

Schofields Commuter Car Park

Questions and Answers from the livestream event



Thank you to everyone who joined our livestream Q&A event on Wednesday 2 December. During the event we received lots of feedback and questions that we didn't get to on the day. Please see below some answers to these questions. As there were quite a few similar questions, we've grouped them into a few key themes.

Multi-storey car park

Q. Can you please reconsider an at-grade and build a multi storey?

Q. Are you telling us that this is the only option and no other options will not be considered?

Q. Are there plans for a future multi-storey?

Q. Has TfNSW considered a multi-storey on a smaller footprint?

Q. We were promised a multi-storey why are we now getting an at-grade car park?

When we look at providing new infrastructure, we take many considerations in mind. These include location, zoning, community and stakeholder feedback, land size, time to construct, accessibility, and environmental factors.

Multiple options were considered before the current proposal was progressed for community feedback. These options will be outlined in the Review of Environmental Factors which will be available for the community to view on our website in the coming weeks.

At this stage, a new at-grade commuter car park is considered the best option in delivering much needed additional commuter parking to the community in the shortest timeframe. An at-grade commuter car park, provides us the greatest flexibility should we need to modify or adapt the land around longer term, future transport developments, such as the proposed metro rail link or other developments in the precinct.

There are currently no plans to construct a multi-storey car park at Schofields Station however the current proposal does not preclude any future plans for a multi-storey car park.

Traffic and access

Q. How are people from Marsden Park and Akuna Vista to travel to the proposed car park?

Q. Altrove Boulevard entry/exit is absolutely inconsiderate of the wellbeing of local community, how can this be even considered?

Q. Can an entry off Altrove Blvd to the car park be in place at the opening of the car park for those coming from Marsden Park? If not, when would the Altrove Blvd entry extension be proposed for?

Q. Can you please install a T-intersection with a set of traffic lights to entry and exit the car park from Schofields Road?

Q. Can a right turn lane be added to the proposal so easy access for vehicles coming from Richmond Road can be provided? Will the car park require any thoroughfare on residential streets?

Q. How will the traffic for Akuna Vista be managed? Is there going to be other entry points opened up so that the traffic for this community is not held up, competing with cars entering/exiting the car park?

Q. Providing entry points and exit points from Altrove Blvd will bring huge congestion of traffic adversely affecting residents of Altrove and Akuna Vista.

Q. In regard to your transport issues - it can already take 10 minutes to leave Altrove and it is only just coming up to being completed. Akuna Vista has perhaps 5% of the houses built currently. How are you proposing to contain this build up when all construction ends?

Q. What impacts will an entry on Bridge Street have on residents (located on Bridge Street)?

Q. Can I get some clarity regarding Bridge Street entry. Is the road to extend and connect with Siding Terrace? Thus providing access to Altrove and Nirimba Fields residents? Will this car park replace or augment the existing car park along Bridge Street exit of Schofields Station? If it does not replace will the two car parks be connected?

As part of the concept design phase we have undertaken initial traffic assessments to understand traffic flows in the area and entry and exit points.

At this stage, the main entry and exit point to and from the car park, and where we expect majority of commuters to enter and exit, is from Schofields Road. A second, additional left-turn entry, is proposed on Bridge Street so that commuters who can't find a spot in the existing Bridge Street car park can make a left-turn into the new car park to find a space. Our initial investigations have shown that due to vehicle sight line constraints, at this stage, Bridge Street operates best as a left-turn entry.

Further traffic impact assessments will be undertaken during the preparation of the Review of Environmental Factors to assess if there is a future potential to incorporate a T-intersection along Schofields Road, so that commuters travelling from different directions are able to enter and exit the car park from Schofields Road.

Our initial traffic assessments have shown that Altrove Boulevard could provide a beneficial addition to the car park for commuters travelling from Akuna Vista, Marsden Park and surrounding suburbs. We will continue to work with Council, local residents and Stockland regarding a potential future access from Altrove Boulevard. We will also undertake further noise and traffic assessments to understand the potential impacts on local residents and traffic in the area.

For residents living along Bridge Street, our initial traffic investigations have shown that Bridge Street would operate within TfNSW's acceptable standards once the car park is operational.

Siding Terrace was constructed to provide access to the existing Altrove sales centre and is not equipped to handle traffic thoroughfare. Consequently, this road is not suitable to be used as a public access way to the car park. However the proposed design does not preclude potential future upgrades to connect to Bridge Street and Siding Terrace.

Planning and number of spaces

Q. The concept plan is not futuristic

Q. Schofields and areas like Altrove, Alex Avenue etc are being developed since the last 5 years. Why so late in developing basic things since population growth was not unpredictable?

Q. How many years do you anticipate this car park would exist for? Is 700 spaces as sufficient for the next 13 years?

The car park is designed to meet current and future demand in Schofields and surrounding suburbs. The nature of the car park as at-grade, means we have the greatest flexibility should we need to expand or integrate it into future transport infrastructure.

Location and town centre

Q. Why has TfNSW taken up the entire area to build a car park? Why was the planned town centre eradicated in the process?

Q. Why can't a car park be built next to Woolworths?

Q. Who is the current legal owner for this land intended for the car park development? Has the sale of land with Stockland taken place already?

Q. Can we please get an accurate scale of the project?
Have you placed an accurate flagging or marking on the land so we can see the actual size?

Q. Why would commuters park in the new car park if they can continue to park on Bridge Street and walk a shorter distance?

Q. Is this just to move cars which currently occupy Railway Terrace to make it easier for Coles construction?

Q. Why was the car park not proposed in a commercial zone close to the station?

Q. Has TfNSW taken into consideration when metro plan is realised in future? Do we need to waste such a large land just for the parking? Why are we not getting a permanent car park and also where is the expected Stockland shopping centre at this site?

Q. Is the government planning to spend a billion of tax payers dollars to build a temporary car park, which will most likely need rework when the metro and/or town centre come up?

The entirety of the proposed commuter car park is located on land zoned as a Transport Corridor Investigation Area. This land is reserved for a potential future metro link to the new Western Sydney Airport. The proposed site is owned by Stockland and TfNSW is currently negotiating the acquisition of the land. Stockland also own land to the south of the proposed commuter car park and have plans to provide a town centre and additional residential properties. The car park footprint does not encroach on, preclude or change any plans for the future town centre, private development or transport infrastructure in the area.

We have developed a map, which you can find on our website, showing the scale of the proposed car park, Stockland land to the south of the car park and the water detention basin.

The new car park is designed to be in addition to the existing car park on Bridge Street. Commuters who cannot find a car park along Bridge Street will be able to make a left-turn into the new commuter car park. A new footpath from the commuter car park will connect into the existing walkway on Bridge Street.

When we look at options for new infrastructure, such as a car parks, we take many considerations in mind. The location for the car park was chosen as it is close to the station, provides flexibility for potential future transport infrastructure as it is zoned for transport infrastructure and has the necessary space to accommodate much needed additional commuter parking in Schofields.

The proposed commuter car park will be designed and built to provide the community with much needed additional parking for many years. As Schofields is a growing area and there are plans for a potential future metro, the design of the car park, as an at-grade, provides us with the flexibility to adapt or modify the car park as needed around longer term, future transport developments. The current proposal does not preclude construction of a multi-storey in the future should demand increase.

The new commuter car park is to service the existing and future demand for commuter parking at Schofields Station.

Bus stops, bicycle and footpath infrastructure

Q. Will the configuration of the bus stops be amended?

Q. Wouldn't it be worthy of running more Cooee Buses to the surrounding areas at a higher frequency with Opal card integrated to it?

Q. Any plans of increasing the bike shed space? This will help and encourage residents who can cycle in to the station to do so without worrying about a parking space.

Q. Will the access road and footpath that leads to the train station be properly sealed? At the moment we have to deal with huge potholes and puddles as deep as our ankles because the gravel paths erode so easily.

The configuration of the bus stops on Schofields Road are proposed to be amended as part of the concept design. The extent and new location of this bus stop will be determined during detailed design. The existing bus stops at Schofields Station are not proposed to change as a result of the proposal.

We are currently investigating opportunities to introduce additional bus services around the middle of next year. These new services would service customers travelling between Marsden Park and Schofields Station.

There are no plans to increase bike storage as part of the concept design for the new commuter car park. There are currently bike sheds and cages at the station that have capacity. We will continue to monitor bike usage at the station and if required, look to increase bike storage.

During the detailed design phase of the project, we will undertake survey work of the footpath along Bridge Street, between the car park and the station, to understand if any upgrades are required.

Community consultation and feedback

Q. What's TfNSW stance on the petition?

Q. Will TfNSW actually listen to the feedback from the residents of Schofields, Riverstone, Marsden Park, Tallawong and several other surrounding areas, or has TfNSW already made up their mind?

Q. If residents are not happy, would you consider to drop plan to create car park and give other options for use the land - in line with what we were promised?

Q. It sounds like the plans for the carpark are already made and all these Q&As are just formality. There's no consideration to the local residents.

Q. Why was there no consultation with residents prior to this proposal?

Q. Why was only one option consulted on? How did these plans even get to this stage when they are very obviously flawed? Why are you asking for community approval prior to actually having a detailed plan and doing proper traffic analysis?

Q. Will residents be part of the key stakeholders? How would this take place? How can we get involved? Will the inputs from residents of Altrove be considered? 15 days is not consultation

Feedback on the concept design is welcome. Feedback from the community identifies issues that may need to be considered during the detailed design phase of the project.

As part of the concept design, we have undertaken initial environmental studies to understand potential traffic and noise impacts to the community during construction and operation of the car park. If you'd like to provide your feedback please feel free to email, call or submit an enquiry through our website.

As part of our consultation, we are reviewing all feedback we receive and we will incorporate this feedback into the official planning document for the project, the Review of Environmental Factors. This document, along with the supporting studies, will be made publicly available for the community to view on our website.

We are currently undergoing community consultation on the proposal. This includes speaking with local residents through doorknocking, hearing feedback through the livestream event, reviewing submissions sent in via email and the website and consulting with local Council. We'll keep the community informed throughout the concept design phase through notifications and updates published on our website. The best way to reach us or provide your feedback is via email, phone or through our website. If you'd like to join our mailing list to receive project updates as they become available, please let us know.

Following community feedback, we've extended the feedback period until 5pm 17 Thursday December.

Security

Q. The proposal will attract even more nuisances to the Altrove Area

Q. How are we planning safety and traffic pollution for Altrove residents? Any consideration for peaceful life for residents?

Customer safety is always at the forefront of decision making in the design and operation of all of our infrastructure and services at Transport for NSW.

The commuter car park will be available for customers to use 24 hours a day. The car park will be designed using Crime Prevention Through Environmental Design principles, including features such as full CCTV coverage, lighting and wayfinding signage to help customers

navigate the car park in the safest way possible and to discourage undesirable behaviour. Security and safety workshops would also be undertaken during detail design to identify potential safety risks/issues and propose appropriate mitigation measures to ensure safety of commuters using the proposed car park.

Access will be controlled through the Transport Park&Ride boom gate system which provides parking for commuters tapping on to connecting public transport journeys and discourages use of the car park by non-genuine commuters.

As part of the Review of Environmental Factors, the official planning document for the project, impacts including noise, traffic, visual and flooding would be assessed and reasonable and feasible mitigation measures to address these impacts will be identified.

Planning

Q. At what stage are you in the planning pathway application? Will this be an application for SSDA/DA or will TfNSW just submit compliance to an EPA?
Do you need DA approval?

Q. Stockland say that they are unable to proceed with further development until the transport corridor investigation is complete. You also say that once the transport corridor investigation is complete, only then making a call for a multi-storey car park will be possible. To me it is obvious that the most important step to take before making any plans for a car park or town centre or anything else is to complete that investigation first. Why is this not prioritised?

Q. Where do you publish the REF?

Q. As a significant state development project, Council and TfNSW should consider the opinions of residents

Q. Has the wellbeing of the local community been holistically analysed?
What kind of Traffic studies have been undertaken to support the project and can I get a copy?

Q. How come all the studies and audits that have been done to lead to this design and selection for location have not been posted on the TfNSW website? Any state significant projects are usually public knowledge. Have swept paths and accessibility been considered as part of the planning approval process?

The proposed car park is considered to be permissible without development consent under the under *State Environmental Planning Policy (Infrastructure) 2007*. The Proposal would be subject to assessment under Division 5.1 of *Environmental Planning and Assessment Act 1979* with Transport for NSW as proponent and determining authority. An environmental impact assessment in the form of a Review of Environmental Factors is being prepared to assess the potential impacts of the proposal to identify reasonable and feasible mitigation measures. Included in the Review of Environmental Factors will be key themes of feedback we have received during consultation and answers to issues raised by the community.

The Review of Environmental Factors (REF) outlines a number of factors relating to the proposal including traffic, noise, biodiversity and community impacts during both construction and operation. It will identify potential mitigation measures we can undertake to

ensure these impacts are appropriately managed during both construction and operation to minimise impacts to local residents. The REF is still being prepared. The planning documents and supporting studies will be published on the website at www.transport.nsw.gov.au/schofields once complete.

As part of the planning approval process feedback from the community will be reviewed and considered in the finalisation of the approval process.

During the next phase of the project, detailed design, we will undertake further investigations regarding consideration of swept paths and accessibility.

The additional car park is proposed to meet demand for commuter parking at Schofields Station. Should demand for commuter parking change at the station following the transport corridor investigation, this would be undertaken in consultation with Sydney Metro and the local community.

Flooding, heat and weather

Q. Why is weather protection not offered as protection for both vehicles and people

Q. So much hard surface will not be good for the environment or residents living nearby

Q. The potential connection (on Altrove) cuts through the floodway

Q. Can the car park have overhead car space covers like Stanhope Gardens shops to protect from hail?

At this stage there are no plans to provide a roof or overhead cover over the car park.

A flood impact study would be completed during detailed design to mitigate potential flooding issues.

An Urban Design and Landscape Plan would be developed for the proposal that would include water sensitive urban design and landscaping to manage the potential impacts of runoff and urban heat.

Transport Park&Ride

Q. Why is the boom gate open for 18 hours?

Q. What are the proposed hours of operation?

Q. If there are boom gates installed, will there be hourly limits? Fees?

Q. What happens to vehicles queuing on Schofields Road to get in through the boom gates?

Transport Park&Ride, Opal card operated boom gates, will provide parking for up to 18 hours when you tap onto a connecting public transport journey with your Opal card. The boom gates for the car park are not open for 18 hours. The boom gate into the car park opens when a vehicle approaches it upon entry, at which time it scans and records the vehicle registration number. Once commuters return to their cars after completing a public transport trip, they can scan their Opal card at the exit and the boom gates will open.

The commuter car park will be operational 24 hours a day, 7 days a week.

Vehicles will enter the car park via a slip lane along Schofields Road. There is not expected to be queuing along Schofields Road however during detailed design we will further investigate anticipated queuing lengths.

Metro

Q. Where will the future Sydney Metro Schofields Station be located?

Q. Is the car park located between the proposed Metro site and the existing station for easy interchanging?

Q. The proposed car park is in the transport corridor investigation area for future Metro extension. Has TfNSW taken into consideration when metro plan is realised in future? Do we need to waste such a large land just for the parking?

Q. When are you planning to finish the Marsden Park Metro station?

Q. When is this supposed metro coming? Gov has only recently announced the plans for the airport metro so the Schofields metro is obviously not happening any time soon.

Q. When will we know when the Metro corridor will be defined and Stockland can proceed with the rest of the development?

Q. Why don't we put a concrete plan the Metro already and build a proper car park once and for all – instead of a stop gap arrangement that is causing so much trouble.

Q. Is future Metro underground or aboveground?

The Australian and NSW Governments have a shared objective of delivering Sydney Metro – Western Sydney Airport in time for the planned opening of passenger services at Western Sydney International.

To further integrate public transport into the region, work on early planning for future extensions north towards Tallawong and south towards Macarthur will be undertaken over the next few years.

The car park site is within the corridor investigation area for the proposed future metro link and does not preclude any future transport infrastructure due to its flexible and adaptable design.

Sydney Metro will be keeping the community and industry informed as this work progresses and any specific questions regarding Metro can be submitted to 1800 717 703 or sydneymetrowsa@transport.nsw.gov.au.

Construction

Q. Have multiple companies had to chance to tender for this project? This would offer competition that could make a multi storey feasible.

Q. What happens to the wombats and deer that currently live in this area? The turtles and platypus that are in the flood area?

Subject to planning approval, tendering for this project will occur in 2021.

As part of the Review of Environmental Factors, flora and fauna impacts will be considered and appropriate mitigation measure proposed to manage potential impacts.

Keeping you up to date

We will continue to keep you informed about the project through notifications to customers, local residents and businesses and frequent updates published on our website. If you have any questions or would like to sign up to receive regular project updates via email, please contact us on **1800 684 490** or email projects@transport.nsw.gov.au.

About the Commuter Car Park Program

The Commuter Car Park Program is a NSW Government initiative to provide you with more convenient access to public transport interchanges and help ease congestion on our roads. The NSW Government have already delivered more than 10,000 commuter car spaces across Sydney since 2011, with another 8,000 on the way.