

Transport for NSW

Commuter Car Park Program

Edmondson Park Station (South)

Determination Report



Artist's impression of the Edmondson Park Station Commuter Car Park, subject to change during detailed design.



Edmondson Park Station (South) Commuter Car Park Determination Report

**Transport Access Program
Ref - 6452100**

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Glossary and abbreviations

Term	Meaning
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 Proposed activity proceed) to a design suitable for construction (subject to Transport for NSW acceptance).
Contractor	The Contractor for the Proposed Activity would be appointed by Transport for NSW to undertake the detailed design and construction of the Proposed Activity
CCTV	Closed circuit television
CPTED	Crime Prevention Through Environmental Design
CTMP	Construction Traffic Management Plan
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
Detailed design	Detailed design broadly refers to the process that the Contractor undertakes (should the Proposed activity proceed) to refine the concept design to a design suitable for construction (subject to Transport for NSW acceptance).
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, Transport for NSW
Proposed Activity	The construction and operation of the Edmondson Park Station (South) Commuter Car Park
REF	Review of Environmental Factors
UDP	Urban Design Plan
WSUD	Water sensitive urban design

Executive summary

Overview of Proposed Activity

Transport for NSW is the government agency responsible for the delivery of major transport infrastructure projects in NSW and is the proponent for the Edmondson Park Station (South) Commuter Car Park (the Proposed Activity).

The Proposed Activity forms part of the Commuter Car Park Program, a NSW Government initiative providing more convenient access to public transport at key interchanges and easing congestion on our roads.

The NSW Government is committed to delivering accessible public transport infrastructure, which is why Transport for NSW is providing more commuter car parks where they are needed.

The Proposed Activity would provide:

- a multi-storey car park with approximately 1,200 commuter car parking spaces and lift and stair access
- Transport Park&Ride infrastructure
- additional accessible parking spaces
- closed circuit television (CCTV), lighting and wayfinding signage for improved safety and security
- road pavement and pedestrian pathway upgrades
- provision for electric vehicle charging spaces, solar power and motorcycle parking
- ancillary works including services diversion and/or relocation, drainage works and landscaping.

Transport for NSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared by pitt&sherry 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 Transport for NSW, as the Proponent of the Edmondson Park Station (South) Commuter Car Park, to determine whether or not to proceed with the Proposed Activity. Transport for NSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

Conclusion

Based on the assessments in the REF and a review of the submissions received from 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. Transport for NSW 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 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.

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

The Commuter Car Park Program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

Transport for NSW is the Proponent for the Edmondson Park Station (South) 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 in accordance with sections 5.5 and 5.7 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 Transport for NSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included at Appendix A.

The community and key stakeholders were consulted on the Edmondson Park Station (South) Commuter Car Park between 26 March and 10 April 2020. Key themes of feedback provided by the community during this consultation phase have been addressed and summarised within the REF.

1.3 Determination Report

Prior to proceeding with the Proposed Activity, the Secretary for Transport for NSW must make a determination in accordance with Division 5.1 of the EP&A Act (refer Figure 1).

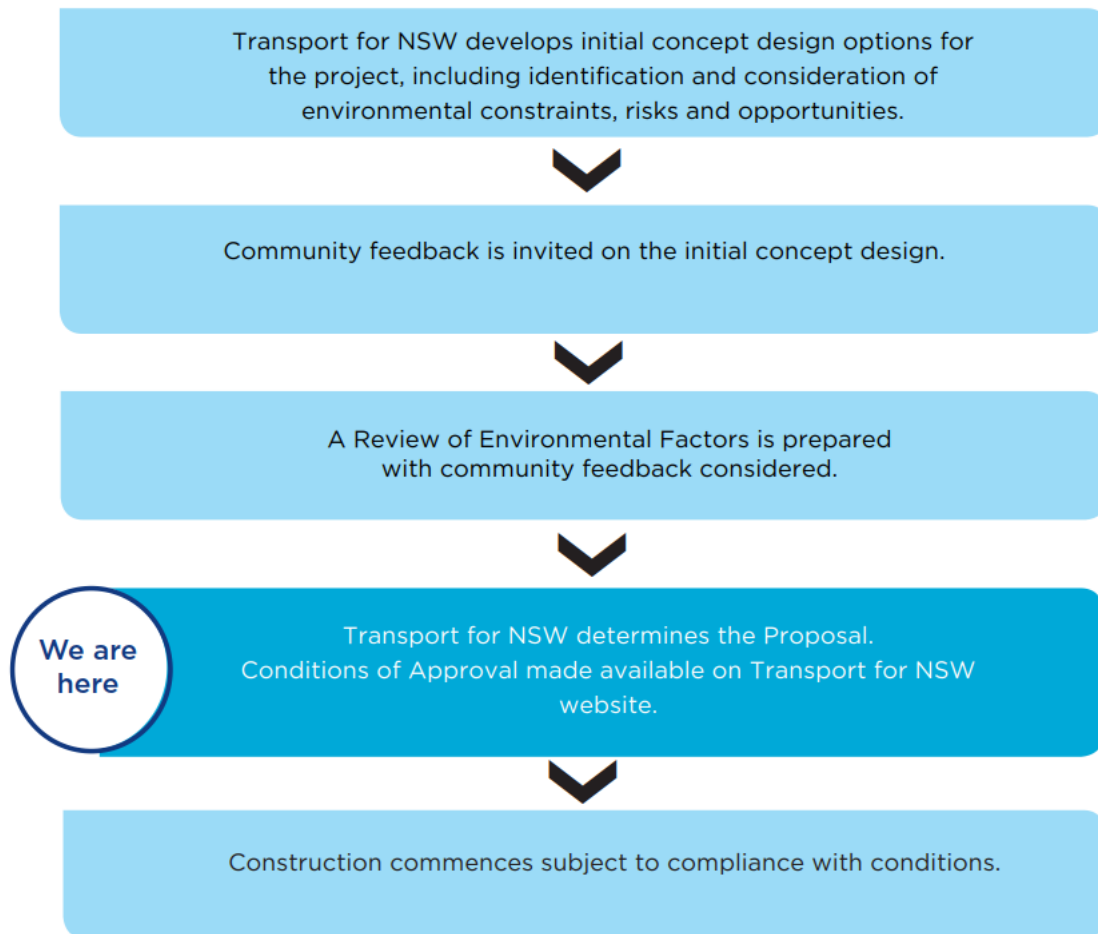


Figure 1: Planning approval process

The purpose of this Determination Report is to:

- 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
- allow for determination of the Proposed Activity.

This report has been prepared having regard to, among other things, the objectives of Transport for NSW 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.

This report has also been prepared with consideration to the *Future Transport Strategy 2056* which provides a comprehensive strategy for all modes of transport across NSW including:

- a) supporting accessible services by improving connectivity and accessibility to public transport and creating travel options for more customers
- b) supporting sustainability by encouraging public transport use and improving affordability for customers and reducing the number of cars on the roads, resulting in less emissions.

1.4 Description of the Proposed Activity in the REF

An overview of the Proposed Activity is provided Chapter 3 of the Edmondson Park Station (South) Commuter Car Park REF.

The Proposed Activity would provide a multi-storey car park with approximately 1,200 commuter car parking spaces over the existing at-grade car park directly south of Edmondson Park Station. As the existing site has 216 car parking spaces, the Proposed Activity would provide approximately 1,000 additional car parking spaces at this location compared to existing. In summary, the Proposed Activity as outlined in the REF comprises:

- provision of a ground level plus five levels (including rooftop) commuter car park including:
 - approximately 1,200 commuter car parking spaces
 - approximately 26 accessible parking spaces
 - two lifts and six sets of stairs
 - internal circulation ramps connecting the levels
 - provision for electric vehicle charging stations
 - Transport Park&Ride infrastructure
- vehicular access and egress from Henderson Road directly north of the site

- separation of vehicle access points and pedestrian access paths
- installation of renewable energy options such as solar panels and battery storage
- ancillary works including services diversion and/or relocation, drainage works, landscaping, installation of lighting, installation of handrails and balustrades, with new infrastructure including CCTV cameras
- removal of the existing at-grade car park including demolition of the staff facilities and accessible toilet block.

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

Construction is expected to commence in mid-2020 and be complete in mid-2021.

2 Consultation and assessment of submissions

2.1 Community consultation

The community and key stakeholders were consulted on the Edmondson Park Station (South) Commuter Car Park REF between 26 March and 10 April 2020. Key themes from the feedback provided by the community during this consultation phase have been addressed and summarised within the REF.

In response to the evolving Coronavirus situation, Transport for NSW is following NSW Health advice and changing the way it approaches community consultation for transport infrastructure projects.

It is important for the community to have their say on all transport infrastructure projects, and Transport for NSW is ensuring all appropriate community consultation is carried out.

Community consultation adopted a range of online and non-face-to-face consultation mechanisms to ensure social distancing was practiced to limit the spread of Coronavirus.

Community consultation activities undertaken included:

- targeted consultation with local businesses, schools and aged care facilities through phone calls and emails
- a community notification distributed to local residents and businesses via letterbox drop and made available to rail customers at the station to inform the community about the Proposed activity
- installation of project signage at the station and in the existing commuter car parks
- consultation with key stakeholders such as Liverpool City Council, Sydney Trains, and adjacent private land holders
- geographically targeted social media advertising via Facebook to inform the community of the proposed activity and invite their feedback online
- development of a dedicated web page and online feedback form for the project on the Transport for NSW website which can be found at www.transport.nsw.gov.au/edmondsonpark.

2.2 ISEPP Consultation

A letter outlining the scope of the Proposed Activity, along with details on how to make a submission was sent to Liverpool City Council as per the consultation requirements under clause 13 of the Infrastructure SEPP.

One submission was received by Transport for NSW from Liverpool City Council. The submission included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- traffic and access
- drainage
- urban design
- heritage
- environmental management
- bushfire prone land.

2.3 Consideration and response to submissions

Stakeholder submissions

Table 1 outlines issues raised by Liverpool City Council in their submission, along with Transport for NSW's response.

Table 1: Response to stakeholder submissions received

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
1	Liverpool City Council		
1.1	Urban design	<p>The car park is being constructed within the Edmondson Park Town Centre precinct and should therefore be sympathetic to minimise impact on the town centre development currently under construction by Frasers Property Group. The car park should be designed as part of the urban fabric of the Town Centre. The project team is to consult with Frasers project team and to take into consideration their comments in the design and construction of the southern car park.</p>	<p>As a Condition of Approval (CoA), an Urban Design Plan (UDP) will be prepared for the Proposed Activity and submitted to Transport for NSW for endorsement prior to finalising the detailed design. The UDP will address the fundamental design principles as outlined in the Transport for NSW <i>Urban Design Guidelines</i> (Transport for NSW, 2016). The UDP would be prepared based on the following six core urban design principles for the Commuter Car Park Program:</p> <ul style="list-style-type: none"> • connect with and enhance the transport network • deliver a quality built form appropriate for the context • include quality landscaping • ensure sustainable design outcomes • enhance the public realm • allow for future growth <p>Transport for NSW has been consulting with adjacent landowners including Frasers Property Group since mid-2019 and during preparation of the REF and will continue consultation during detailed design and construction.</p>
1.2	Urban design	<p>Council notes that the proposed car park is permissible within the proposed location. The proposed car park structure will have frontages to several streets in which high pedestrian activity is expected. Council encourages active uses along such street frontages.</p> <p>The project is to consider the inclusion of ramps, service ducts and floor-to-ceiling heights that would</p>	<p>The Proposed Activity involves the development of a multi-storey commuter car park. The specific objectives of the Edmondson Park Station (South) Commuter Car Park are to provide:</p> <ul style="list-style-type: none"> • additional commuter parking in close proximity to Edmondson Park Station to service demand • improved access to the station for people with a disability, limited mobility, parents/carers with prams and customers with luggage

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
		<p>permit reconfiguration for future adaptable use such as commercial or residential purposes.</p> <p>Consideration is to be given to increasing floor to floor heights to exceed 3.5 metres, minimise sloped floors and be engineered to accommodate flexibility and for ease of retrofitting in the future.</p>	<ul style="list-style-type: none"> improved customer experience, including better interchange facilities, visual appearance and weather protection for vehicles improved integration with surrounding precinct improved customer safety. <p>An UDP would be prepared for the Proposed Activity, and would address the fundamental design principles as outlined in the Transport for NSW <i>Urban Design Guidelines</i> (Transport for NSW, 2016).</p> <p>The Proposed Activity does not include retail space; however the car park would be built in a way that does not preclude future alternative uses. Any potential future uses, such as conversion of ground floor areas for retail shop fronts, community space or similar would be subject to a future development application or relevant planning approval process.</p>
1.3	Design	<p>It is recommended that an attractive façade taking into consideration Crime Prevention Through Environmental Design (CPTED) Principles is used to maintain a sense of pedestrian safety around the car park.</p>	<p>The Proposed Activity has been designed having regard to a range of design standards including CPTED and aims to provide improved safety and security infrastructure, and pedestrian and driver safety.</p> <p>The Proposed Activity includes an improved customer experience by providing modern car parking facilities with weather protection for the majority of parking spaces and security features including lighting and CCTV cameras.</p> <p>The Proposed Activity would result in approximately 1,000 additional commuter parking spaces and improvement in accessibility, safety and connectivity for users of Edmondson Park Station and surrounding facilities.</p> <p>During detailed design, multiple façade designs would be considered and analysed to ensure an attractive and appropriate finish.</p> <p>All permanent lighting would be designed and installed in accordance with the requirements of standards relevant to AS</p>

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
			<p><i>1158 Road Lighting and AS 4282 Controlling the Obtrusive Effects of Outdoor Lighting.</i></p> <p>The UDP prepared for the Proposed Activity would demonstrate how the preferred design option responds to the design principles established in the Transport for NSW Urban Design Guidelines (Transport for NSW, 2016), including consideration of CPTED Principles.</p>
1.4	Design	<p>The design of the car park should:</p> <ul style="list-style-type: none"> integrate trailing/climbing planting in planters on each level of the car park. Include climbing trellis frame to the façade design to enable climbing plants to cover the façade. ensure alternate water source irrigation (from storm/rainwater capture) is provided with timers and soil sensors to ensure longevity of planting areas in dry/drought weather. provide electric vehicle charging stations throughout the building and include the opportunity to increase the number of charging stations as demand increases. 	<p>Detailed design would consider inclusions to minimise impacts of extreme heat and urban design elements that provide adequate shade, and minimise water use. During detailed design, multiple façade designs would be considered and analysed to ensure an attractive and appropriate finish.</p> <p>All vegetation planted on-site is to consist of locally endemic native species unless otherwise agreed by Transport for NSW. Implementation of water sensitive urban design (WSUD) would be investigated during detailed design and incorporated where possible. A rainwater recycling system will also be investigated for use on the landscaping in the area</p> <p>The Proposed Activity includes provision for solar powered electric vehicle charging. The number of electric vehicle parking spaces would be determined during detailed design.</p>
1.5	Possible traffic impact	<p>The car park documentation does not include a Traffic Impact Assessment Report. It is recommended that a cumulative traffic impact assessment report is prepared in consultation with Council to identify improvement works required to minimise traffic impacts of the proposed car park.</p>	<p>A Traffic, Transport and Access Impact Assessment (TTAIA), which assessed the existing environment and impacts of the Proposed Activity on the surrounding road, pedestrian and public transport network was prepared by FutureRail in April 2020. Cumulative traffic impacts were considered in the TTAIA.</p> <p>As the Edmondson Park Town Centre road network is currently being planned and constructed, there are opportunities to modify planned precinct access arrangements to improve bus priority and pedestrian connectivity outside the station entrances. During detailed design consideration would be given to the following:</p>

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
			<ul style="list-style-type: none"> potential closure of Henderson Road midblock to all traffic except buses and potential closure of Northern Access Road midblock to improve pedestrian connectivity with northern station entrance. modification of the intersection design for Buchan Avenue and Soldiers Parade to include a southbound right turn into Buchan Avenue. <p>Transport for NSW would continue to consult with Liverpool City Council during detailed design regarding any proposed road works.</p>
1.6	Land acquisition	Council notes that the development requires land acquisition at the north-western corner of the development site. The land acquisition is to be taken into consideration in the design to increase the setback to the western frontage.	Transport for NSW does not propose to acquire any property as part of the Proposed Activity. The proposed car park site is wholly located on land owned by Transport for NSW.
1.7	Construction traffic	A Construction Traffic Management Plan is to be prepared in consultation with Council to minimise impacts on pedestrian traffic movements as well as the available car parking. The plan is to consider any proposed road closure or changing traffic flows around the station during and after construction.	<p>A CoA has been proposed which would require the preparation of a Construction Traffic Management Plan (CTMP) to commencement of construction. The CTMP would include measures to manage traffic flows around the area affected by the Proposed Activity, including directional and detour signage, line marking, traffic control, variable message signs and other measures.</p> <p>Transport for NSW would consult with the Liverpool City Council during preparation of the CTMP, as required, and obtain any approvals required under the <i>Roads Act 1993</i>.</p>
1.8	Vehicular and pedestrian access arrangements	Access arrangements which would minimise impacts on vehicular and pedestrian access are to be identified in consultation with Council. It is recommended that the vehicular access to the southern car park should be from one of the southern roads rather than the northern road close	Construction traffic would access the Proposed Activity site via the signals at the intersection of Henderson Road and Soldiers Parade. Pedestrian and cyclist access to the site would be maintained during construction. The CTMP would include measures to maximise safety and accessibility for pedestrians and cyclists and for managing traffic flow in the vicinity of the

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
		to the station to minimise impact on pedestrian movements to the station.	<p>Proposed Activity. Transport for NSW would consult with the Liverpool City Council during preparation of the CTMP.</p> <p>The access and entry to the proposed car park is on Henderson Road. During operation, access to and from the proposed car park is anticipated to be primarily via Soldiers Parade from the north and south, Buchan Avenue (expected to be completed mid 2021) from the north, and Bernera Road from the south.</p> <p>A potential improvement would be explored during detailed design for mid-block closures on Henderson Road (buses exempt), and the unnamed northern station access road, to enable some of the Buchan Avenue and Henderson Road vehicle movements to be transferred onto the planned MacDonald Road extension. This would improve pedestrian connectivity between Edmondson Park Station and the planned town centre areas to the north and south.</p> <p>Transport for NSW would consult further with Liverpool City Council during detailed design of proposed road work.</p>
1.9	Drainage	<p>The proposed commuter car park will generate pollutants which could affect adjoining natural waterways if pollutants are not removed at source. In order to mitigate adverse environmental impacts, the following requirements are to be incorporated with the proposed development in accordance with the WSUD best management practice:</p> <ul style="list-style-type: none"> on-site water quality treatment facilities, to ensure that stormwater runoff leaving the site complies with Council's water quality standards. The treatment facility is to capture all gross pollutants and liquid contaminants from the stormwater before downstream discharge the proposed development will generate increased stormwater runoff. To mitigate adverse impact of flooding, the proposed development shall incorporate 	<p>The stormwater and drainage infrastructure would be designed in accordance with the relevant Transport for NSW, Sydney Water and Council standards and requirements.</p> <p>Opportunities to employ WSUD would be investigated during development of detailed design of the Proposed Activity, along with identification of options to reduce the runoff burden to the existing drainage system. Various water quality improvement devices would also be considered for the Proposed Activity such as gross pollutant traps for primary treatment of water and a separate oil and sediment separating devices. The outcome of the integration of WSUD devices would be provided in the detailed design.</p> <p>A UDP would be submitted to Transport for NSW and endorsed during detailed design and would consider the <i>Water Sensitive Urban Design Guidelines for Transport for NSW Projects</i> (Transport for NSW, 2016a).</p>

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
		rainwater/stormwater capture and re-use on site (e.g. water tanks) and on-site detention (OSD) to reduce peak flows to predevelopment levels for all design storm events up to 100-year Annual Recurrence Interval.	
1.10	Urban design	<p>The design is to address and incorporate design features including:</p> <ul style="list-style-type: none"> • bicycle storage facilities including electric charging stations. Include the opportunity to increase storage and electric stations as demand increases • end of trip active transport facilities including toilets, showers and change rooms • retain and protect existing street tree plantings. Where trees are removed or do not exist, provide advanced street tree plantings. All streets around the proposed car park must have street tree plantings • street trees must be planted as advanced (minimum 200 litre) specimens, gardens and small parks with Council input on species selection and structural pavement design. Spacing of tree species must enable a mature continuous tree canopy along the streets • ensure seating and other pedestrian amenity items (bins, drink fountains) are provided to the adjacent streets (including Bernera Road and new streets) 	<p>Detailed design would consider Council recommendations where possible. Inclusion of secure bicycle facilities would be investigated during detailed design.</p> <p>Disturbance of vegetation would be limited to the minimum amount necessary to construct the car park. Should street trees require removal, replanting would be provided in consultation with Liverpool City Council. As a CoA, all cleared vegetation would be offset in accordance with <i>Vegetation Offset Guide</i> (Transport for NSW, 2019).</p> <p>A UDP and Landscaping Plan would be prepared prior to finalisation of the detailed design of the Proposed Activity will provide analysis of the:</p> <ul style="list-style-type: none"> • landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art • materials schedule including materials and finishes for proposed built work, colour schemes, paving and lighting types for public domain, fencing and landscaping.

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
		<ul style="list-style-type: none"> unit paving along the adjacent streetscapes (including Bernera Road and new streets) must match the existing Edmondson Park paving from the train station forecourt maintain the existing pedestrian crossing from the proposed multi-story car park to the existing train station. 	
1.11	Non-Aboriginal Heritage	<p>The Edmondson Park South Part 3A Concept Plan Statement of Heritage Impact (Tanner Architects, 2010) includes the detailed assessment of heritage impact of future development within Edmondson Park South and recommendations for heritage interpretation. Development is to consider the recommendations of the Statement of Heritage Impact and the assessment of future development applications is to consider the issues resolved as part of the Concept Plan process.</p>	<p>The recommendations of the Edmondson Park South Part 3A Concept Plan Statement of Heritage Impact (Tanner Architects, 2010) would be considered where relevant.</p> <p>The REF included consideration of non-Aboriginal heritage, with no impacts to non-Aboriginal heritage items being anticipated during construction or operation of the Proposed Activity. A Heritage Impact Strategy is therefore not considered necessary for the Proposed Activity.</p> <p>In the event that any unanticipated archaeological deposits are identified within the Proposed Activity site during construction, the procedures contained in Transport for NSW's <i>Unexpected Heritage Finds Guideline</i> (Transport for NSW, 2016b) .</p>
1.12	Environmental management	<p>The site is near the Maxwells Creek Riparian Corridor. In order to ensure that polluted runoff is minimised the following objectives are to be considered in the final design.</p> <ul style="list-style-type: none"> All remnant vegetation along the Core Riparian Zone must be protected and enhanced unless required to be removed as part of the re-engineering works to improve the system Any bank stabilisation measures are to use soft engineering techniques that promote 	<p>The Proposed Activity is located approximately 120 metres to the west unnamed second order tributary of Maxwells Creek. The Proposed Activity does not involve removal of remnant vegetation along the Core Riparian Zone or works within the creek bank.</p> <p>A CoA has been proposed which would require the identification, implementation and maintenance of soil and water management measures as part of the Construction Environmental Management Plan for the mitigation of water quality impacts during construction. The management measures would be prepared in accordance with <i>Managing Urban Stormwater; Soils and Construction 4th Edition</i> (Landcom, 2004).</p>

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
		<p>sustainability and naturalness, except for the Maxwell's Creek Urban Park / corridor</p> <ul style="list-style-type: none"> • All development is to implement and be consistent with the water cycle strategies outlined in the <i>Edmondson Park South Water Cycle Management Plan</i>, September 2010, prepared by J. Wyndam Prince and subsequent editions. This includes: <ul style="list-style-type: none"> ○ On lot treatments (i.e. water wise landscaping, reticulated recycled water etc.), street level treatments (i.e. gross pollutant traps), and precinct treatments. 	<p>Opportunities to employ WSUD such as would be investigated during development of detailed design of the Proposed Activity. The <i>Edmondson Park South Water Cycle Management Plan</i> (Wyndam. J 2010) prepared for the Edmondson South concept plan would be considered during detailed design where relevant.</p>
1.13	Bushfire prone land	<p>The site is partially bushfire affected and a bush fire assessment report prepared by a suitably qualified person/organisation should be provided to ensure appropriate measures are incorporated into the design.</p>	<p>The Proposed Activity is mostly mapped Bushfire Prone land under the classification 'vegetation buffer' and is located around 30 metres from a heavily vegetated area to the west.</p> <p>Bushfire risk management measures would be incorporated in the CEMP to minimise risk of bushfire from construction activities particularly during high risk days.</p> <p>To minimise risk from bushfires to the new car park during operation the following would be considered during detailed design:</p> <ul style="list-style-type: none"> • relevant requirements for bushfire prone land such as the Planning For Bush Fire Protection (NSW Rural Fire Service, 2019) • limited use of timber • urban design is to limit selection of large canopy trees close to buildings • adequate ventilation to minimise risk of bushfire smoke impacts.
1.14	Other	<p>Other suggested design features and comments:</p>	<p>Transport for NSW will consider Council's suggestions during detailed design.</p>

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
		<ul style="list-style-type: none"> • legible signage for both drivers and pedestrians, including signage to the car park entry • recess car park entrances from the main façade line • disguise garage security grilles to complement the building façade • consideration of pedestrian movement • consider noise separation surfaces at the bottom of ramps to avoid tyre screeching noise due to nearby residential receivers • design elements should be incorporated into the façade • the facade of the parking building should incorporate creative approaches to cladding and screening. 	<p>Wayfinding signage and the façade would be included in the detailed design of the Proposed Activity. The UDP for the Proposed Activity would demonstrate a robust understanding of the site through a comprehensive site analysis to inform the design direction, demonstrate connectivity with street networks, transport modes, active transport options, and pedestrian distances. The UDP will provide analysis of the:</p> <ul style="list-style-type: none"> • landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art • materials schedule including materials and finishes for proposed built work, colour schemes, paving and lighting types for public domain, fencing and landscaping. <p>The car park would be designed to minimise, and where possible eliminate, noise from wheel squeal. A CoA has been proposed requiring the preparation of an Operational Noise and Vibration Management Plan to confirm the final mitigation measures for operational noise and vibration that would be implemented. The plan would be prepared prior to commencement of construction of the multi-storey car park surface.</p>

2.4 Future consultation

Should Transport for NSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Liverpool City Council and key stakeholders regarding design development. In addition, Transport for NSW would notify residents, businesses and community members in the lead up to and during construction. These 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 [Transport for NSW email address](mailto:projects@transport.nsw.gov.au)¹ and Transport for NSW Infoline (1800 684 490) and 24-hour Construction Response Line (1800 775 465) will be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage, email and verbal communications, would continue to occur in line with Transport for NSW's approach to consultation during the evolving Coronavirus situation. The [Transport for NSW website](http://www.transport.nsw.gov.au/edmondsonpark)² would also include updates on the progress of construction.

¹ projects@transport.nsw.gov.au

² <http://www.transport.nsw.gov.au/edmondsonpark>

3 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

The REF addresses the requirements of section 5.5 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 5.7 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?*³ 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 Division 5.2 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.

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

5 Conclusion

Having regard to the assessment in the REF and taking into consideration of the submissions received, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement is not required to be prepared under Division 5.2 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 Proposed activity would provide the following benefits:

- additional commuter parking in close proximity to Edmondson Park Station facilitating improved opportunities to change modes of transport
- increasing connectivity and convenience to and from Edmondson Park Station, encouraging increased use of public transport and reducing congestion on roads
- improved customer experience by providing modern car parking facilities with weather protection for the majority of parking spaces and security features including lighting and CCTV cameras
- ease current parking overspill and cater for future parking demand, reducing the need for commuters to park in local streets, potentially improving traffic and road safety.

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

EDMONDSON PARK STATION (SOUTH) COMMUTER CAR PARK

APPROVAL

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

1. Have examined and considered the Proposed Activity in the *Edmondson Park Station (South) Commuter Car Park Review of Environmental Factors* (May 2020) and the *Edmondson Park Station (South) Commuter Car Park Determination Report* (May 2020) 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 Proposed Activity may be carried out in accordance with the Conditions of Approval in the *Edmondson Park Station (South) Commuter Car Park Determination Report* (May 2020), consistent with the Proposed Activity described in the *Edmondson Park Station (South) Commuter Car Park Review of Environmental Factors* (May 2020), as amended by *Edmondson Park Station (South) Commuter Car Park Determination Report* (May 2020).



Ben Groth
Associate Director, Environment Impact Assessment

Safety, Environment & Regulation Division
Transport for NSW

Date: 18/5/20

References

FutureRail 2020, *Traffic, Transport and Access Impact Assessment - Edmondson Park Station Commuter Car Park*, Sydney

J. Wyndham Prince 2010, *Edmondson Park South Part 3A Concept Plan Water Cycle Management Plan*, Sydney

Landcom, 2004, *Managing Urban Stormwater: Soils and Construction, Volume - 4th Edition*, Sydney

NSW Rural Fire Service 2019, *Planning For Bush Fire Protection*, Sydney

pitt&sherry 2020, *Edmondson Park Station (South) Commuter Car Park – Review of Environmental Factors*, Sydney

Tanner Architects, 2010, *Edmondson Park South Part 3A Concept Plan Statement of Heritage Impact*, Sydney

Transport for NSW, 2016, *Urban Design Guidelines*, Sydney

Transport for NSW, 2016a, *Water Sensitive Urban Design Guidelines for Transport for NSW Projects*, Sydney

Transport for NSW, 2016b, *Unexpected Heritage Finds Guideline*, Sydney

Transport for NSW, 2019, *Vegetation Offset Guide*, Sydney

Appendix A Review of Environmental Factors

Please refer to the Transport for NSW website to access the Edmondson Park Station (South) Commuter Car Park REF:

www.transport.nsw.gov.au/edmondsonpark

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Edmondson Park Station (South) Commuter Car Park

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the *Edmondson Park Station (South) Commuter Car Park Review of Environmental Factors* (May, 2020).

Schedule of acronyms and definitions used

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	Associate Director Environmental Management (or nominated delegate)
ADSPD	Associate Director, Sustainability, Planning & Development (or nominated delegate)
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Conditions of Approval
dBA	Decibels (A-weighted scale)
DPIE	NSW Department of Planning, Industry and Environment
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EMR	Environmental Management Representative
EMS	Environmental Management System
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> .
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
OOHWP	Out of Hours Work Protocol
PCSR	Pre-Construction Sustainability Report
PECM	Pre-construction environmental compliance matrix
POCR	Pre-operational compliance report
POSR	Pre-operational Sustainability Report
RBL	Rating Background Level
REF	Review of Environmental Factors
TfNSW	Transport for NSW
CTMP	Construction Traffic Management Plan
UDP	Urban Design Plan

Definitions

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, unless otherwise agreed by the ADEM).
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 Work	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact work including jack hammering and compaction, for Construction.
Emergency Work	Includes work 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.
Environmental Management Representative	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
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.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgement to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.
the Project	The construction and operation of the Edmondson Park Station (South) Commuter Car Park as described in the Environmental Impact Assessment.
the Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.

Conditions of approval

No	Condition									
	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> <table><tr><th>DOCUMENT</th><th>AUTHOR</th><th>DATE</th></tr><tr><td>Edmondson Park Station (South) Commuter Car Park Project – Review of Environmental Factors</td><td>pitt&sherry</td><td>May 2020</td></tr><tr><td>Edmondson Park Station (South) Commuter Car Park Project – Determination Report</td><td>pitt&sherry</td><td>May 2020</td></tr></table> <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>	DOCUMENT	AUTHOR	DATE	Edmondson Park Station (South) Commuter Car Park Project – Review of Environmental Factors	pitt&sherry	May 2020	Edmondson Park Station (South) Commuter Car Park Project – Determination Report	pitt&sherry	May 2020
DOCUMENT	AUTHOR	DATE								
Edmondson Park Station (South) Commuter Car Park Project – Review of Environmental Factors	pitt&sherry	May 2020								
Edmondson Park Station (South) Commuter Car Park Project – Determination Report	pitt&sherry	May 2020								
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 Associate Director Environmental Management (ADEM)) 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>The Proponent shall prepare a construction environmental compliance report (CECR) which addresses the following matters:</p> <ul style="list-style-type: none">(a) compliance with the construction environmental management plan (CEMP) and these conditions(b) compliance with Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability Rating Scheme (v1.2)(c) compliance with any approvals or licences issued by relevant authorities for construction of the Project									

	<p>(d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)</p> <p>(e) environmental monitoring results presented as a results summary and analysis</p> <p>(f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused</p> <p>(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)</p> <p>(h) details of any review and amendments to the CEMP resulting from construction during the reporting period</p> <p>(i) any other matter as requested by the ADEM.</p> <p>The Proponent shall:</p> <ol style="list-style-type: none"> submit a copy of the CECR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the CECR submit a copy of the CECR to the ADEM (or nominated delegate) for approval upon completion of the EMR review period. <p>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>The Proponent shall:</p> <ol style="list-style-type: none"> submit a copy of the POCR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the POCR. upon completion of the EMR review period submit a copy of the POCR to the ADEM (or nominated delegate) for approval. The POCR is to be provided to the ADEM at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the ADEM).
7.	<p>Graffiti and advertising</p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures within the Project footprint or built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period.</p> <p>Graffiti and unauthorised advertising will be removed or covered within the following timeframes:</p> <ol style="list-style-type: none"> offensive graffiti will be removed or concealed within 24 hours highly visible (yet inoffensive) graffiti will be removed or concealed within a week graffiti that is neither offensive or highly visible will be removed or concealed within a month any unauthorised advertising material will be removed or concealed within 24 hours.
	Communications
8.	Community Liaison Management Plan

	<p>A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should 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) stakeholder and issues identification and analysis (c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number (d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the 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>
9.	<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 work 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.</p> <p>Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven (7) days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by Environment Protection Authority (EPA) (where an environment protection licence (EPL) is in effect).</p>
10.	<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>
11.	<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 (2) hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven (7) 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
12.	<p>Construction environmental management plan</p> <p>The Proponent shall prepare a construction environmental management plan (CEMP) 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) bushfire risk (l) environmental incident reporting and management procedures (m) non-compliance and corrective/preventative action procedures. <p>The CEMP shall:</p> <ul style="list-style-type: none"> 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 <i>Guideline for Preparation of Environmental Management Plans</i> (Department Infrastructure, Planning and Natural Resources, 2004) iii. include an Environmental Policy. <p>The Proponent shall:</p> <ul style="list-style-type: none"> 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 EMR for review 3. submit a copy of the CEMP to the ADEM (or nominated delegate) for approval 4. review and update the CEMP at regular intervals, and in response to any actions identified as part of the EMR's audit of the document 5. updates to the CEMP are to 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. <p>The CEMP must be approved by the ADEM prior to the commencement of construction work associated with the Project.</p>
13.	<p>Environment Personnel</p> <p>Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the 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).</p> <p>Details of the environmental personnel, 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, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p>

	Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.
14.	<p>Environmental Management Representative</p> <p>Prior to the commencement of construction, the ADEM shall appoint an EMR for the duration of the construction period for the Project.</p> <p>The EMR shall provide advice to the ADEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:</p> <ul style="list-style-type: none"> (a) considering and advising the Proponent on matters specified in these conditions and compliance with such (b) reviewing and where required by the ADEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation (c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the ADEM (d) reporting weekly to the Proponent, or as required by the ADEM (e) issuing a recommendation to the Proponent for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities (f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts (g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections (h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary (i) where required by the ADEM, providing advice on the content and implementation of the CEMP and environmental controls map (ECM) in accordance with the conditions (j) reviewing and approving updates to the CEMP. <p>The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.</p>
15.	<p>Environmental Controls Map</p> <p>The Proponent shall prepare an environmental controls map (ECM) in accordance with TfNSW's <i>Guide to Environmental Controls Map</i> 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.</p> <p>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).</p> <p>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.</p> <p>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.</p>
	Hours of work

16.	<p>Standard construction hours</p> <p>Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works, where permitted:</p> <ul style="list-style-type: none"> (a) any works which do not cause noise emissions to be more than 5dBA higher than the rating background level 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 EPA (where an EPL is in effect).
17.	<p>High noise generating activities</p> <p>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 3 hours, without a minimum 1 hour respite period unless otherwise agreed to by the ADEM (or nominated delegate), or as approved by EPA (where relevant to the issuing of an EPL), unless inaudible at nearby residential properties and/or other noise sensitive receivers.</p>
Noise and vibration	
18.	<p>Construction noise and vibration</p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise and Vibration Strategy</i> and the EPA Interim Construction Noise Guideline (July 2009). The mitigation measures shall include, but not necessarily be limited to:</p> <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 environmental impact assessment) (d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints (e) an out of hours work protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 16 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 EMR and/or ADEM (or nominated delegate) or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW Construction Noise and Vibration Strategy (f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, identification of 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.
19.	Vibration criteria

	<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></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> (DEC 2006).</p> <p>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>
20.	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.</p>
21.	<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>
22.	<p>Noise impact on educational facilities</p> <p>Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.</p>
23.	<p>Property condition surveys</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <p>(a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works</p> <p>(b) all heritage listed buildings and other sensitive structures within 100 metres from the edge of the Designated Works.</p> <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage.</p> <p>A copy of the survey(s) shall be given to each owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
24.	<p>Operational noise and vibration</p> <p>Prior to 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 final mitigation measures for operational noise and vibration that would be implemented.</p>

	<p>The ONVMP shall be prepared in consultation with Sydney Trains and other relevant stakeholders. The ONVMP shall:</p> <ul style="list-style-type: none"> (a) consider any changes to the predicted operational noise levels identified in the EIA as a result of the detailed design process. (b) examine all reasonable and feasible noise and vibration mitigation measures consistent with <i>NSW Noise Policy for Industry</i> (EPA, 2017) and <i>NSW Road Noise Policy</i> (DECCW, 2011) (c) identify specific physical and other mitigation measures for controlling noise and vibration at the source and at the receiver (if relevant) including location, type and timing of implementation of the proposed operational noise and vibration mitigation measures (d) identify how the detailed design process has incorporated measures and/or design solutions to avoid the occurrence of wheel squeal for those vehicles using the car park (e) seek feedback from directly affected receivers on the final mitigation measures proposed in the review. <p>The Proponent 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, whichever occurs first (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>
25.	<p>Operational noise compliance monitoring</p> <p>In order to validate the predicted noise levels identified in the EIA, monitoring shall be undertaken by the Proponent within three months of commencement of operation. The noise and vibration monitoring shall be undertaken to confirm compliance with the predicted noise and vibration levels, or as modified by the ONVMP.</p> <p>Should the results of monitoring identify exceedances of the predicted noise and vibration levels, additional reasonable and feasible mitigation measures would be implemented by the Proponent in consultation with the affected nearby sensitive receivers.</p> <p>Should the results of the operational monitoring identify the occurrence of wheel squeal from vehicles using the car park, further mitigation measures are to be implemented to eliminate wheel squeal.</p>
Flora and Fauna	
26.	<p>Replanting program</p> <p>A vegetation offset plan is to be prepared and issued to the ADEM for approval prior to the commencement of replanting. All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i>.</p> <p>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>
27.	<p>Removal of trees or vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Application for Removal or Trimming of Vegetation</i>, 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>
Contamination and hazardous materials	
28.	<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 <i>Guidelines on the Duty to Report Contamination under the Contaminated Land Management Act 1997</i> (Department of Environment and Climate Change, 2009).</p>

29.	<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 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 with relevant EPA guidelines, including the Guidelines for Consultants Reporting on Contaminated Sites.</p> <p>The Proponent shall:</p> <ul style="list-style-type: none"> (a) submit a copy of any contamination report to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the report (b) submit a copy of the report to the ADEM for consideration upon completion of the EMR review period. 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><i>Note: In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 29 and Condition 30.</i></p>
30.	<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 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><i>Note: In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 29 and Condition 30.</i></p>
31.	<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 by the construction contractor prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW <i>Chemical Storage and Spill Response Guideline</i> 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 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 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.
32.	<p>Contamination investigation</p> <p>If recommended by the Stage 1 preliminary site investigation report, a Stage 2 detailed site investigation shall be undertaken prior to construction commencing. The assessment shall generally be undertaken in accordance with:</p> <ul style="list-style-type: none"> (a) <i>The National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM, 2013)</i> (b) <i>Contaminated Sites - Sampling Design Guidelines (EPA, 1995)</i> (c) <i>AS4482 (2005) Guide to investigation and sampling of site with potentially contaminated soil (2005).</i> <p>The report shall be prepared in accordance with the DECCW's <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011). The report shall include a preliminary waste classification in accordance with the NSW EPA Waste Classification Guidelines (EPA, 2014).</p> <p>Specific requirements for further investigation, remediation or management of any contamination within the identified areas recommended in the Stage 2 Detailed Site Investigation shall be included in the CEMP as appropriate.</p> <p>If 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 the DPIE Guidelines.</p>
33.	<p>Contamination Management Plan</p> <p>Specific requirements for further investigation, remediation and management of any potential contamination within the identified areas recommended in the Phase 2 contamination assessment shall be included in a contamination management plan (CMP) as appropriate.</p>
	Erosion and sediment control
34.	<p>Erosion and sediment control</p> <p>Soil and water management measures shall be prepared as part of the CEMP for the mitigation of water quality impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater; Soils and Construction 4th Edition</i> (Landcom, 2004).</p>
	Lighting
35.	<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 <i>AS 1158 – Road Lighting</i> and <i>AS 4282 - Control of the Obtrusive Effect of Outdoor Lighting</i>. 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 car park (e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving (f) motion sensors to control low traffic areas (g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and (h) ensuring security and warning lighting is not directed at neighbouring properties.

	The proposed lighting scheme is to be submitted to and endorsed by the TfNSW Technical Design Team.
	Sustainability
36.	<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. Where the Project is seeking an Infrastructure Sustainability Rating under the ISCA Rating Scheme, the sustainability officer is to be an Infrastructure Sustainability Accredited Professional.</p> <p>The sustainability manager is to have sufficient skills, experience and accountabilities to integrate sustainability into the project lifecycle including the project design.</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 ADSPD prior to preparation of the pre-construction sustainability report (PCSR).</p>
37.	<p>Pre-construction sustainability report</p> <p>Prior to commencement of construction, a PCSR shall be prepared to the satisfaction of the ADSPD. The Report shall include the following minimum components:</p> <ul style="list-style-type: none"> (a) Completed ISCA Scorecard demonstrating credits targeted to meet an ISCA Infrastructure Sustainability Rating Scheme (v1.2) Design and As Built, Excellent Rating (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 should identify any areas of innovation that are currently being explored and/or implemented on the Project. <p>The Proponent shall submit a copy of the PCSR to the ADSPD for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADSPD).</p>
38.	<p>Pre-operational Sustainability Report</p> <p>A Pre-operational Sustainability Report (POSR) to be completed at practical completion of the works.</p> <p>This report will cover as a minimum:</p> <ul style="list-style-type: none"> (a) final sustainability outcomes of the works (consolidated project data and ISCA submission information) (b) consolidated reporting against the sustainability targets of the project (c) sustainability lessons learnt from the project (d) handover notes for the operator to operate and maintain the sustainable assets correctly (i.e. electric vehicle charging systems and solar photovoltaic systems). <p>The Proponent shall submit a copy of the POSR to the ADSPD for approval, at least 14 days post the completion of construction (or within such time as otherwise agreed to by the ADSPD).</p>
	Urban Design and landscaping
39.	<p>Urban Design Plan</p> <p>An Urban Design Plan (UDP) is to be submitted to TfNSW and endorsed by the Precincts and Urban Design team during detailed design. The UDP is to address the fundamental design principles as outlined in the <i>TfNSW Urban Design Guidelines</i>. The UDP shall:</p> <ul style="list-style-type: none"> (a) Demonstrate a robust understanding of the site through a comprehensive site analysis to inform the design direction, demonstrate connectivity with street networks, transport modes, active transport options, and pedestrian distances

	<p>(b) Identify opportunities and challenges</p> <p>(c) Establish site specific principles to guide and test design options</p> <p>(d) Demonstrate how the preferred design option responds to the design principles established in TfNSW's <i>Urban Design Guidelines</i>, including consideration of Crime Prevention through Environmental Design Principles</p> <p>(e) Be prepared by a registered Architect and/or Landscape Architect in consultation with Liverpool City Council and relevant stakeholders</p> <p>The UDP is to include the Public Domain Plan (PDP) for the chosen option and will provide analysis of the:</p> <ul style="list-style-type: none"> i. Landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art ii. Materials Schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping iii. An Artist's Impression or Photomontage to communicate the proposed changes to the precinct iv. A schedule which details the landscape maintenance requirements to be implemented for the 12 month period following the commencement of operation or as agreed with TfNSW. <p>The following design guidelines are available to assist and inform the UDP for the Project:</p> <ul style="list-style-type: none"> 1. <i>'Around the Tracks' – urban design for heavy and light rail, TfNSW, Interim 2016</i> 2. <i>Commuter Car Parks, Urban Design Guidelines, TfNSW, Interim 2017</i> 3. <i>Creativity Guidelines for Transport Systems, TfNSW, Interim 2016</i> 4. <i>Water Sensitive Urban Design Guidelines for TfNSW Projects, 2016</i>
	<p>Traffic and Access</p>
40.	<p>Traffic Management Plan</p> <p>The Proponent shall prepare a Construction Traffic Management Plan (CTMP) 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 should also be considered for the accessibility impaired. (i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the CTMP. <p>The Proponent shall consult with the relevant roads authority during preparation of the CTMP, as required, and obtain any approvals required under the <i>Roads Act 1993</i>. The performance of all Project traffic arrangements must be monitored during construction.</p>

41.	Road condition reports <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>
42.	Road safety audit <p>A road safety audit would 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 accessing and egressing the car park and identification of mitigation measures proposed.</p> <p>The road safety audit is to be submitted to and endorsed by TfNSW. Any recommendations made in the audit relating to Liverpool City Council matters outside the Project scope and boundary would be provided to Council for information.</p>
Heritage management	
43.	Indigenous and non-Indigenous heritage <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> 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 advisor (in consultation with Heritage NSW where appropriate). Work in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage advisor.</p>

END OF CONDITIONS