

Transport Access Program **Rooty Hill Station Upgrade and Commuter Car Park**

Determination Report



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Glossary and abbreviations

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

Term	Meaning
TfNSW	Transport for NSW (the Proponent)

Executive summary

Overview of Proposed Activity

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

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

The Proposed Activity involves upgrades to the station infrastructure, including the northern and southern interchange facilities (the Station Upgrade) and construction of a commuter car park on the northern side of the station between the rail corridor and the adjacent Blacktown City Council depot (the Commuter Car Park).

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 in November 2017 by pitt&sherry on behalf of TfNSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

Modifications to the Proposed Activity

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

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

Purpose of this report

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

Conclusion

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

1 Introduction

1.1 Background

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

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

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

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

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

TfNSW is the Proponent for the Rooty Hill Station Upgrade and Commuter Car Park (referred to as the 'Proposed Activity' for the purposes of this document).

1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by pitt&sherry on behalf of 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 in Appendix A.

The Rooty Hill Station Upgrade and Commuter Car Park REF was placed on public display from 30 November 2017 to 14 December 2017, with 24 submissions received. Feedback raised in these submissions is 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 (Figure 1).

Next steps – Planning approval

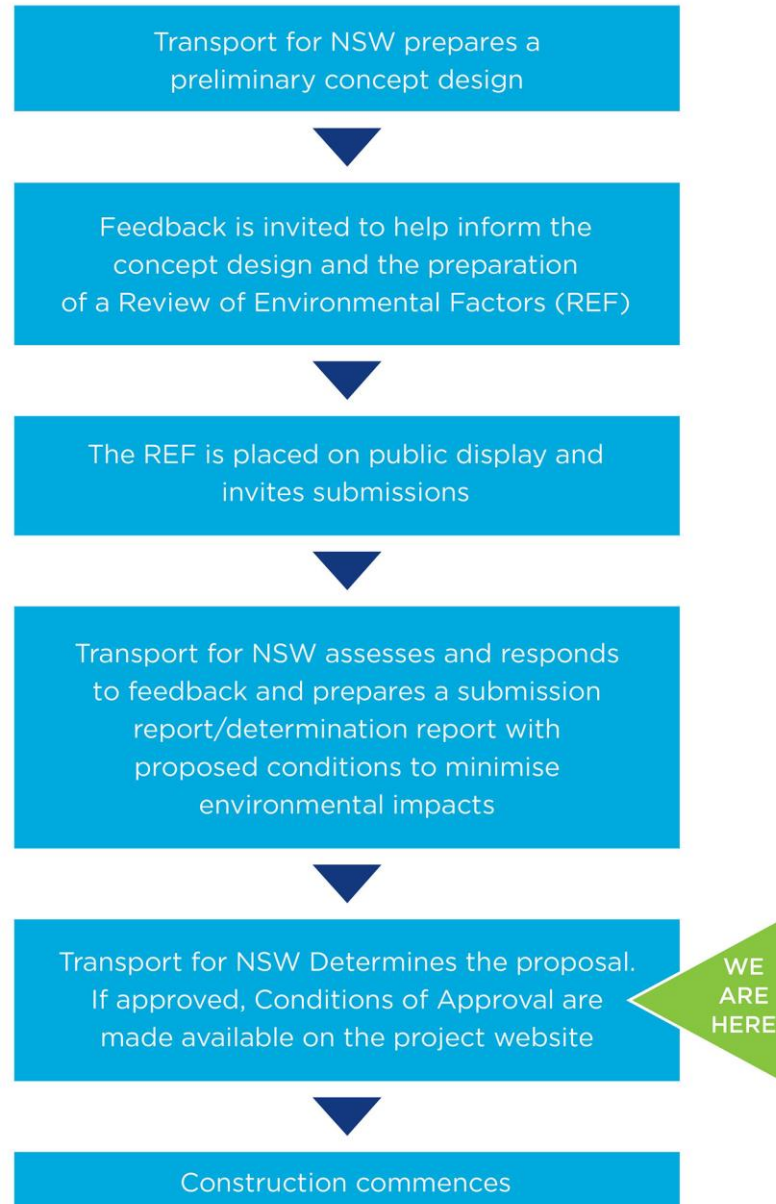


Figure 1: Planning approval process

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

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

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

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

1.4 Description of the Proposed Activity in the REF

The Proposed Activity would include work surrounding and within Rooty Hill Station in the suburb of Rooty Hill approximately 40 kilometres west of the Sydney Central Business District within the Blacktown City Council Local Government Area (LGA).

Rooty Hill Station is currently the 92nd busiest railway station in the Sydney Trains network with approximately 5,520 customer trips recorded at the station on an average weekday (Bureau Transport Statistics, 2014). This is predicated to increase to 7,860 trips per day by 2036. This represents an increase of approximately 42% with consequent increases in the demand for on-street and off-street commuter parking.

The existing station layout does not meet the Disability Standards for Accessible Public Transport 2002 (DSAPT) or Disability Discrimination Act 1992 (DDA) requirements and therefore does not currently allow for equitable access to the station platforms. Existing ramps leading to the footbridge are steep, and stairs are the only method of gaining access to the platform from the footbridge.

The Proposed Activity has been planned to help address current and potential future customer demand at Rooty Hill Station through the provision of improved infrastructure and facilities to meet the requirements of the DDA and DSAPT and to increase the number of commuter car parking spaces to approximately 500 parking spaces (around 300 additional spaces).

The objectives of the Proposed Activity are to:

- provide a station precinct that is accessible to those with a disability, mobility issues and parents/carers with prams and customers with luggage
- develop modern buildings and facilities for all modes of transport that meet the needs of a growing population
- generate modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers
- maintain and improve existing cross corridor access and pedestrian links between the surrounding road network, public transport facilities and private vehicle parking facilities

- provide safety features including extra lighting, lift alarm, help points, fences and security measures for car parks and interchanges, including stations and bus stops
- improve customer experience and amenity (i.e. weather protection, better interchange facilities and visual appearance)
- improve wayfinding in and around the station and signage improvements so customers can more easily use public transport and transfer between modes at interchanges
- provide other improvements and maintenance such as painting, new fencing and roof replacements
- minimise pedestrian conflict and crowding points
- respond to the heritage values of the station site.

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

Station Upgrade

- installation of new lifts at station entrances and platforms
- improvements to the accessible pathways between station entrance and platform
- improvements to the accessible pathways between station entrance and surrounding streets/interchange facilities
- installation of a family accessible toilet and ambulant cubicles in male and female toilets within the existing station platform buildings
- installation of new signage to improve wayfinding
- provision of 20 undercover bicycle racks across the northern and southern side of the station interchange areas
- provision of additional kiss and ride spaces for commuters at the northern and southern side of the station interchange areas
- ancillary works, including services diversion and/or relocation, minor drainage works, adjustments to lighting, installation of handrails and balustrades, improvements to station communication systems with new infrastructure (including additional CCTV cameras).

Commuter Car Park

- provision of a four level, multi-storey commuter car park on the northern boundary of the rail corridor with parking for approximately 500 vehicles (an addition of approximately 300 spaces). The commuter car park would be serviced by a lift and stairs to provide access between parking levels, and would also include an accessible path to the northern interchange of the station
- ancillary works, including services diversion and/or relocation, minor drainage works, installation of lighting, installation of handrails and balustrades, with new infrastructure (including CCTV cameras)
- new landscaping along Station Street.

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

Construction is expected to commence in early 2018 with the Station Upgrade estimated to be completed in 2020, while the Commuter Car Park is estimated to be completed in 2019.

2 Consultation and assessment of submissions

2.1 REF public display

The Rooty Hill Station Upgrade and Commuter Car Park REF was placed on public display from 30 November 2017 to 14 December 2017 at three locations, as well as on the [TfNSW website](#)¹ and the TfNSW [Your Say website](#)².

Community consultation activities undertaken for the public display included:

- community information sessions on Thursday 30 November and Monday 4 December 2017 at Rooty Hill Station between 4-6pm during peak periods
- hand distribution of around 1,500 flyers to customers at the station on Wednesday 6 December and Monday 11 December 2017
- postal distribution of around 4,300 flyers to residents/businesses within the suburb of Rooty Hill at the start of the consultation period
- installation of project signage at Rooty Hill Station
- public display of the REF at Our Library @ The Mount Druitt Hub, Blacktown City Council Customer Service Centre and the TfNSW Office at Level 5, Tower A, Zenith Centre, 821 Pacific Highway, Chatswood
- placement of an advertisement in St Marys Star on Tuesday 5 December 2017 and Mt Druitt – St Marys Standard on Wednesday 6 December 2017
- door knocking to local businesses adjoining the Project on 30 November 2017
- placement of information on the [TfNSW website](#)³ and the TfNSW [Your Say website](#)⁴
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission was sent to Blacktown City Council as per the consultation requirements under clause 13 and 15 of the Infrastructure SEPP.

2.2 REF submissions

A total of 24 submissions were received by TfNSW, including one from Blacktown City Council. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- support for accessibility improvements and additional parking spaces
- adequacy of the number of additional parking spaces
- retention of some parking spaces including accessible parking spaces on the southern side of the station
- retention of ramps as alternative access when lifts breakdown
- design of the Proposed Activity

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

² <http://www.yoursay.nsw.gov.au/RootyHill>

³ <http://www.transport.nsw.gov.au/projects-tap>

⁴ <http://www.yoursay.nsw.gov.au/RootyHill>

- traffic, transport and access
- safety, access and cleanliness of station facilities and amenities
- security and safety.

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	RH02, RH04, RH05, RH06, RH08, RH10, RH12, RH13, RH17, RH18, RH20	Support for the Proposal.	Noted.
1.2	RH01	Why was Rooty Hill Station selected for upgrade over Doonside Station?	<p>Rooty Hill Station is currently not compliant with the requirements of <i>Disability Standards for Accessible Public Transport (2002)</i> (DSAPT) and the existing platforms are only accessible via stairs thus it does not provide suitable access for people with disabilities, with limited mobility and parents with prams.</p> <p>Transport for NSW undertakes comprehensive analysis in prioritising station upgrades which includes consideration of local demographics, commuter patronage numbers, accessibility characteristics and local site issues. Rooty Hill was given a higher priority than Doonside due to the fact that Rooty Hill has higher commuter patronage numbers, need for access to nearby medical facilities, has a slightly older population and needs to accommodate future development planned in the vicinity such as a large retirement facility.</p>

No.	Submission no.	Issue/s raised	TfNSW response
1.3	RH04, RH10	A cleaner is required for the toilets. Toilets on the Station platform are permanently closed.	<p>Noted - The operation and maintenance of station toilets is the responsibility of Sydney Trains and outside the scope of the Proposed Activity. If toilets require cleaning or are closed customers can notify the Station Manager on duty.</p> <p>Toilets are currently operational on platform 1/2 and would remain operational.</p> <p>As outlined in the Concept Design Report and REF a new family accessible toilet will be installed on platform 3/4. An ambulant Unisex toilet for Staff will also be installed on platform 3/4. The existing toilets on platform 1/2 have been recently refreshed and will remain untouched.</p>
1.4	RH05	Request that a 'live' timetable be provided in the car park area to identify the arrival times of upcoming trains.	<p>Station Passenger Information (SPI) will be located within the station precinct and platforms only. SPI is typically placed at locations where most commuters can easily access the rail network information.</p> <p>SPI will be provided on the platform at the base of the stairs. The carpark will not have a linked SPI system due to its distance from the station buildings.</p>
1.5	RH10	Travel to country towns requires you to make a booking at Central.	<p>Noted - Country services are operated by NSW TrainLink and are outside the scope of the Proposed Activity to upgrade station infrastructure to improve accessibility. Travel by train on NSW TrainLink Regional services can be booked online, over the phone or in person at selected NSW TrainLink stations and sales agents. For more information visit - https://transportnsw.info/tickets-opal/regional-tickets-fares/ways-to-book-your-ticket</p>
1.6	RH14	Has money been allocated for this project?	The Proposed Activity has been allocated funding by the NSW State Government as part of TfNSW's Transport Access Program.

No.	Submission no.	Issue/s raised	TfNSW response
1.7	RH14	Graffiti on and around the Station and on trains has not been cleaned.	<p>Noted - The operation and maintenance of Station facilities and trains is the responsibility of Sydney Trains. Features to improve maintainability will be considered during detailed design.</p> <p>Any graffiti observed in relation to construction of the Proposed Activity will be responded to promptly by the Construction Contractor in accordance with CoA 37.</p>
1.8	RH23	Confirm the proposed use for the current commuter carpark on the southern side of the Station.	As part of the Proposed Activity the southern commuter car park would be temporarily removed to allow for a temporary site office, and construction of the new lift and stairs. It will also be reconfigured to locate accessible parking closer to the new lift to be installed. The final configuration of the area will include a shared zone with the provision for two accessible car spaces.
1.9	RH23	Confirmation of easements and boundary connections including a request for a copy of the survey in relation to the proposed Retirement Village on the southern side of the station.	TfNSW has contacted the Development Manager of Anglicare to discuss these issues. A meeting with Anglicare has been scheduled to discuss the Proposed Activity and the proposed development of a Retirement Village on the southern side of the station.
2	Design		
2.1	RH11	Does the design of the car park enable additional levels in the future (i.e. heavy foundations to sustain more levels)?	<p>The Proposed Activity includes provisions for the development of two additional levels of parking above the proposed four level car park.</p> <p>TfNSW will continue to review commuter parking requirements in the area in line with future transport strategies as well as other considerations such as the flow on effects for roads and road infrastructure.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.2	RH15	Escalators or travelators would be better to handle the volume of traffic at peak times. Stairs can be dominated by a large group of people exiting the train preventing people wanting to get on the train.	<p>The design options for the Proposed Activity were assessed in a multi-criteria analysis that included consideration of factors such as pedestrian circulation, customer experience, accessibility, engineering constraints, modal integration and cost to select a preferred option.</p> <p>The Proposed Activity has been designed to meet the outcomes of a pedestrian circulation analysis including patronage at 2036 +15% and Category C Fruin Level of Service which is the level of service standard for pedestrian access.</p> <p>Escalators or travelators were not considered a viable option at Rooty Hill Station due to patronage and pedestrian traffic. Escalators and travelators would only be used at stations with a higher patronage to cater for the peak pedestrian traffic. They also require recurring maintenance during which they would be put temporarily out of service.</p> <p>The pedestrian circulation analysis undertaken at the concept design stage identified that the staircase will be able to service the peak pedestrian traffic. This included minimum widths for platform staircases, footbridges and concourse to accommodate the forecast 2036 peak hour pedestrian demand.</p> <p>The Proposed Activity also includes the installation of lifts to accommodate 27 people rather than the standard 17 person lift which will streamline circulation.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.3	RH16, RH19, RH20	Suggest retaining ramps to provide access in the event of lift breakdown.	<p>An option to retain the existing footbridge and ramps was considered during the early design development, but was discounted as they are not DDA compliant. Additionally the footbridge is at the end of its life cycle and requires replacement.</p> <p>Required height clearances from the tracks to overhead structures across the rail corridor mean that the new footbridge will be at a different height than the existing footbridge which is served by the existing ramps. The height difference in footbridge levels means that the current ramps cannot be reused.</p> <p>Due to existing site constraints, new ramps will not be able to be constructed from the new footbridge and meet DDA requirements.</p> <p>Lifts have been identified as a reliable form of access, with break-downs being a rare occurrence when regularly serviced. A service contract will be in place and servicing will occur out of peak times.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.4	RH17	Suggest construction of an underpass connecting Rooty Hill north and south and ramps to each platform similar to Strathfield Station.	<p>The design options for the Proposed Activity were assessed in a multi-criteria analysis that included consideration of factors such as customer experience, accessibility, engineering constraints, modal integration and cost to select a preferred option.</p> <p>The construction of an underpass across four railway tracks in an active rail corridor is cost prohibitive as well as having significant engineering constraints. These include:</p> <ul style="list-style-type: none"> • limited space between the road and the rail corridor on both sides of Rooty Hill Station. It is not possible to provide the required length that is required for DDA compliance and maintain an effective underpass • design constraints due to the relatively flat area. The underpass floor level would be too low for gravity drainage risking flooding in a confined space. <p>Lifts with glass composition for example, allow greater visibility, and when combined with CCTV monitoring, provides a strong deterrent to anti-social behaviour and criminal activity.</p>
2.5	RH19	Consider inclusion of bus stops and taxi ranks underneath the car park similar to Seven Hills Station.	<p>The design options for the Proposed Activity were assessed in a multi-criteria analysis that included consideration of factors such as customer experience, accessibility, engineering constraints, modal integration and cost to select a preferred option.</p> <p>The inclusion of bus stops and taxi ranks within the car park was not considered as bus routes do not currently enter the station street area. Buses travel on Premier Lane and turn on to or off North Parade.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.6	RH19, RH21	Consider construction of the car park above the Station. Link Rooty Hill Road (north and south) through a station tunnel by putting the rail line on a bridge to allow access underneath the rail line. Platforms can be accessed from both sides without lifts and ramps can be easily placed for access.	<p>The design options for the Proposed Activity were assessed in a multi-criteria analysis that included consideration of factors such as customer experience, accessibility, engineering constraints, modal integration and cost to select a preferred option.</p> <p>Retrospective construction over and under a live rail corridor is cost prohibitive due to the impact protection requirements for structures built in a rail corridor.</p> <p>Car park structures over the rail corridor require significant height clearances for rail infrastructure under them. Recent property development and limited space on the south side of the corridor combined with significant traffic and planning impacts on the northern side of the station make the option of a car park over the rail corridor impractical.</p>
2.7	RH23	Confirm the proposed height of the station and footbridge.	<p>In order to achieve the required height clearances from the tracks to overhead structures across the rail corridor, the deck of the new footbridge will be slightly higher than the deck of the existing footbridge. The provision of the lift shafts will also increase the overall height of the structure. The final height of the station and footbridge will be confirmed during detailed design, however it is expected that the maximum height of the new structure would be approximately 900 millimetres higher than the existing footbridge”</p>
2.8	RH23	Confirm the proposed lighting to be used at the station and the operating time of the lighting.	<p>The Proposed Activity will include the installation of LED lighting in accordance with AS 4282:1997 <i>Control of the Obtrusive Effects of Outdoor Lighting</i> and would minimise light spill to adjoining road corridors and residential areas. The lights will automatically switch on when lighting levels are reduced either at night or during cloudy periods.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3	Parking		
3.1	RH02, RH11, RH16, RH19	Concerns regarding the amount of parking to be provided. Suggestions that more parking is required and 300 spaces will not accommodate the current need.	<p>The Transport Access Program is responsible for identifying locations where car parking facilities are required and determining the parking demand for the construction of new commuter car parks.</p> <p>The number of commuter car parking spaces is determined by several factors including current demand, site location and constraints, forecasted growth in patronage and traffic impacts.</p> <p>The Proposed Activity would result in the addition of approximately 300 parking spaces for commuters, which will reduce pressure on the existing parking in Rooty Hill as well as assisting in providing spaces for forecasted growth.</p> <p>The Proposed Activity does not preclude the development of additional levels of parking above the Proposal, and does not preclude alternative parking solutions in other areas of Rooty Hill.</p> <p>TfNSW will continue to review parking requirements in the area in line with future transport strategies as well as other considerations such as the flow on effects for roads and road infrastructure.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.2	RH04, RH05, RH07, RH09, RH16	Concerns regarding parking on the south side of the Station. Suggest a car park is required on both sides due to increased residents and congestion from commuters parking in residential areas. Currently commuters must drive across Rooty Hill Bridge which is a traffic pinch point and parking at the shops is only 2hr.	<p>Unrestricted off street parking is available along Beames Avenues and Artornish Lane (45 parking spaces). Further unrestricted on street parking is available on Beames Avenue, Catherine Crescent and Rooty Hill Road South.</p> <p>The Proposed Activity focuses on providing commuter car parking near Rooty Hill Station. Other parking around Rooty Hill is the responsibility of Blacktown City Council.</p> <p>There are no current plans to provide additional commuter parking to the south of the station.</p> <p>TfNSW will continue to review parking requirements in the area in line with future transport strategies as well as other considerations such as the flow-on effects for roads and road infrastructure.</p>
3.3	RH19, RH22	Retain the parking spaces and two disabled parking spaces on the south side.	Accessible parking spaces will be provided as part of the Proposed Activity and will be retained on the south side.
4	Traffic, Transport and Access		
4.1	RH03	Will staff on Platform 1/2 need to be advised by customers to provide mobile ramps to access trains on Platform 3/4.	Station staffing and operations is the responsibility of Sydney Trains and is outside the scope of the Proposed Activity. TfNSW understand that Sydney Trains staff will continue to be available to provide ramp access as per the current arrangements. Staff can complete this on platform 1/2 and Train Guards will access ramps as required on platform 3/4.

No.	Submission no.	Issue/s raised	TfNSW response
4.2	RH05	Concerned about traffic generated by the current drop off point on North Parade. Request a new drop off point, within the car park is considered.	<p>Currently, kiss and ride zones are provided on the north and south sides of Rooty Hill Station. These zones are signposted with passenger set down or pick up signs.</p> <p>On the northern side of the station, kiss and ride occurs on both sides of North Parade. There are approximately six spaces; three eastbound and three westbound. As outlined in the REF, traffic surveys indicated that the road network to the north of the train station being North Parade and Rooty Hill Road North, currently operate well with minimal delays or congestion during the day. Minor delays were noted associated with reversing into car parking spaces or using the kiss and ride facility however queuing is minimal and the congestion clears quickly.</p> <p>The Proposed Activity includes additional kiss and ride facilities for commuters at the northern and southern station entrances.</p> <p>The new kiss and ride facilities on North Parade will be facilitated by converting existing on-street parking spaces. Existing facilities will also be provided with shelters and a pedestrian crossing with pavement markings will be installed.</p> <p>Traffic modelling predicts that the intersection of North Parade and Rooty Hill Road North will continue to operate at a satisfactory level of service (LoS A) with the development.</p>
4.3	RH05	The pedestrian link to the car park should be covered.	<p>The Proposed Activity includes an accessible path from the car park to the northern interchange of the station which will be covered from Northern Road to the lift area.</p>

No.	Submission no.	Issue/s raised	TfNSW response
4.4	RH05	Secure bike shed similar to Parramatta Station instead of bicycle racks.	<p>The design options for the Proposed Activity were assessed in a multi-criteria analysis that included consideration of factors such as customer experience, accessibility, engineering constraints, modal integration and cost to select a preferred option.</p> <p>The multi criteria analysis included consideration of the provision of bicycle lockers however lockable racks with a high level of visibility within view of staff were identified as a safer and more secure option.</p>
4.5	RH05	The footpath should be extended to the M7 shared path with lighting and CCTV.	This footpath is outside the scope of work for the Proposed Activity. The area between the carpark and the open culvert is a road reserve owned by Blacktown City Council.
4.6	RH10	Lack of accessible parking spaces.	<p>The Proposed Activity includes installation of a new four level commuter car park to provide a total of approximately 500 parking spaces (an addition of approximately 300 car spaces) including approximately 10 dedicated accessible parking spaces in accordance with DDA requirements. The two existing accessible spaces at the station's Beames Avenue entrance on the southern side will also be retained.</p>
4.7	RH12	Council agreed to include motorbike parking.	<p>The Proposed Activity includes installation of a new four level commuter car park to provide approximately 500 parking spaces plus further dedicated motorcycle parking spaces (approximately 10 spaces). Motorcycle parking spaces have separate smaller areas which will be located on ground level.</p>

No.	Submission no.	Issue/s raised	TfNSW response
4.8	RH23	Confirm what access will be provided to commuters during the construction period	All pedestrian access during the construction period would be managed in accordance with the Traffic Management Plan including some diversions to ensure safe access. Overall, it anticipated there would be minimal disruption to pedestrian activity during the construction phase and access to the station would be maintained at all times when the Sydney Trains network is operational.
5 Security			
5.1	RH04	CCTV required to ensure the Station and ramps are monitored as incidents are occurring.	<p>The Proposed Activity includes improvements to CCTV coverage around the station precinct.</p> <p>The cameras will be upgraded to allow for face recognition and the current analog system will be updated with new digital cameras and equipment. Cameras will cover lifts inside and out, help points, exit and entry points, the top and bottom of stairs. The carpark will also have cameras fitted for number plate recognition.</p>
5.2	RH05	Requested that safety and security measures beyond CCTV and lighting are considered.	The Proposed Activity includes improvements to CCTV coverage, and installation of duress alarms, electronic access control and intruder alarm device throughout the car park, interchange and station.
5.3	RH21	Concerns with lifts including safety, security, hygiene and cost to run.	Safety, security and maintenance of the lifts will be considered as key design principles during detailed design and they will have cleanable robust surfaces. Each of the four new lifts will contain CCTV as well as coverage of the lift landings at platform and footbridge level. Sydney Trains staff will also monitor lifts.

Other stakeholder submissions

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

Table 2: Response to other stakeholder submissions received

Issue no.	Issue/s raised	TfNSW response
1	General	
1.1	Support the provision of a 5 th level of car parking as part of the current works.	<p>Noted - The Transport Access Program is responsible for identifying locations where car parking facilities are required and determining the parking demand for the construction of new commuter car parks.</p> <p>The number of commuter car parking spaces is determined by several factors including current demand, site location and constraints, forecasted growth in patronage and traffic impacts.</p> <p>The Proposed Activity includes installation of a four-level commuter car park providing more than 300 additional parking spaces for commuters which was identified as meeting future car park demand during multi-criteria analysis.</p> <p>The car parking spaces have been determined based on current and future parking demand assessment and land available for use.</p> <p>TfNSW will endeavour to maximise the carpark spaces during the design development process. The current sealed carpark holds approximately 125 spaces.</p>
1.2	The car park should be constructed to allow additional floors of car parking to be provided in the future.	<p>The Proposed Activity includes provisions for the development of two additional levels of parking.</p> <p>TfNSW will continue to review parking requirements in the area in line with future transport strategies as well as other considerations such as the flow on effects for roads and road infrastructure.</p>
2	Traffic, Transport and Access	
2.1	The car park should provide dedicated motorbike parking spaces.	<p>The Proposed Activity includes installation of a new four level commuter car park to provide approximately 500 parking spaces plus further dedicated motorcycle parking spaces (approximately 10 spaces).</p> <p>Motorcycle parking spaces have separate smaller areas which will be located on ground level.</p>

Issue no.	Issue/s raised	TfNSW response
2.2	Works associated with traffic and parking need to be designed in consultation with Blacktown City Council Access and Transport Management Team.	The detailed design of the Proposed Activity would be undertaken in consultation with Blacktown City Council.
2.3	An on-street parking management plan should be prepared in consultation with Blacktown City Council, taxi and bus operators to clearly show proposed bus and taxi restrictions and set down and pick up locations with access to the station.	The detailed design of the Proposed Activity would be undertaken in consultation with Blacktown City Council and taxi and bus operators.
2.4	Relocation of bus stops should include the relocation of associated facilities.	The Proposed Activity includes the removal of sections of existing garden bed on the eastern side of Rooty Hill Road North to allow set-down of bus passengers and the conversion of the existing bus stop on the western side of Rooty Hill Road North to a taxi zone. No bus stops are proposed to be relocated as part of the Proposed Activity.
2.5	The existing bus zone in Rooty Hill Road North only has capacity for one bus.	The bus zone in Rooty Hill Road is not an official bus stop. The Proposed Activity includes conversion of the non-operational bus stop on the western side of Rooty Hill Road North to a taxi zone.
2.6	The proposed new pedestrian crossing across North Parade should be a raised Wombat pedestrian crossing with lighting in accordance with Australian Standards.	The road design consultant will provide a road safety audit report prior to the commencement of road works. This report will make recommendations concerning the location of the pedestrian crossing and lighting levels in accordance with applicable Australian Standards. The design of the crossing will be finalised in consultation with Council.
2.7	The proposed bicycle path connection to the M7 cycleway should be constructed as part of the works.	<p>This footpath is outside the scope of work for the Proposed Activity. The area between the carpark and the open culvert is a road reserve owned by Blacktown City Council.</p> <p>TfNSW will consult with Blacktown City Council to determine if the connection could be completed as part of the scope of works with a contribution from Blacktown City Council.</p>

Issue no.	Issue/s raised	TfNSW response
3	Drainage	
3.1	Drainage works should be designed in consultation with Blacktown City Council's asset design and drainage team.	The detailed design of the Proposed Activity, including drainage would be undertaken in consultation with Blacktown City Council.
4	Landscaping	
4.1	Landscaping works should be designed in consultation with Blacktown City Council's Recreational Planning team.	Preparation of Urban Design and Public Domain plans and detailed design of the Proposed Activity would be undertaken in consultation with Blacktown City Council.

2.4 Future consultation

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

- local council and other targeted stakeholders have an opportunity to provide feedback on the detailed design
- the community and other 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 enquiries and concerns raised by the community
- feedback from the community is encouraged.

The [TfNSW projects email address](mailto:projects@transport.nsw.gov.au)⁵ and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase as well as a 24-hour construction response line (1800 775 465). Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](https://www.transport.nsw.gov.au/projects/current-projects/rooty-hill-station-upgrade-and-commuter-car-park)⁶ would also include updates on the progress of construction.

⁵ projects@transport.nsw.gov.au

⁶ <https://www.transport.nsw.gov.au/projects/current-projects/rooty-hill-station-upgrade-and-commuter-car-park>

3 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

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

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

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline [*Is an EIS Required?*](#)⁷ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Part 5.1 of the EP&A Act is not required.

Environment Protection and Biodiversity Conservation Act 1999

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

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

Heritage Act NSW 1977

The Proposed Activity would be undertaken within the curtilage of the Rooty Hill Railway Station Group which is listed on RailCorp's Section 170 Heritage and Conservation Register and the heritage schedule of the Blacktown *Local Environmental Plan 2015*.

The potential heritage impacts of the Proposed Activity have been assessed and are summarised in Section 6.5 of the REF.

⁷ 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, consideration of the submissions received, and the design changes subsequent to the public display of the REF, 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).

Determination

Rooty Hill Station Upgrade and Commuter Car Park

APPROVAL

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

1. Have examined and considered the Proposed Activity in the Rooty Hill Station Upgrade and Commuter Car Park Review of Environmental Factors (November, 2017) and the Rooty Hill Station Upgrade and Commuter Car Park Determination Report (February, 2018) 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 Rooty Hill Station Upgrade and Commuter Car Park Review of Environmental Factors as amended by this Determination Report.



Louise Sureda
Director

Planning, Environment and Sustainability
Infrastructure and Services Division
Transport for NSW

Date: 6.2.18.

References

AECOM, 2015, *Rooty Hill Station Upgrade and Commuter Car Park – Concept Design Report*, Sydney

pitt&sherry, 2017, *Rooty Hill Station Upgrade and Commuter Car Park Review of Environmental Factors*, Sydney

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Rooty Hill Station Upgrade and Commuter Car Park REF:

<https://www.transport.nsw.gov.au/projects/current-projects/rooty-hill-station-upgrade-and-commuter-car-park>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Rooty Hill Station Upgrade and Commuter Car Park

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Rooty Hill Station Upgrade and Commuter Car Park Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	TfNSW Associate Director Environmental Management (or nominated delegate)
ADS	TfNSW Associate Director Sustainability and Systems (or nominated delegate)
ARD	Archaeological Research Design
CLMP	Community Liaison Management Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMS	Environmental Management System
HCA	Heritage Conservation Architect
ICNG	<i>Interim Construction Noise Guidelines</i> (Department of Environment and Climate Change, 2009)
INP	<i>NSW Industrial Noise Policy</i> (EPA, 2000)
ISAP	Infrastructure Sustainability Accredited Professional
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage

Acronym	Definition
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RAP	Remedial Action Plan
RBL	Rating Background Level
REF	Review of Environmental Factors
RING	<i>Rail Infrastructure Noise Guideline (EPA, 2013)</i>
RNP	<i>NSW Road Noise Policy (Department of Environmental, Climate Change and Water, 2011)</i>
Roads and Maritime	NSW Roads and Maritime Service
SoHI	Statement of Heritage Impact
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDP	Urban Design Plan

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

CoA number	Type
	General
1	<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> <p><i>Rooty Hill Station Upgrade and Commuter Car Park – Review of Environmental Factors</i>, (pitt&sherry, November, 2017)</p> <p><i>Rooty Hill Station Upgrade and Commuter Car Park – Determination Report</i>, (pitt&sherry, February 2018).</p> <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 Environmental Management Representative (EMR)) 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 ADEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p>
5	<p>Construction Environmental Compliance Report</p> <p>A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:</p> <ol style="list-style-type: none"> compliance with the Construction Environmental Management Plan (CEMP) and these conditions compliance with the <i>NSW Sustainable Design Guidelines – Version 4.0</i> compliance checklist (7TP-FT-249) compliance with any approvals or licences issued by relevant authorities for construction of the Project implementation and effectiveness of environmental controls (the assessment of effectiveness shall be based on a comparison of actual impacts against performance criteria identified in the CEMP) environmental monitoring results, presented as a results summary and analysis details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused number and details of any complaints, including summary of main areas of complaint,

**CoA
number****Type**

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 ADEM.

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

Community Engagement and Communications**7****Community Liaison Management Plan**

A Community Liaison Management Plan (CLMP) shall be prepared and implemented to outline interaction and communications protocols with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies and businesses). The CLMP shall comply with the obligations of these conditions and shall 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) details of any community engagement activities required to consult with relevant stakeholders during detailed design, construction and commissioning
- (c) stakeholder and issues identification and analysis
- (d) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number
- (e) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLMP.

The CLMP shall be prepared to the satisfaction of the Director Community Engagement (or nominated delegate) 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, but not limited to information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise

CoA number	Type
	generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).
9	<p>Website</p> <p>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:</p> <ul style="list-style-type: none"> (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. <p>All documents uploaded to the website must be compliant with the <i>Web Content Accessibility Guidelines 2.0</i>.</p>
10	<p>Complaints management</p> <p>The Proponent shall set up a 24 hour construction response line number.</p> <p>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) shall 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.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.</p>
Environmental Management	
11	<p>Construction Environmental Management Plan</p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:</p> <ul style="list-style-type: none"> (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.

**CoA
number****Type**

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 ADEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADEM)
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 ADEM for approval.

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

12**Environmental personnel**

A suitably qualified and experienced environmental resource shall be available who is responsible for implementing environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).

Details of the environmental resource, including relevant experience, defined responsibilities and resource allocation throughout the Project (including time to be spent on-site/off-site) are to be submitted for the approval of the ADEM, prior to commencement of environmental pre-construction documentation.

Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.

13**Environmental controls map**

The Proponent shall prepare an environmental controls map (ECM) 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. The ECM is to be endorsed by the EMR and may be prepared in stages as set out in the CEMP.

The Proponent shall submit a copy of the ECM to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).

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 7 days of the completion of the review or receipt

CoA number	Type
	of actions identified by any EMR audit of the document, and be submitted to the EMR for approval.
14	Environmental Management Representative Not used.
Hours of Work	
15	Standard construction hours Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours: <ul style="list-style-type: none"> (a) any works which do not cause noise emissions to be more than 5 dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers (b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP) (c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the ADEM (d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm (e) any other work as agreed by the ADEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).
16	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 ADEM, or as approved by the EPA (where relevant to the issuing of an EPL).
Noise and Vibration	
17	Construction noise and vibration Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise Strategy</i> (7TP-ST-157) and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to: <ul style="list-style-type: none"> (a) details of construction activities and an indicative schedule for construction works (b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers (c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA) (d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints (e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 10 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 ADEM, or as approved by the EPA (where

CoA number	Type
	<p>relevant to the issuing of an EPL). The OOHWP shall be consistent with TfNSW's <i>Construction Noise Strategy</i> (7TP-ST-157)</p> <p>(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.</p>
18	<p>Vibration criteria</p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <p>(a) for structural damage vibration – German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> and British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i></p> <p>(b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) which includes British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>.</p> <p>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>
19	<p>Non-tonal reversing beepers</p> <p>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.</p>
Contamination and Hazardous Materials	
20	<p>Duty to notify</p> <p>If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i>, and notify the EPA in accordance with the EPA's Guidelines on the Duty to Report Contamination under the <i>Contaminated Land Management Act 1997</i> (Department of Environment and Climate Change, 2009).</p>
21	<p>Unidentified contamination (other than asbestos)</p> <p>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 <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (OEH, 2011).</p> <p>A copy of any contamination report must be submitted to the ADEM for review for a minimum period of seven days. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.</p> <p>Note: <i>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 21 and Condition 22.</i></p>

CoA number	Type
22	<p>Asbestos management</p> <p>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.</p> <p>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.</p> <p>Note: <i>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 21 and Condition 22.</i></p>
23	<p>Storage and use of hazardous materials</p> <p>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 <i>Chemical Storage and Spill Response Guidelines</i> (9TP-SD-066) and Australian and ISO standards. These measures shall include:</p> <ul style="list-style-type: none"> (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.
Erosion and Sediment Control	
24	<p>Erosion and sediment control</p> <p>Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater: Soils and Construction - Volume 1</i>, 4th Edition (Landcom, 2004).</p>
Heritage Management	
25	<p>Indigenous and non-Indigenous heritage</p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the OEH Heritage Division where appropriate). Works in the vicinity of the find shall not re-</p>

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	commence until clearance has been received from TfNSW and/or the heritage consultant.
26	<p>Archival recording</p> <p>Archival recording of heritage structures, items, elements or fabric at Rooty Hill Station to be affected by the Project shall be undertaken in accordance with OEH Heritage Division guidelines prior to its removal.</p> <p>A copy of the archival recording shall be placed in Blacktown City Council and copies retained as per the standards so that a complete record of the original location and features of Rooty Hill Station is available for public access.</p>
Flora and Fauna	
27	<p>Removal of trees or vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Removal or Trimming of Vegetation Application</i> (9TP-FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
28	<p>Replanting program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's Vegetation Offset Guide (9TP-ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>
Lighting	
29	<p>Lighting scheme</p> <p>A lighting scheme for the construction and operation of 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 Ostrusive Effect of Outdoor Lighting". The lighting scheme shall address the following as relevant:</p> <ul style="list-style-type: none"> (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 Commuter Car Park and Station. (e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving (f) motion sensors to control low traffic areas (g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and (h) ensuring security and warning lighting is not directed at neighbouring properties. <p>The proposed lighting scheme is to be submitted to and accepted by TfNSW's – Transport Projects Delivery Office Urban Design Team.</p>

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Sustainability	
30	<p>Sustainability officer</p> <p>The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project.</p> <p>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 ADS prior to preparation of the Pre-Construction Sustainability Report (PCSR). This role can be fulfilled by the Infrastructure Sustainability Accredited Professional (CoA 38), if suitably qualified.</p>
31	<p>Pre-construction sustainability report</p> <p>Prior to commencement of construction, a pre-construction sustainability report (PCSR) shall be prepared to the satisfaction of the ADS. The Report shall include the following minimum components:</p> <ul style="list-style-type: none"> (a) a completed electronic checklist demonstrating compliance with TfNSW's <i>NSW Sustainable Design Guidelines Version 4.0</i> (7TP-ST-114) (b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc. (c) a section specifying a process to identify and progress innovation initiatives on the Project as appropriate. The process shall identify any areas of innovation that are currently being explored and/or implemented on the Project. (d) The Proponent shall submit a copy of the PCSR to the ADS for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADS).
Traffic and Access	
32	<p>Traffic management plan</p> <p>The Proponent shall prepare a construction traffic management plan (TMP) as part of the CEMP which addresses, as a minimum, the following:</p> <ul style="list-style-type: none"> (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 provision (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 and rail replacement bus stops if required, including appropriate signage to direct patrons, in consultation with the relevant bus operator. Particular provisions shall also be considered for the accessibility impaired.

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	<ul style="list-style-type: none"> (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. (j) The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required. The performance of all Project traffic arrangements must be monitored during construction.
33	<p>Road condition reports</p> <p>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.</p>
34	<p>Road safety audit</p> <p>A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include, but not be limited to, detailed assessment of sight distances for vehicles, new kerb ramps, new kiss and ride areas and taxi ranks and identification of mitigation measures proposed.</p> <p>The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit would be provided to Woollahra Municipal Council for information.</p>
Urban design and landscaping	
35	<p>Urban Design Plan</p> <p>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:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> 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 shall be shown ii. integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements shall be shown iii. integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc. iv. integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use (b) design detail that is sensitive to the amenity and character of the local area and heritage items located within or adjacent to the Project site (c) total water management principles to be integrated into the design where considered appropriate (d) any other matters which the conditions require the UDP to address. <p>The UDP shall be:</p> <ul style="list-style-type: none"> 1) prepared and submitted to TfNSW with each design submission 2) prepared in consultation with council and relevant stakeholders 3) prepared by a registered architect and/or landscape architect who has appropriate and

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relevant urban design expertise

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

36**Public Domain Plan**

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

- a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences
- b) location and design of pedestrian and bicycle pathways, street furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment
- c) landscape treatments and street tree planting to integrate with surrounding streetscape
- d) commitment to public art ideally created by local artists to be incorporated, where considered appropriate, into the Project, including consideration of incorporating moveable heritage, or other forms of heritage interpretation, into blank street facing walls.
- 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 4.0* (7TP-ST-114)
- g) identification of design and landscaping aspects that will be open for stakeholder input, as required
- h) any other matters which the conditions require the PDP to address.

The PDP shall be:

1. prepared and submitted to TfNSW with each design submission
2. prepared in consultation with councils and relevant stakeholders
3. prepared by a registered landscape architect
4. endorsed by TfNSW's Precincts and Urban Design team.

37**Graffiti and advertising**

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

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

Site Specific conditions**38****Infrastructure Sustainability Accredited Professional**

The Contractor shall appoint an Infrastructure Sustainability Accredited Professional (ISAP) to manage ISCA reporting requirements for the Project. The Proponent shall submit details of the ISAP resource, including defined responsibilities, duration and resource allocation to the satisfaction of the ADS. This role can be fulfilled by the Sustainability Officer (CoA 30), if suitably qualified.

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39	<p>Heritage Conservation Architect</p> <p>A suitably qualified heritage conservation architect (HCA) shall be engaged by the Contractor to provide ongoing heritage advice during the detailed design and construction phases of the station upgrade. The HCA is to play an active role in supporting the incorporation of heritage-based considerations into the detailed design and construction process, as per mitigation measures outlined in the REF, the SoHI and as per recommendations from stakeholders such as Sydney Trains Heritage and OEH Heritage Division.</p>
40	<p>Archaeological assessment</p> <p>Preliminary archaeological assessment has identified the potential for impacts from the Project to archaeological resources of local significance at the station site. Further identification of the archaeological resource at Rooty Hill Station, and an outline of the potential impacts from the proposed works, shall be prepared as part of an Archaeological Research Design (ARD). The findings of the ARD would determine whether the potential for impacts to archaeological resources warrants submission to the Heritage Division of a Section 140 permit application for archaeological investigation of, and impacts to, areas where archaeological resources of local significance may be impacted by the proposed works.</p>
41	<p>Heritage induction</p> <p>A heritage induction shall be prepared by the Contractor and provided to all on-site staff and contractors involved in the Project. The induction shall clearly describe the heritage constraints of the site and procedures when working within the heritage curtilage, or on/adjacent to items of heritage significance.</p>
42	<p>S170a notification – demolition of heritage fabric</p> <p>Notification under Section 170A of the <i>Heritage Act 1977</i> will be provided to the OEH Heritage Division 14 days prior to the demolition of any heritage elements/fabric which form part of the Sydney Trains s170 Heritage and Conservation Register listing for the Rooty Hill Railway Station Group.</p>
43	<p>Collection of moveable heritage</p> <p>The collection of moveable heritage items within the passenger building on Platform 3/4 shall be conserved and consideration given to their use for interpretive purposes as part of the proposed upgrade of the station. These items shall be kept in a safe and secure location during works. Should the items not be considered for interpretation at the station, options for their safe long-term storage shall be explored with Sydney Trains Heritage.</p>
44	<p>Operational noise and vibration</p> <p>Prior to the commencement of construction of the multi-storey car park surface (i.e. concrete pouring or other applicable construction method), or the construction of physical noise mitigation structures (whichever occurs sooner), an Operational Noise and Vibration Management Plan (ONVMP) shall be prepared to confirm the requisite final mitigation measures for operational noise and vibration compliance.</p> <p>The ONVMP shall be prepared in consultation with TfNSW and other relevant stakeholders. The ONVMP shall:</p> <ul style="list-style-type: none"> (a) consider any changes to the predicted noise and vibration levels identified in the REF as a result of the detailed design process and any changes to the proposed multi-storey car park operations plan (b) examine all reasonable and feasible noise and vibration mitigation measures consistent with <i>NSW Noise Policy for Industry (EPA,2017)</i> (c) identify specific physical and other mitigation measures for controlling noise and

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	<p>vibration at the source and at the receiver (if relevant) including location, type and timing of implementation of the proposed operational noise and vibration mitigation measures.</p> <p>The Contractor shall submit a copy of the ONVMP to the ADEM (or nominated delegate) for approval, at least one month prior to commencement of laying of the multi-storey car park surface or the construction of physical noise mitigation structures (or such time as is otherwise agreed to by the ADEM).</p> <p>The approved physical mitigation measures are to be installed prior to the commencement of operations, unless otherwise agreed by the ADEM.</p>
45	<p>Operational noise compliance monitoring</p> <p>In order to validate the predicted noise levels identified in the REF, monitoring shall be undertaken by the Contractor within three months of commencement of operation. The noise monitoring shall be undertaken to confirm compliance with the predicted noise levels, or as modified by the ONVMP.</p> <p>Should the results of monitoring identify exceedances of the predicted noise and/or vibration levels, additional reasonable and feasible mitigation measures shall be implemented by the Contractor in consultation with TfNSW and the affected property owners.</p>
46	<p>Additional stakeholder consultation</p> <p>The Property Development Manager of Anglicare shall be consulted with during the Detailed Design process to ensure that any aspects of the Proposal's design development that relate to Anglicare are communicated and understood.</p>

END OF CONDITIONS