

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

Addendum Review of Environmental Factors
Determination Report



Artist's impression of the proposed Rooty Hill Commuter Car Park, subject to detailed design.



Rooty Hill Station Upgrade and Commuter Car Park Addendum Determination Report

**Transport Access Program
Ref - 6241582**

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Glossary and abbreviations

Term	Meaning
Addendum REF	The <i>Rooty Hill Station Upgrade and Commuter Car Park Addendum Review of Environmental Factors</i> (pitt&sherry, 2017) included as Appendix A
Approved Project (the)	The construction and operation of the Rooty Hill Station Upgrade and Commuter Car Park as described in the project REF (November 2017) and the <i>Rooty Hill Station Upgrade and Commuter Car Park Determination Report</i> (February 2018).
CBD	Central Business District
CCTV	Closed-circuit television
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval included at Appendix F
Concept design	The concept design is the preliminary design presented in the Addendum REF, which would be refined by the Construction Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance)
Construction Contractor	The Construction Contractor for the Approved Project would be appointed by TfNSW to undertake the detailed design and construction of the Modified Project
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)
Modified Project (the)	Refers to the Approved Project as modified by the Proposed Modification associated with the Rooty Hill Station Upgrade and Commuter Car Park
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
OEH	NSW Office of Environment and Heritage
OOHW	Out of hours work
Project Determination Report (the)	The <i>Rooty Hill Station Upgrade and Commuter Car Park Determination Report</i> (February, 2018)

Term	Meaning
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW
Proposed Modification (the)	The Proposed Modification to the Approved Project as detailed in Section 1.22 of the <i>Rooty Hill Station Upgrade and Commuter Car Park Addendum Review of Environmental Factors</i> (March, 2019).
Project REF (the)	The <i>Rooty Hill Station Upgrade and Commuter Car Park Review of Environmental Factors</i> (November, 2017)
REF	Review of Environmental Factors
Roads and Maritime	NSW Roads and Maritime Services (formerly Roads and Traffic Authority)
SES	State Emergency Service
SoHI	Statement of Heritage Impact
TfNSW	Transport for NSW (the Proponent)

Executive summary

Overview of Proposed Modification

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 proposing to modify the existing approval for the Rooty Hill Station Upgrade and Commuter Car Park (the Approved Project) to construct an additional two storeys on the commuter car park, platform raising at Rooty Hill Station and use of additional site compounds (the Proposed Modification). The Approved Project, as modified by the Proposed Modification is referred to as the Modified Project. Transport for NSW is the Proponent for the Modified Project, which is part of the Transport Access Program.

The Proposed Modification would include the following key elements to provide further commuter parking and improve accessibility at Rooty Hill Station:

Station Upgrade

- Platform raising by approximately 80-200 mm at the boarding zone coping edge on Platform 1/2 and Platform 3/4 (compliant with Asset Standards Authority (ASA) standards).

Commuter Car Park

- Provision of two additional storeys on top of the commuter car park to provide a total of approximately 748 car spaces.
- Extension of the ground floor footprint by approximately 20m x 30m to accommodate 10 dedicated electric vehicle spaces in the car park (with charging facilities) and 10 motorcycle parking spaces.
- Changes to the vehicle entry/exit layout to create a separate entry/exit to the existing Council Depot entry/exit
- Installation and operation of a solar power system on the roof of the car park. This will double as a shade structure for cars on the roof level, and be used to supplement power requirements for the car park.

The construction methodology has also been updated and will require:

- Temporary closure of North Parade for approximately four weeks (two closures of two-week duration) for setup and operation of a crane.

To facilitate these modifications, two additional site compounds are also proposed.

Site compound

- Compound 1 – Temporary use of a compound at the Rooty Hill Substation approximately 200 metres west of Rooty Hill Station for materials preparation and storage, spoil storage and potentially construction worker parking.
- Compound 2 – Temporary use of an existing car park between Weston Lane and Station Street (near the intersection with Kalunga Lane) located within an adjacent medical facility, approximately 80 metres to the north of the railway station for construction worker parking and site sheds.

The impacts associated with the Modified Project have been considered in accordance with clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

Transport for NSW, as the Proponent for the Modified Project, has prepared an Addendum Review of Environmental Factors (the Addendum REF), included as Appendix A, detailing the scope of work and environmental impacts associated with the proposed modification, and the

cumulative impacts of the Modified Project. The Addendum REF was prepared by pitt&sherry on behalf of Transport for NSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the EP&A Regulation.

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 Addendum, to determine whether or not to proceed with the Proposed Modification. TfNSW must make a determination in accordance with the provisions of Part 5, Division 5.1 of the EP&A Act.

Conclusion

Based on the assessments in the Addendum REF as amended in this Determination Report, it is recommended that the Proposed Modification be approved, subject to the mitigation measures included in the Addendum REF and the proposed Conditions of Approval in this report. TfNSW will continue to liaise with the community and other stakeholders as the Modified Project progresses through detailed design and into the construction phase.

1 Introduction

1.1 Background

Transport for NSW (TfNSW) is the government agency responsible for the delivery of major transport infrastructure projects in NSW and is the proponent for the Rooty Hill Station Upgrade and Commuter Car Park Addendum Review of Environmental Factors (the Proposed Modification). TfNSW is proposing to modify the approval for Rooty Hill Station Upgrade and Commuter Car Park (the Approved Project) to include platform raising and additional car parking (the Proposed Modification).

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

The Transport Access Program has been 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 work with the aim of providing:

- stations that are accessible to those with disabilities, limited mobility, parents/carers with prams and customers with luggage
- 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 transport modes for all customers
- safety improvements including extra lighting, lift alarms, fences and security measures for car parks and interchanges, including stations, bus stops and wharves
- signage improvements for easier navigation between different modes of transport
- other improvements and maintenance such as painting and new fencing.

An Addendum Review of Environmental Factors (REF) has been prepared to assess the environmental impacts associated with the construction and operation of the Proposed Modification under the provisions of Part 5, Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Approved Project involves upgrades to the northern and southern station interchange facilities for the Rooty Hill Station Upgrade and construction of a multi-storey commuter car park on the site of the existing ground level car park on the northern side of the station between the rail corridor and the Blacktown City Council depot on Station Street.

An opportunity to provide additional car parking to provide for forecasted growth in the region was identified following the determination of the Rooty Hill Station Upgrade and Commuter Car Park. Platform raising is also proposed in order to meet *Disability Standards for Accessible Public Transport (2002)* (DSAPT) requirements. An Addendum REF was prepared to assess the environmental impacts of the Proposed Modification and the cumulative impacts of the Modified Project.

Subject to planning approval, construction is expected to start in 2019 and the car park is expected to be complete in early 2020 and the station upgrade to be complete in mid-2020.

TfNSW is the Proponent for the Rooty Hill Station and Commuter Car Park Addendum (referred to as the 'Modified Project' for the purposes of this document).

1.2 Addendum Review of Environmental Factors

An Addendum REF was prepared to assess the construction and operational environmental impacts of the Proposed Modification (and therefore also the Modified Project). The Addendum REF was prepared in accordance with Section 5.5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the *Environment Planning and Assessment Regulation 2000* (the EP&A Regulation) to ensure TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment by reason of the Modified Project.

The Addendum REF is included as Appendix A, detailing the scope of work and environmental impacts associated with the Proposed Modification, and the cumulative impacts of the Modified Project.

1.3 Determination Report

Prior to proceeding with the Modified Project, the Secretary for TfNSW must make a determination in accordance with Part 5, Division 5.1 of the EP&A Act.

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

- assess the environmental impacts with respect to the Modified Project, 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 of the Proposed Modification and Modified Project are likely to significantly affect the environment
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Modified Project.

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 Modification in the Addendum REF

TfNSW has identified an opportunity to provide additional car parking to provide for forecasted growth in the region and platform raising to meet DSAPT requirements following the determination of the Rooty Hill Station Upgrade and Commuter Car Park. An overview of the Proposed Modification, which is the subject of the Addendum REF, is provided in the Executive Summary with full details set out in Chapter 3 of the Addendum REF (refer to Appendix A).

The Proposed Modification would include the following key elements to provide further commuter parking and improve accessibility at Rooty Hill Station:

Station Upgrade

- Platform raising by 80-200 mm at the boarding zone coping edge on Platform 1/2 and Platform 3/4 (compliant with Asset Standards Authority (ASA) standards).

Commuter Car Park

- Provision of two additional storeys on top of the commuter car park to provide a total of approximately 748 car spaces.
- Extension of the ground floor footprint by approximately 20m x 30m to accommodate 10 dedicated electric vehicle spaces in the car park (with charging facilities) and 10 motorcycle parking spaces
- Changes to the vehicle entry/exit layout to create a separate entry/exit to the existing Council Depot entry/exit

- Installation and operation of a solar power system on the roof of the car park. This will double as a shade structure for cars on the roof level, and be used to supplement power requirements for the car park.

The construction methodology has also been updated and will require:

- Temporary closure of North Parade for approximately four weeks (two closures of two-week duration) for setup and operation of a crane.

To facilitate these modifications, two additional site compounds are also proposed:

- Compound 1 – Temporary use of a compound at the Rooty Hill Substation approximately 200 metres west of Rooty Hill Station for materials preparation and storage, spoil storage and potentially construction worker parking.
- Compound 2 – Temporary use of an existing car park between Weston Lane and Station Street (near the intersection with Kalunga Lane) located within an adjacent medical facility, approximately 80 metres to the north of the railway station for construction worker parking and site sheds.

Construction is expected to start in 2019 and the car park is expected to be complete in early 2020 and the station upgrade to be complete in mid-2020. This is an extension of approximately three months to the car park timeline as outlined in the project REF.

The need for and benefits of the Proposed Modification are outlined in Chapter 2 of the Addendum REF.

Figure 1 shows the locations of the Proposed Modification, as outlined in the Addendum REF.

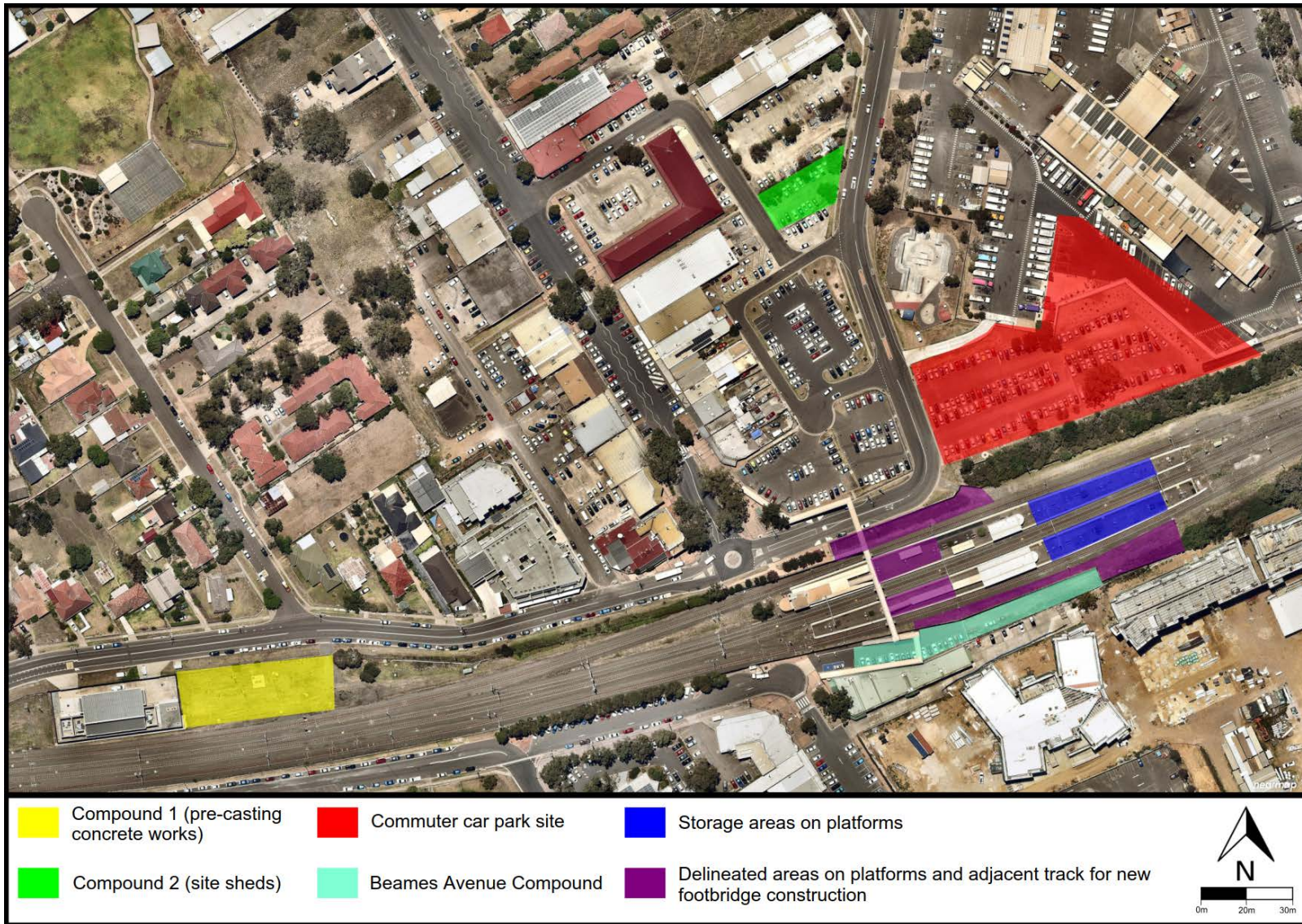


Figure 1 Locations of the Proposed Modification

2 Consultation and assessment of submissions

2.1 Community consultation

Chapter 5 of the Approved Project REF discusses the consultation undertaken for the Rooty Hill Station Upgrade and Commuter Car Park. This chapter discusses the consultation strategy adopted for the Proposed Modification.

Feedback received during the consultation undertaken for the Approved Project indicated community support for additional spaces to be constructed as part of the commuter car park. The Determination Report for the Approved Project specified that the commuter car park was planned to help address current and potential future customer demand at Rooty Hill Station and as such would not preclude the development of additional levels of parking above the Proposal.

Community consultation activities to be undertaken include:

- distribution of a community notification to both the local community via letterbox drop and rail customers at the station outlining the Modified Project
- email contact with local community groups and schools identified during stakeholder mapping, informing them of the Proposed Activity
- consultation with Blacktown City Council (BCC) and Sydney Trains
- Information about the proposed changes provided on the project webpage at transport.nsw.gov.au/projects/current-projects/rooty-hill-station-upgrade-and-commuter-car-park

2.2 ISEPP Consultation

Consultation with BCC was undertaken in accordance with the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP) for the Approved Project REF, along with details on how to make a submission as per the consultation requirements under clauses 13 and 15 of the Infrastructure SEPP. Additional Infrastructure SEPP consultation was undertaken with BCC and the NSW State Emergency Service (SES) for the Proposed Modification was undertaken.

A submission was received from BCC on the Approved Project and included feedback on a range of issues in relation to the Approved Project. The key issues raised in submissions were:

- support the provision of a fifth level as part of the current work
- the car park should be constructed to allow additional floors of car parking to be provided in the future
- the car park should provide dedicated motorbike parking spaces
- an on-street parking management plan should be prepared
- relocation of bus stops should include the relocation of associated facilities
- the proposed bicycle path connection to the M7 cycleway should be constructed
- drainage work should be designed in consultation with Blacktown City Council
- landscaping work should be designed in consultation with Blacktown City Council.

Submissions were received from BCC and SES on the Proposed Modification. Issues raised by BCC were:

- support for the Proposed Modification
- request for a Statement of Heritage Impact (SoHI) to provide a heritage assessment of how the proposed work will impact on the heritage significance of the station
- request for discussions with TfNSW regarding the feasibility of building new ramps to connect to the new footbridge across the Main Western Rail Line.

Issues raised by SES were:

- request for TfNSW to pursue site design and stormwater management that minimises any flood risk to the community
- request for TfNSW to ensure that people using the station are aware of the flood risk.

2.3 Consideration and response to submissions

Stakeholder submissions

The Approved Project Determination Report outlines issues raised by BCC in their submission, along with TfNSW's response. Consultation with BCC has started and would continue through the detailed design and construction phases.

Table outlines issues relating to the Proposed Modification that have been raised by Blacktown City Council and the SES in their submissions, along with TfNSW's response.

Table 1: Response to other stakeholder submissions received

No	Stakeholder	Issue/s raised	TfNSW response
1.1	BCC	Support for the provision of two additional floors of car parking, relocation of the access and egress to Station Street, dedicated electric vehicle parking, motorcycle parking and solar power system.	Noted
1.2	BCC	Request for a SoHI to provide a heritage assessment of how the Proposed Modifications will impact on the heritage significance of the station, including liaising with the Heritage Division of the Office of Environment and Heritage.	<p>A Statement of Heritage Impact (SoHI) was prepared as part of the project REF in 2017 and notification under 170A of the <i>Heritage Act 1977</i> has been provided to the OEH Heritage Division.</p> <p>An Addendum SoHI has been prepared to assess the potential impacts to the heritage significance of Rooty Hill Station from the Proposed Modification. The Addendum SoHI has been reviewed by Sydney Trains Heritage and additional Conditions of Approval have been incorporated into this Addendum Determination Report.</p> <p>The SoHI and Addendum SoHI were prepared consistent with the NSW Heritage Office's NSW Heritage Manual and related document <i>Statements of Heritage Impact</i> (OEH, 2002). Both the SoHI and Addendum SoHI should be read in conjunction with each other and can be found on the TfNSW website.</p>

No	Stakeholder	Issue/s raised	TfNSW response
1.3	BCC	Request for discussions with TfNSW regarding the feasibility of constructing new ramps to connect to the new footbridge across the Main Western Line.	<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>
2.1	SES	Suggestion to incorporate measures to minimise flood risk to the community through site design and stormwater management.	The current design has considered the potential impacts of flooding on the operation of the Proposal. Further investigations would be undertaken during the detailed design stage to ensure the design addresses potential flood risks to operational activities and equipment, and that the new infrastructure does not contribute to increasing flood risk.
2.2	SES	Recommendation to ensure that people using the station are aware of the flood risk and that an appropriate business emergency plan be developed to assist in preparedness, response and recovery from flooding.	Sydney Trains will be responsible for operating Rooty Hill Station after completion of work. The station has a current Station Incident Management Plan (SIMP) which includes emergency evacuation procedures. Following completion of the Proposed Activity, TfNSW would handover the asset to Sydney Trains who would then make any necessary amendments to the Rooty Hill Station SIMP to reflect any alterations to operational requirements resulting from the use of the proposed station infrastructure.

2.4 Future consultation

Should TfNSW proceed with the Modified Project, consultation activities would continue, including consultation with Blacktown City Council regarding design development.

In addition, TfNSW would notify residents, businesses and community members in the lead up to and during construction of the Modified Project.

Community consultation activities to be undertaken include:

- distribution of a community notification to both the local community via letterbox drop and rail customers at the station outlining the Modified Project
- email contact with local community groups and schools identified during stakeholder mapping, informing them of the Proposed Activity
- consultation with Blacktown City Council (BCC) and Sydney Trains
- Information about the proposed changes provided on the project webpage at transport.nsw.gov.au/projects/current-projects/rooty-hill-station-upgrade-and-commuter-car-park

The consultation activities would help to ensure that:

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

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)¹ and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](https://www.transport.nsw.gov.au/projects/current-projects/rooty-hill-station-upgrade-and-commuter-car-park)² would also include updates on the progress of construction.

¹ projects@transport.nsw.gov.au

² <https://www.transport.nsw.gov.au/projects/current-projects/rooty-hill-station-upgrade-and-commuter-car-park>

3 Consideration of the environmental impacts

3.1 *Environmental Planning and Assessment Act 1979*

The Addendum REF addresses the requirements of Section 5.5 of the EP&A Act. In considering the Proposed Modification (and also the cumulative impacts of the Modified Project), all matters affecting or likely to affect the environment are addressed in the Addendum REF and this 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 Addendum REF and Appendix B of the Addendum REF.

In respect of the Modified Project, an assessment has been carried out regarding potential impacts on critical habitat, threatened species, populations or ecological communities or their habitats, under Section 5.7 of the EP&A Act.

The likely significance of the environmental impacts of the Modified Project has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline [*Is an EIS Required?*](#)³ It is concluded that the Proposed Modification and the cumulative impacts of the Modified Project are 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 Division 5.2 of the EP&A Act is not required.

3.2 *Environment Protection and Biodiversity Conservation Act 1999*

As part of the consideration of the Proposed Modification, 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 Addendum REF.

It is considered that the Proposed Modification and the cumulative impacts of the Modified Project as described in the Addendum 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.

³ 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 Modified Project would proceed subject to the Conditions of Approval included at Appendix D. It is noted that the Secretary for TfNSW should not consider any conditions for the purposes of making a determination under Part 5, Division 5.1, of the EP&A Act, particularly to the extent that such conditions are proposed to be imposed to mitigate environmental impacts.

5 Conclusion

Having regard to the assessment in the Addendum REF, it can be concluded that the Proposed Modification 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 Division 5.2 of the EP&A Act.

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

The environmental impact assessment (Addendum 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 D**).

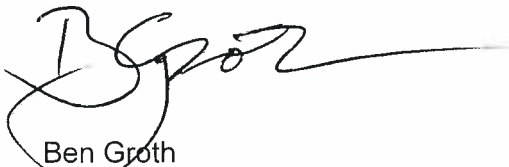
Determination

Rooty Hill Station Upgrade and Commuter Car Park Addendum

APPROVAL

I, BEN GROTH, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Modified Project in the *Rooty Hill Station Upgrade and Commuter Car Park Addendum Review of Environmental Factors* (March 2019) and the *Rooty Hill Station Upgrade and Commuter Car Park Addendum Determination Report* (March 2019) in accordance with Section 5.5 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Modified Project 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 Addendum Review of Environmental Factors* (March 2019) as amended by this Determination Report.



Ben Groth
A/Director, Planning, Environment and Sustainability
Infrastructure and Place
Transport for NSW

Date: 18/4/19

References

Transport for NSW, 2017, Rooty Hill Station Upgrade and Commuter Car Park Review of Environmental Factors

Transport for NSW, 2018, Rooty Hill Station Upgrade and Commuter Car Park and Determination Report.

Appendix A Addendum Review of Environmental Factors

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

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

Appendix B Project Review of Environmental Factors

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

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

Appendix C Project Determination Report

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

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

Appendix D 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* (November 2017), and the *Rooty Hill Station Upgrade and Commuter Car Park Addendum Review of Environmental Factors* (March 2019).

Amendments to the Conditions of Approval arising from the modification of the project as a result of the determination of the *Rooty Hill Station Upgrade and Commuter Car Park Addendum Review of Environmental Factors* (March 2019) are shown in underline for additional text, and ~~strike through~~ for deleted text.

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)

Acronym	Definition
ISAP	Infrastructure Sustainability Accredited Professional
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
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><u><i>Rooty Hill Station Upgrade and Commuter Car Park – Addendum Review of Environmental Factors</i>, (pitt&sherry, March 2019)</u></p> <p><u><i>Rooty Hill Station Upgrade and Commuter Car Park – Addendum Determination Report</i>, (pitt&sherry, April 2018)</u></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)

CoA number	Type
	<ul style="list-style-type: none"> e) environmental monitoring results, presented as a results summary and analysis f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection) h) details of any review and amendments to the CEMP resulting from construction during the reporting period i) any other matter as requested by the ADEM. <p>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.</p>
6	<p>Pre-operation Compliance Report</p> <p>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.</p> <p>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).</p>
Community Engagement and Communications	
7	<p>Community Liaison Management Plan</p> <p>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:</p> <ul style="list-style-type: none"> (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. <p>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.</p>
8	<p>Community notification and liaison</p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>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</p>

CoA number	Type
	<p>telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.</p> <p>Construction-specific impacts including, but not limited to information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>
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.

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.

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	Updates to the ECM shall be made within 7 days of the completion of the review or receipt 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

CoA number	Type
	<p>(where 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</p>

CoA number	Type
	the find shall not re-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 Obtrusive 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>

CoA number	Type
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

CoA number	Type
	<ul style="list-style-type: none"> 3) prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise 4) endorsed by TfNSW's Precincts and Urban Design team.
36	<p>Public Domain Plan</p> <p>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:</p> <ul style="list-style-type: none"> 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 <i>NSW Sustainable Design Guidelines - Version 4.0</i> (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. <p>The PDP shall be:</p> <ul style="list-style-type: none"> 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	<p>Graffiti and advertising</p> <p>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:</p> <ul style="list-style-type: none"> (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	<p>Infrastructure Sustainability Accredited Professional</p> <p>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</p>

CoA number	Type
	resource allocation to the satisfaction of the ADS. This role can be fulfilled by the Sustainability Officer (CoA 30), if suitably qualified.
39	Heritage Conservation Architect 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.
40	Archaeological assessment 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.
41	Heritage induction 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.
42	S170a notification – demolition of heritage fabric 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.
43	Collection of moveable heritage 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.
<u>43A</u>	<u>Protection of heritage fabric from asphalt or concrete splash</u> <u>When laying new asphalt or pouring new concrete pads, adjacent heritage fabric is to be masked off and protected from splash. Any asphalt or concrete splash to heritage walls and fabric is to be removed immediately and the surfaces made good.</u>
<u>43B</u>	<u>Protection of sub-floor vents</u> <u>Existing sub-floor vents are not be impacted by regrading works, unless otherwise approved by the ADEM. In the event that an impact(s) to the sub-floor vents is proposed, advice from a heritage architect is to be obtained, and provided to the ADEM, as part of any approval request.</u>
<u>43C</u>	<u>Removal of historic fabric or features</u> <u>When undertaking works to platforms, permanent removal of historic fabric or features is not permitted (e.g. cast iron stormwater grates, door threshold grilles, boot scrapers, air</u>

CoA number	Type
	<u>vents, concrete drains, stone flagging, garden beds, concrete or plumbing evidence of former bubblers).</u>
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 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>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>
47	<p><u>Vegetation protection</u></p> <p><u>All existing vegetation on Compound 1 and Compound 2 would be demarcated as no go zones</u></p>

END OF CONDITIONS