
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| 10 | | Operation and maintenance | |
| 10.1 | PCC | Penrith City Council currently has an agreement with Sydney Trains to empty the rubbish bins on the southern plaza. Council may support the continuation of this arrangement on the newly configured plaza on the south side and extending the service to the north side plaza subject to future negotiations. | Noted. Operation and maintenance arrangements will be discussed further with Penrith City Council and Sydney Trains. |
| 10.2 | PCC | Council will not assume responsibility for the maintenance and replacement of street furniture in the plazas (bins, seats and shelters). | Noted. Operation and maintenance arrangements will be discussed further with Penrith City Council and Sydney Trains. |
| 10.3 | PCC | Council will not assume responsibility for the maintenance of landscaped areas (trees, grass, planting beds and sculpture) in the plazas. | Noted. Operation and maintenance arrangements will be discussed further with Penrith City Council and Sydney Trains. |
| 10.4 | PCC | Council will not assume responsibility for the maintenance of lighting on the plazas. The south side lighting is currently not on the Endeavour network and is maintained by TfNSW and should continue to be so. | Noted. Operation and maintenance arrangements will be discussed further with Penrith City Council and Sydney Trains. |
| 10.5 | PCC | Consideration should be given to the ongoing maintenance of that portion of the entry road to the eastern entry (currently on Council owned land: Lot 1 DP339467, Lot 36 DP175, Lot 35 DP175, Lot 34 DP 174 and Lot 3A DP175) being the responsibility of TfNSW. This would provide a level of consistency regarding maintenance for the entire interchange. | Noted. Operation and maintenance arrangements will be discussed further with Penrith City Council and Sydney Trains. |

2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Penrith City Council, UrbanGrowth NSW, Busways, Blue Mountains Bus Company and the NSW Taxi 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 1 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 2 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.

Heritage Act NSW 1977

The Proposed Activity would be undertaken within the curtilage of the Penrith Railway Station Group which is listed on the State Heritage Register, RailCorp's Section 170 Heritage and Conservation Register and the heritage schedule of the *Penrith Local Environmental Plan 2010*.

The potential heritage impacts of the Proposed Activity have been assessed in the Statement of Heritage Impact (AECOM, 2015) and summarised in Section 6.5 of the REF. The works would be undertaken in accordance with the approval and associated conditions issued by the Office of Environment and Heritage (Heritage Council) under section 60 of the *Heritage Act 1977*, dated 18 December 2015 (refer Appendix C).

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

AECOM, 2015, *Penrith Station Upgrade – Statement of Heritage Impact*, Sydney

Laing O'Rourke/GHD, 2015, *Architecture and Urban Design Report Concept Design Stage Report*, Sydney

Penrith City Council, 2013, *Penrith City Centre Public Domain Masterplan*, Sydney

Penrith City Council, 2013, *Penrith CBD Public Domain Technical Manual*, Sydney

TfNSW, 2013, *NSW Sustainable Design Guidelines – Version 3.0*, Sydney

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Penrith Station Upgrade REF:

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

For Penrith Station Upgrade

Note: these conditions of approval must be read in conjunction with the final mitigation measures.

Schedule of acronyms and definitions used:

| Acronym | Definition |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| CECR | Construction Environmental Compliance Report |
| CEMP | Construction Environmental Management Plan |
| CLP | Community Liaison 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 (NSW)</i> |
| EPL | Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997 (NSW)</i> |
| EMS | Environmental Management System |
| ICNG | <i>Interim Construction Noise Guidelines (Department of Environment and Climate Change, 2009)</i> |
| ISO | International Standards Organisation |
| OEH | NSW Office of Environment and Heritage |
| OOHWP | Out of Hours Works Protocol |
| OTC | Operational Traffic Consultant |
| OTDRR | Operational Traffic Design Review Report |
| PCSR | Pre-Construction Sustainability Report |
| PDP | Public Domain Plan |
| PECM | Pre-Construction Environmental Compliance Matrix |
| POCR | Pre-Operational Compliance Report |
| PMEM | TfNSW Principal Manager Environmental Management (or nominated delegate) |
| PMS | TfNSW Principal Manager Sustainability (or nominated delegate) |

| Acronym | Definition |
|---------------------------|---------------------------------|
| RBL | Rating Background Level |
| REF | Review of Environmental Factors |
| 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 EMR 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. |
| 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 Station Upgrade 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 and Feasible | Consideration of best practice taking into account the benefit of proposed measures and their technological and associated operational application in the NSW and Australian context. Feasible relates to engineering considerations and what is practical to build. Reasonable relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and nature and extent of potential improvements. |

| CoA number | Type |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| General | |
| 1 | <p>Terms of Approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <ul style="list-style-type: none"> a) <i>Penrith Station Upgrade – Review of Environmental Factors</i>, (TfNSW, October 2015) b) <i>Penrith Station Upgrade – Determination Report</i>, (TfNSW, January 2016). <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p> |
| 2 | <p>Project Modifications</p> <p>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.</p> |
| 3 | <p>Statutory Requirements</p> <p>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.</p> |
| 4 | <p>Pre-Construction Environmental Compliance Matrix</p> <p>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.</p> <p>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).</p> |

5 Construction Environmental Compliance Report

The Proponent shall prepare a Construction Environmental Compliance Report (CECR) which addresses the following matters:

- a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions
- b) compliance with the *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 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 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 PMEM each working day.

Environmental Management

11

Not Used

12 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.

**CoA
number****Type****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 (or within such time as otherwise agreed by the PMEM) prior to commencement of construction of the Project.

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.

Contamination and Hazardous Materials**14****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 14 and Condition 15.*

15**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 14 and Condition 15.*

**CoA
number****Type****16****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.

17**Hazardous Materials Survey**

A hazardous materials survey in accordance with AS 2601 (2001) *Demolition of Structures* would be undertaken by an appropriately qualified environmental scientist prior to the demolition of the existing stairs and elements of the pedestrian footbridge, two retail shops, toilets, customer luggage room and Gate Access Control office on Platform 3.

Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA and WorkCover guidelines.

Erosion and Sediment Control**18****Erosion and Sediment Control**

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 *Managing Urban Stormwater: Soils and Construction – Volume 1*, 4th Edition (Landcom, 2004).

Flora and Fauna**19****Removal of Trees or Vegetation**

Separate approval, in accordance with TfNSW's *Removal or Trimming of Vegetation Application* (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.

**CoA
number****Type****20****Replanting Program**

All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide* (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.

Heritage Management**21****Protection of State Heritage Items**

Design and construction of the Project within the curtilage of the Penrith Railway Station group must be undertaken in accordance with the conditions of the approval granted under section 60 of the NSW *Heritage Act 1977* issued 18 December 2015 (ref 2015/S60/117) and the mitigation measures recommended in Chapter 8 of the Statement of Heritage Impact (AECOM, 9 Nov 2015, Rev 4).

In the event of any inconsistency between the conditions of the section 60 approval and the Statement of Heritage Impact, the section 60 approval will prevail to the extent of the inconsistency.

22**Indigenous and Non-Indigenous Heritage**

If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The PMEM 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.

Hours of Work**23****Standard Construction Hours**

Construction activities shall be restricted to the hours of 7.00 am to 6.00 pm (Monday to Friday); 8.00 am to 1.00 pm (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 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 EPA (where an EPL is in effect).

24

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 nominated delegate), or as approved by EPA (where relevant to the issuing of an EPL), unless inaudible at nearby residential properties and/or other noise sensitive receivers.

Lighting

25

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
- h) ensuring security and warning lighting is not directed at neighbouring properties.

Noise and Vibration**26****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 Environmental Impact Assessment)
- 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 23 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.

27**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 – the German Standard DIN 4150:Part 3 – 1999: *Structural Vibration in Buildings: Effects on Structures*
- 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).

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

28**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.

29**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.

| CoA number | Type |
|------------|------|
|------------|------|

| Property | |
|----------|--|
|----------|--|

- 30** 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 20 metres from the edge of the Designated Works
 - b) all heritage listed buildings and other sensitive structures within 50 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 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).

| Sustainability | |
|----------------|--|
|----------------|--|

- 31** **Sustainability Officer**
- The Proponent shall appoint a Sustainability Officer who is responsible for implementing sustainability objectives for the Project.
- Details of the Sustainability Officer, including defined responsibilities, duration and resource allocation throughout the appointment, consistent with the Proponent’s sustainability objectives are to be submitted to the satisfaction of the Principal Manager Sustainability (PMS) prior to preparation of the PCSR.

32 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 the *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).

Traffic and Access**33 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 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 TMP.

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.

34 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.

35 Road Safety Audit

A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit would include specific assessment of:

- a) sight distances for vehicles (including buses) entering and exiting the interchange, layover areas and adjacent intersections (see below) and mitigation measures proposed
- b) the Station Street/Belmore and Jane Street intersection (including an assessment of kerb to kerb widths), the Riley Street and Belmore/Jane Street intersection and Belmore Street/interchange intersection and mitigation measures proposed

The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit would be provided to Penrith City Council for information.

Urban Design and Landscaping**36 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 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 prior to the finalisation of the Project's detailed design
- 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) prepared with consideration of the *Penrith City Centre Public Domain Masterplan*

(2013) and *Penrith CBD Public Domain Technical Manual (2013)*

- 5) endorsed by TfNSW's Precincts and Urban Design team.

37**Public Domain Plan**

The Proponent shall prepare a Public Domain Plan (PDP) 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
- 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:

- i. prepared prior to the finalisation of the Project's detailed design
- ii. prepared in consultation with councils and relevant stakeholders
- iii. prepared by a registered landscape architect
- iv. prepared with consideration of the *Penrith City Centre Public Domain Masterplan (2013)* and *Penrith CBD Public Domain Technical Manual (2013)*
- v. endorsed by TfNSW's Precincts and Urban Design team.

Additional Conditions**38****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**39****Operational Traffic Consultant**

The Proponent shall appoint a suitably qualified and experienced Operational Traffic Consultant (OTC) for the Project, who is independent of the Design and Construct personnel.

The OTC shall:

- a) consider and advise the Proponent on operational traffic matters relating to the detailed design of the Project
- b) review the concept design, and liaise with the Design and Construct personnel in regard to the development of the detailed design of operational traffic arrangements to ensure that the design achieves the objectives of Condition 40 to the greatest extent practicable
- c) prepare an Operational Traffic Design Review Report (OTDRR) identifying:
 - i. the outcomes of the review of the detailed design for operational traffic arrangements for the Southern Transport Interchange
 - ii. confirmation that the requirements of Condition 40 have been satisfied.

In circumstances where the detailed design is unable to satisfy the requirements of Condition 40 (either partially or fully), the OTC is to provide confirmation in the OTDRR that all reasonable and feasible options have been appropriately identified and evaluated as part of the detailed design process, and that the reasoning for not proceeding with such options has been appropriately justified by the Design and Construct personnel.

The OTDRR shall be prepared within 14 days of the submission of the detailed design, and submitted to the Proponent for review and acceptance. Construction of permanent works associated with the operational traffic arrangements shall not commence until the OTDRR has been endorsed by the Proponent.

40**Detailed Design of the Southern Transport Interchange**

The detailed design of the southern transport interchange shall meet the following objectives to ensure the safe and efficient operation of buses, and to optimise other transport facilities to the greatest extent practicable. In particular, the detailed design of the southern transport interchange shall:

- a) ensure that traffic operation and intersection performance maintains (and where practicable improves) existing levels of service
- b) ensure there is no net loss of kiss and ride spaces and taxi rank capacity from the existing southern interchange
- c) confirm the layout and dimensions of the bus interchange to ensure appropriate functionality and levels of service, to the satisfaction of TfNSW and operators, and the design should minimise the length of the maintenance vehicle area, reduce impacts to parking areas and increase short-term layover areas - where practicable
- d) identify a new location/s to offset a minimum of 50 per cent of the existing motorcycle parking to be removed
- e) investigate opportunities to offset and minimise the loss of short-stay parking (for example – by dedicating a section of the south-eastern car park for short-stay parking).

The above must also be undertaken in consultation with the relevant stakeholders including but not limited to Busways, Blue Mountains Bus Company, NSW Taxi Council, Roads and Maritime and Penrith City Council.

**CoA
number****Type****41****Operational Traffic Changes**

All permits, licences and/or approvals required under the *Roads Act 1993* for the proposed operational changes to the southern transport interchange and adjacent roads shall be obtained from the relevant roads authority.

42**Detailed Design of the Northern Stairs**

The layout and design of the northern stairs shall be undertaken with regard for the masterplanning of the Thornton development, CPTED principles and in consultation with UrbanGrowth NSW.

43**Wayfinding Signage**

Wayfinding signage for the Project shall be designed with consideration of Penrith City Council's wayfinding and signage designs (where consistent with TfNSW wayfinding requirements), and should also include a local map and directions to the Museum of Fire.

44**Heritage Interpretation**

Heritage interpretation shall be included as part of the Project. Suitable locations and concepts for heritage interpretation shall be determined during detailed design and with the input of a suitably qualified heritage consultant including, but not limited to:

- a) installation of signage relating to railway and local historical items/themes within or around the station
- b) possible reinstatement and/or interpretation of the heritage indicator boards currently stored in the State Movable Collection managed by Transport Heritage NSW.

45**Relocation/Reinstatement of Commemorative Plaque**

The existing plaque commemorating the 125th anniversary of electric lighting in Penrith, located in the southern plaza of the interchange shall be relocated/reinstated within the interchange. The new location of the plaque is to be confirmed during detailed design, in consultation with Penrith City Council.

END OF CONDITIONS

Appendix C Section 60 Heritage Act Consent and Conditions of Approval



Job ID: DOC15/415200
File: SF15/44070

Mr Ben Groth
Transport Projects Division
Transport for NSW
Level 5, Tower A, Zenith Centre, 821 Pacific Highway
CHATSWOOD NSW 2067

Dear Mr Groth

RE: APPLICATION UNDER S60 OF THE *HERITAGE ACT 1977* – PENRITH RAILWAY STATION GROUP (SHR 01122)

Proposal: To modify the station with an easy access upgrade to accommodate the bus interchange and support facilities. Upgrade will involve substantial demolition of the existing footbridge along with stairs and roofs, glazed canopies to station entrances, platform canopy, two lifts, bus interchange, ticket gates and replacement of these elements and the adaptive reuse of the platform 3 heritage building for staff amenities and landscaping.

Section 60 Application No: 2015/S60/117, received 21 October 2015

Information received with the s60 application: As per Condition No. 1 below

Additional information requested: 17 November 2015 (clarification of SOHI revision number), 20 November 2015 (clarification of specification for metal roof sheet type and colour)

Additional information received: 18 November 2015 and 23 November 2015

As delegate of the Heritage Council of NSW, the Heritage Council's Approval Committee considered the above Section 60 application at their meeting on 2 December 2015 and resolved in the affirmative. Pursuant to section 63 of the *Heritage Act 1977*, the Heritage Council of NSW informs Transport for NSW that approval is granted subject to the following conditions:

APPROVED DEVELOPMENT

1. All work shall comply with the following information:
 - a) Penrith Station Upgrade Statement of Heritage Impact Revision D prepared by AECOM Australia Pty Ltd date 9 November 2015 for Transport for NSW;
 - b) Architectural Drawings prepared by Laing O'Rourke and GHD Weston Williamson for Transport for NSW, dated 14 September 2015;
 - i. Cover Sheet and Drawing Index TAP-C4003-PE-AR-2001, REV A
 - ii. Location and Site Layout TAP-C4003-PE-AR-2002, REV AA

- iii. Site Demolition Plan TAP-C4003-PE-AR-2050, REV AA
 - iv. Platform Demolition Plan TAP-C4003-PE-AR-2051, REV AA
 - v. Concourse Demolition Plan TAP-C4003-PE-AR-2052, REV AA
 - vi. Platform 3 Heritage Office Demolition Plan TAP-C4003-PE-AR-2053, REV A
 - vii. 3D Axonometric View - Demolition and Proposed TAP-C4003-PE-AR-2055, REV A
 - viii. Platform Level-General Arrangement Plan TAP-C4003-PE-AR-2100, REV AA
 - ix. Concourse Level-General Arrangement Plan TAP-C4003-PE-AR-2101, REV AA
 - x. Roof Plan - General Arrangement TAP-C4003-PE-AR-2102, REV AA
 - xi. Bus Interchange Layout TAP-C4003-PE-AR-2110, REV AA
 - xii. Platform Buildings Plan - Sheet 1 TAP-C4003-PE-AR-2121, REV A
 - xiii. Concourse Layout TAP-C4003-PE-AR-2140, REV A
 - xiv. Elevations – Precinct TAP-C4003-PE-AR-2300, REV A
 - xv. Elevations - Sheet 1 TAP-C4003-PE-AR-2301, REV A
 - xvi. Elevations - Sheet 2 TAP-C4003-PE-AR-2302, REV A
 - xvii. Platform Elevations - Sheet 1 TAP-C4003-PE-AR-2305, REV A
 - xviii. Platform 3 Heritage Office Elevations-Sheet 1 TAP-C4003-PE-AR-2307, REV A
 - xix. Platform 3 Heritage Office Elevations-Sheet 2 TAP-C4003-PE-AR-2308, REV A
 - xx. Building Sections - Sheet 1 TAP-C4003-PE-AR-2400, REV A
 - xxi. Stair Sections - Sheet 1 TAP-C4003-PE-AR-2505, REV A
 - xxii. 3D View - Sheet 1 TAP-C4003-PE-AR-2900, REV A
 - xxiii. 3D View - Sheet 2 TAP-C4003-PE-AR-2901, REV A
 - xxiv. 3D View - Sheet 3 TAP-C4003-PE-AR-2902, REV A
 - xxv. 3D View - Sheet 4 TAP-C4003-PE-AR-2903, REV A
 - xxvi. 3D View - Sheet 5 TAP-C4003-PE-AR-2904 REV A
 - xxvii. Landscape General Arrangement Plan TAP-C4003-PE-UD-0001, REV BB
 - xxviii. Landscape General Arrangement Elevations TAP-C4003-PE-UD-0002, REV B
- c) Architecture and Urban Design Report Penrith Station Upgrade TAP-C4003-PE-AR-1030 Architecture and Urban Design Report - Concept Design Stage (and includes materials and finishes schedule), REV C
 - d) Cover letter: Supporting information for the Application under Section 60 of the NSW Heritage Act 1977 - Penrith Railway Station Group (SHR No. 01222), REV 0
 - e) Email from TfNSW re: clarification of specification for metal roof sheet type and colour, dated 23.11.2015.

AS AMENDED BY THE FOLLOWING CONDITIONS:

- 2. Transport for NSW is to submit details of the station's fencing to western end of platform 3. The appearance of the subject fences should be softened with landscape measures to the satisfaction of the Executive Director, Heritage Division, or a delegate.

EXPERIENCED HERITAGE CONSULTANTS & TRADESPEOPLE

- 3. An experienced heritage consultant must be nominated for the project. Their name is to be submitted to the Manager Conservation as Delegate of the Heritage Council of NSW and approved prior to the commencement of works.
- 4. The Applicant's nominated heritage consultant is to:

- a) provide advice on the detailed design resolution of works to the existing heritage buildings on platforms 1,2 and 3.
- b) conduct site heritage inductions and inspect the works to ensure that impacts on significant fabric are consistent with this approval and to manage the implementation of the conditions of approval.
- c) The heritage consultant must notify the Heritage Council if any conditions of this approval are not being met.

SITE PROTECTION & WORKS

5. Significant built elements are to be adequately protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed, including the measures to be adopted during the demolition of the footbridge and trestles and building of new structures.
6. New services and equipment shall be concealed where possible to minimise visual impacts. The installation of new services and equipment shall be carried out in such a manner as to minimise damage to or removal of historic fabric and shall not obscure historic features.
7. All mitigation measures recommended in the Statement of Heritage Impact for Penrith Station Upgrade Project prepared by AECOM Australia Pty Ltd, dated 9 November 2015 are to be carried out, except for the measure recommended in relation to the archaeology.

ARCHAEOLOGY

8. A detailed historical archaeological assessment shall be prepared by a suitably qualified and experienced Industrial Archaeologist prior to works commencing. This assessment should appropriately identify and assess the potential for archaeological relics and engineering works within the Penrith Railway Station Group. It should also consider what impacts, if any, the proposed activity will have on this archaeological resource including appropriate recommendations for mitigation. The Assessment should specifically detail relevant research questions which may be reasonably able to be addressed through archaeological investigation of this site, if necessary.
9. Based on the results of this detailed historical Archaeological Assessment, an amendment to this approval may be required to manage mitigation of any archaeological impacts.
10. The Applicant must ensure that if substantial intact archaeological deposits and/or State significant relics are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.
11. Should any Aboriginal objects be uncovered by the work, excavation or disturbance of the area is to stop immediately and the Office of Environment & Heritage (Enviroline 131 555) is to be notified in accordance with Section 89A of the National Parks and Wildlife Act 1974 (NPW Act). Aboriginal objects in NSW are protected under the NPW Act. Unless the objects are subject to a valid Aboriginal Heritage Impact Permit, work must not recommence until approval to do so has been provided by the Office of Environment & Heritage.

ARCHIVAL RECORDING

12. An archival photographic recording of the affected internal and external elements is to be undertaken prior to the commencement of works, in accordance with the Heritage Division document entitled, Photographic Recording of Heritage Items using Film or Digital Capture. The original copy of the archival record shall be submitted to the Heritage Division. (With exception for works under water which logistically may only be able to have limited recording).

INTERPRETATION

13. The proposal does not show any signage identifying the station as "Penrith Station". The name of the station should be retained as part of the interpretation of the station ideally at the entrances.

DURATION OF APPROVAL

14. This approval shall be void if the activity to which it refers is not physically commenced within five years after the date of the approval or within the period of consent specified in any relevant development consent granted under the Environmental Planning and Assessment Act, 1979, whichever occurs first.

ADVISORY NOTE

15. When completed TfNSW should provide the Heritage Division with a copy of 'Penrith Station Master's Residence Report'. This report is required prior to the lodgement of any future applications for the Penrith Railway Station Group.

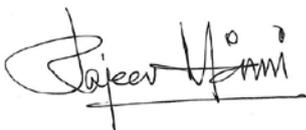
16. A CMP should ideally be prepared for the former Station master's residence for future uses to activate the area.

The above conditions have been imposed to ensure compatibility of the proposed work with the existing heritage qualities of the item and to ensure consistency with the *Environmental Planning and Assessment Act 1979*. Your attention is drawn to the right of appeal against these conditions.

It should be noted that an approval under the *Heritage Act 1977* is additional to that which may be required from other Local Government and State Government Authorities.

If you have any questions regarding the above matter please contact Ronald Brown, at the Heritage Division, Office of Environment and Heritage, at (02) 9873 8542 or via email at ronald.brown@environment.nsw.gov.au.

Yours sincerely



RAJEEV MAINI

Manager, Conservation
Heritage Division
Office of Environment & Heritage

On behalf of the Heritage Council of NSW

18 December 2015

Appendix D Environmental Impact Assessment

Penrith Station Upgrade

APPROVAL

I, FIL CERONE, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the Penrith Station Upgrade Review of Environmental Factors and the Penrith Station Upgrade Determination Report 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, consistent with the Proposal described in the Penrith Station Upgrade Review of Environmental Factors as amended by this Determination Report.



Fil Cerone
A/Director, Planning and Environment Services
Infrastructure and Services Division
Transport for NSW

Date: 22 January 2016.