



Transport for NSW

Commuter Car Park Program Warwick Farm Station

Determination Report



Artist's impression of the proposed Warwick Farm Station Commuter Car Park Extension, subject to change during detailed design

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Document control	
Status:	Draft
Date of issue:	20/11/2020
Revision:	0.2
Document author:	NGH (Clancy Bowman, Jorge Van Den Brande)
Document reviewers:	Natascha Arens, Ashe Earl-Peacock, Ben Groth, Sally Durham
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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 Proposal proceed) to a design suitable for construction (subject to Transport for NSW acceptance).
Contractor	The Contractor for the Proposal would be appointed by Transport for NSW to undertake the detailed design and construction of the Proposal
CCTV	Closed circuit television
CTMP	Construction Traffic Management Plan
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 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
Proposal	The construction and operation of the Warwick Farm Commuter Car Park Expansion
REF	Review of Environmental Factors
UDLP	Urban Design and Landscape Plan

Executive summary

Overview of the Proposed Activity

Transport for NSW is upgrading the Warwick Farm Commuter Car Park (Proposed Activity) to improve the customer experience through the provision of additional parking and other facilities for commuters. Transport for NSW is the government agency responsible for the delivery of major transport infrastructure projects in NSW and is the proponent for the Proposed Activity.

The Proposed Activity forms part of the Commuter Car Park Program. 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 delivery of commuter car parks at key transport interchanges will provide a range of benefits, including:

- improved customer access to the public transport network
- encourage mode shift away from private vehicles
- improve the flexibility and reliability of customer's 'first and last mile' of their journey
- reducing congestion on our road network.

Transport for NSW, as the Proponent for the Proposed Activity, prepared a Review of Environmental Factors (NGH, October 2020) (REF) to assess the environmental impacts associated with the construction and operation of the Proposed Activity 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 Proposal

No modifications have been made to the Proposed Activity since the REF was prepared, however, an updated map has been provided which identifies the locations of the trees proposed to be removed (see Appendix C). There has been no change to the number of trees proposed to be removed.

An over-shadowing review has been undertaken to determine potential impacts to solar access for the residences on Hart Street to the west of the site. The review indicated that while shadowing does encroach on the Hart Street residences, at the worst-case time of year i.e. 9am during mid-winter, the shadowing is expected to have a negligible impact upon the Hart Street residences. Notwithstanding, a Condition of Approval (CoA) has been proposed which requires the potential for overshadowing from the car park façade and solar panel array to be further considered as part of the detailed design.

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 Proposed Activity, 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, to comply with its obligation under Division 5.1 of the EP&A Act, 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.

This report also presents a summary of the submissions provided during the public display of the REF, and Transport for NSW's response to the issues and comments raised in these submissions.

Conclusion

Based on the assessments in the REF and a review of the submissions received from community and stakeholders, it is recommended that the Proposed Activity be approved, subject to the mitigation measures included in the REF and the proposed Conditions of Approval. 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.

The NSW Government is upgrading Warwick Farm Commuter Car Park to provide for additional parking spaces to commuters as a result of it being identified as a growth area requiring future development.

Transport for NSW is the Proponent for the Warwick Farm Commuter Car Park Expansion (referred to as the 'Proposal' for the purpose of this document).

1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by NGH 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 Proposal. The REF is included at Appendix A.

The community and key stakeholders were consulted on the Warwick Farm Commuter Car Park Expansion between 12 October and 25 October 2020. Key themes of feedback provided by the community during this consultation phase have been addressed and summarised within section 2.1 of this report.

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).

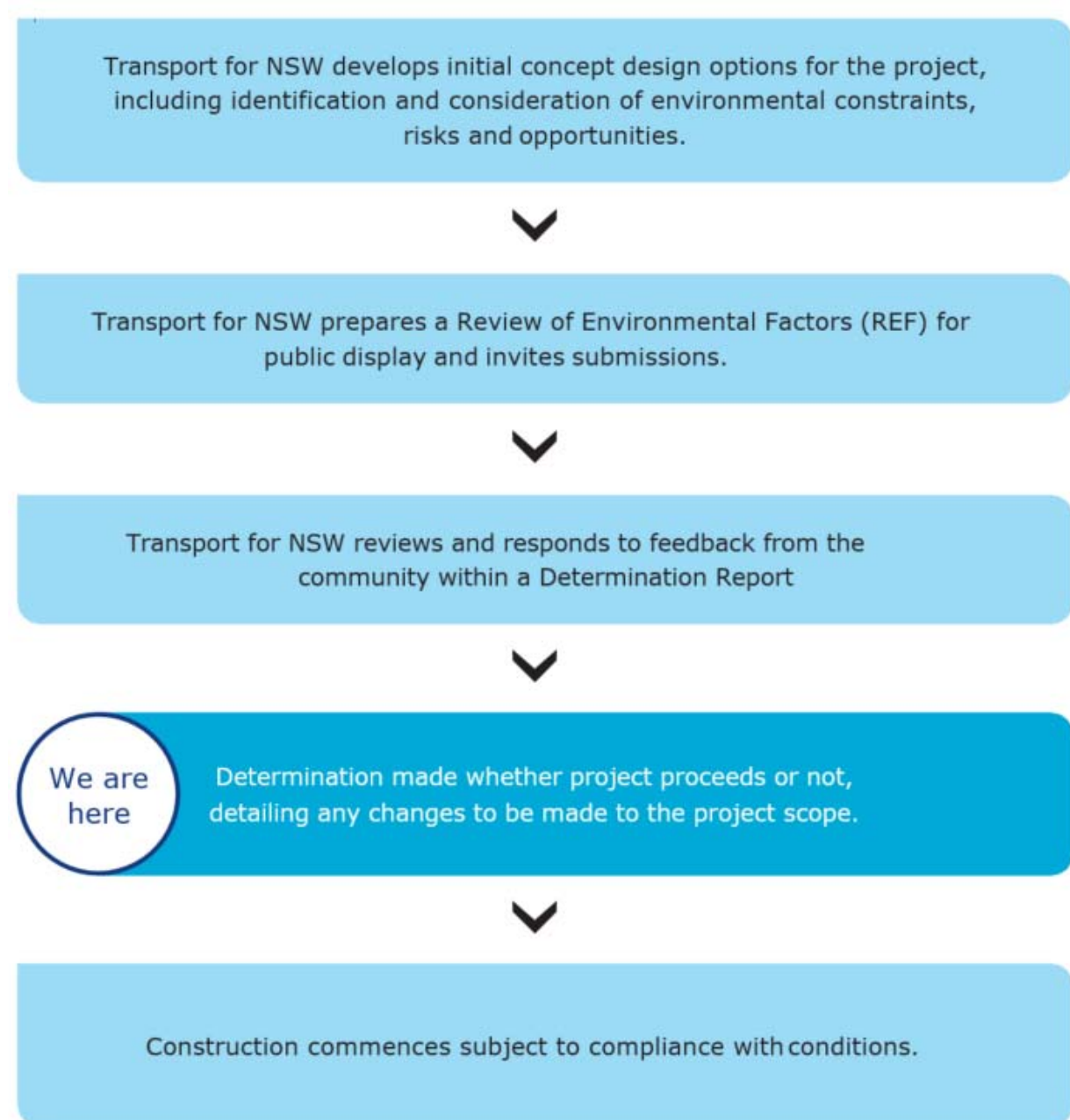


Figure 1: Planning approval process

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

The Proposed Activity is located at the existing multi-storey car park to the west of Warwick Farm Station, in the suburb of Warwick Farm, NSW, approximately 25 kilometres south west of the Sydney Central Business District (CBD) within the Liverpool Local Government Area (LGA). The car park is within a developed area, which consists of high-density residential units to the west, park land to the north and south, and Warwick Farm Station to the east. The nearest residential areas to the Proposed Activity are 30 metres west of the Proposal site.

An overview of the Proposed Activity is provided in Chapter 3 of the Warwick Farm Commuter Car Park Expansion REF. The Proposed Activity involves the expansion of the existing Warwick Farm multi-storey car park with up to 250 additional commuter car parking spaces directly west of Warwick Farm Station. The Proposed Activity comprises:

- construction and operation of a multi-storey car park expansion, including an additional two storeys on top of the existing multi-storey car park, connected by lifts, stairs and internal ramps, with a final overall capacity of approximately 732 commuter car parking spaces
- conversion of eight existing at-grade car parking spaces to provide five additional accessible car parking spaces

- ancillary works including services diversion and/or relocation, drainage works, installation of lighting, handrails and balustrades and new infrastructure (including closed circuit television cameras).

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

Construction is expected to commence in early-2021 and be complete by early-2022.

2 Consultation and assessment of submissions

2.1 Community consultation

The community and key stakeholders were consulted on the Warwick Farm Commuter Car Park Expansion REF between 12 October and 25 October 2020.

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:

- a community notification distributed to local residents and businesses via letterbox drop to inform the community about the Proposal and seek feedback
- copies of the community notification were made available at local council's customer service centre
- installation of project signage at the station and in the existing commuter car parks
- consultation with Liverpool City Council
- geographically targeted Facebook post to the Warwick Farm community and surrounding suburbs to inform them of the Proposal and invite their feedback
- development of a dedicated web page and online feedback form for the project on the Transport for NSW website www.transport.nsw.gov.au/warwickfarm.

2.2 Consultation under the State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

A letter outlining the scope of the Proposed Activity, along with details on how to make a submission was sent to Liverpool City Council on 9 October 2020 in accordance with the consultation requirements under clause 13 of the *State Environmental Planning Policy (Infrastructure) 2007*. A response was subsequently received from Liverpool City Council on 10 November 2020.

The submission generally supported the Proposed Activity and included feedback on a range of matters, which are detailed in Table 2 below.

2.3 Community submissions

A total of 14 community submissions were received via email and via an online feedback form on the Transport for NSW website. A submission was also received from Liverpool City Council.

A summary of the overall issues raised in submissions is provided below:

- Insufficient parking spaces, including:
 - 250 new parking spaces will help, but will not be sufficient to meet demand
 - Another multi-storey car park should be constructed, or potentially increase the car park with an additional 6 to 10 levels
 - Request for free parking or Transport Park&Ride
 - Hospital staff using the commuter car park

- New car park should be Opal ticketed to prevent Liverpool hospital staff taking many of the parking spaces
- Warwick Farm to Liverpool journeys should be excluded from the free parking scheme.
- Need for additional train/bus services, including:
 - More train/bus services at the station, especially from Chipping Norton to Warwick Farm as this could help to resolve the parking issues
 - The 823 bus service should extend to Warwick Farm Station and return to Liverpool CBD via the high school and hospital precinct
 - A new bus service from Liverpool and Cabramatta with a stop at Warwick Farm Station.
- Improved security, including:
 - Request for upgraded CCTV and lighting at all levels to improve security at night time
 - Include emergency help buttons
 - Bicycle parking spots should be in a more visible area with CCTV monitoring to help prevent theft.
- Feedback on design specifications, including:
 - The car park should have a more 'natural' and 'modern' element to compliment the surrounding environment
 - Electric vehicle (EV) charging stations should already be incorporated rather than leaving them for future incorporation
 - Suggestion to locate the car park on the other side of the railway.
- Environmental Impacts and Sustainability
 - No trees should be removed as part of the project and more trees should be planted in the area
 - EV charging stations are of great benefit for sustainability and should already be incorporated.
- General
 - Stop fining double parking within the parking complex. Double parking is happening because there is no parking available and there is nowhere else to park
 - A coffee shop should be provided next to the station.

2.4 Consideration and response to submissions

Community submissions

Table 1 outlines issues raised by the community and local residents in their submission, along with Transport for NSW's response. Matters raised by Liverpool City Council are outlined and responded to in Table 2.

Table 1: Response to stakeholder submissions received

No.	Submission No.	Issue/s raised	Transport for NSW response
1. Insufficient Parking			
1.1 Not enough parking spaces			
	WF001, WF005, WF007, WF008, WF011	Five submissions suggested that the Proposal does not include enough parking spaces.	<p>Transport for NSW notes that Warwick Farm and surrounds is an area undergoing significant growth in population and development in employment opportunities.</p> <p>Transport for NSW completed preliminary scoping studies in December 2019. These studies looked at two options, which would provide an additional 125 or 250 car park spaces (ie. either one or two additional levels), and also informed by an assessment of overspill parking during morning peak times, including at nearby train stations to Warwick Farm Station.</p> <p>The Proposed Activity has been designed to support the forecast patronage growth and changing travel patterns at Warwick Farm Station.</p>
1.2 Request for free parking / Transport Park&Ride			
	WF001, WF010, WF011, WF012	Four submissions requested the inclusion of Transport Park&Ride.	<p>Transport Park and Ride controlled boom gates will be installed for the Proposed Activity. This would discourage and help reduce usage by non-commuters, as only those using public transport would be provided with free access to the commuter car park for periods of up to 18 hours per day.</p>

1.3. Hospital staff parking in commuter parking

WF001, WF005, WF010, WF011

Four submissions suggested that the hospital staff take most of the of car park spots, leaving commuters with no place to park.

The objective of the Proposed Activity is to provide additional parking for commuters, who travel by public transport and use the Warwick Farm car park. If hospital staff use the car park without an accompanying trip on public transport (i.e. a bus or train ride), they would be charged for parking.

Transport for NSW notes that the proposed Liverpool Hospital Redevelopment includes additional parking at the hospital allowing for an additional 500 car parking spaces (and 42 motorcycle spaces). Further information can be found at <https://www.planningportal.nsw.gov.au/major-projects/project/25756>

2. More train/bus services at the station

2.1 WF001, WF003

Two submissions suggested that the Proposed Activity should provide more train and bus services to alleviate the parking issue.

Suggestions for further bus and train services received have been provided to the appropriate areas within Transport for NSW for consideration.

Bus route 823 (Liverpool to Warwick Farm) currently operates as a one way loop. This is due to the streets in the area being too narrow to allow two buses to pass each other. This route provides links to Liverpool Hospital and operates within walking distance of the schools in Liverpool.

3. Security

3.1 WF001, WF012

Two submissions suggested that the Proposal should provide additional

The Proposed Activity includes new lighting, CCTV cameras, and wayfinding signage for improved safety and security. A

		CCTV and lighting to improve safety and security.	security risk assessment will be carried out as part of the detailed design process to consider further security measures within the car park precinct.
4. Feedback on design specifications			
4.1	WF002, WF009	Two submissions suggested that the Proposal should include EV charging stations in the design from when the car park expansion is operational, rather than provisioning for future installation.	<p>Transport for NSW is undertaking a trial to assess which type of charging station (long/short charging period) are appropriate to be installed at different commuter carparks. As the trial is ongoing, the Proposal will include provisions for the future installation of EV charging stations. This would ensure that the charging stations at the Warwick Farm Car Park meet future usage demand if warranted.</p> <p>Transport for NSW has implemented other initiatives as part of the Proposed Activity including solar panels on the car park roof to power the car parks and help reduce the dependence from the grid, and ultimately assist in the reduction of the greenhouse gas emissions .</p>
4.2	WF008	One submission suggested to locate the Proposed Activity on the land at Warwick Street and Manning Street, as car park demand will increase over time.	<p>Transport for NSW notes that Warwick Farm and surrounds is an area undergoing significant growth in population and development in employment opportunities.</p> <p>The Proposed Activity has been designed to support the forecast patronage growth and changing travel patterns at Warwick Farm Station. will continue to investigate options for future commuter car parks as demand requires.</p>
5. Environmental Impacts			
5.1	WF001, WF002	Two submissions raised concerns regarding the clearing of trees for the Proposed Activity.	<p>The Proposed Activity will remove 18 juvenile trees surrounding the existing car park to allow for the erection of scaffolding required for the construction of the additional levels. The REF assessed the impacts of the removal of this vegetation in terms of its biodiversity value and aesthetics, and found that the impacts were not significant.</p> <p>The removal of these trees will be offset in a ratio of 4:1 (72 new trees) in accordance with TfNSW's (2019) <i>Vegetation Offset</i></p>

Guide and in consultation with Council. A Landscape Plan would also be developed that includes planting new trees at suitable locations.

Transport for NSW will engage with Council regarding the location of these plantings on Council land and the type of species.

Please refer to Section 6.6.2 of the REF for further details.

Table 2: Response to Liverpool City Council submission

No.	Issue/s raised	Transport for NSW response
1.	Vegetation Clearing	
	The proposed clearing and replanting will affect Council's Urban Forest Strategy.	<p>Transport for NSW notes that Council provided a layout of their planting strategy for Hart Park. It is also noted that the Proposed Activity is considering a portion of Hart Park to be used as an option for the compound site (Option 1). Should this site be utilised, it would be rehabilitated to its prior condition (or better).</p> <p>Transport for NSW will engage with Council to discuss opportunities to incorporate project offsets with Council's Urban Forest Strategy.</p>
2.	Design	
	Compliance of car park driveway and layout with relevant Australian Standards and Council's Development Control Plans.	<p>Transport for NSW will design the MSCP expansion works in accordance with relevant Australian standards. The controls contained within Council's Development Control Plans would be considered as part of the design process.</p>

Potential for provision of recreation facilities and additional bicycle parking spaces.

Transport for NSW notes that the existing car park provides bicycle racks on both sides of the station and on Remembrance Avenue. A bicycle locker is provided on the west side of the station at the entrance to the existing car park. There are 24 bicycle parking spaces near the station, with 6 additional spaces near Hart Park. The usage of the spaces has been observed at up to 30% capacity, therefore the existing number of bicycle parking spaces is considered adequate for current demand.

Transport for NSW also notes that Hart Park already provides an outdoor gym area, playground, and a sheltered area. Provisions for additional facilities has not been considered as part of the scope of the MSCP expansion.

Improve pedestrian and cyclist access, and signage to/from and within the upgraded carpark.

The Proposed Activity includes the installation of lighting and wayfinding signage for improved safety and security. This includes signage within the upgraded carpark and, where required, to/from the station.

3. Traffic and Transport Access

Demonstrate through a swept path analysis that the longest construction vehicle will be able to access and exit Hart Street.

Consideration and identification of maximum construction vehicle lengths would be considered during the detailed design of the Proposed Activity. Transport for NSW would continue to consult with Council in this regard, and would address entry/exit of construction vehicles in detail in the Construction Traffic Management Plan (CTMP).

Recommendation to upgrade the Hume Highway/Remembrance Avenue intersection, as the combination of the Liverpool Hospital redevelopment and the Proposed Activity will exacerbate congestion and traffic delays during peak hours.

The Transport, Traffic and Access Impact Assessment (TTAIA) indicated that the Hume Highway/Remembrance Avenue intersection currently performs at an unacceptable level of service during the AM peak, and that the additional traffic resulting from the upgrade would have only a minor impact on existing congestion. The TTAIA found that PM peak would still operate at acceptable performance even with the additional traffic resulting from the upgrade.

Transport for NSW would notify the relevant groups within Transport for NSW of Councils recommendation.

4. Matters to be included in the conditions of approval

Preparation of a Construction Traffic Management Plan (CTMP) prepared in accordance with relevant standards	Condition 20 in the Conditions of Approval for the Proposed Activity includes a provision for the preparation of a Construction Traffic Management Plan as part of the CEMP, in consultation with the relevant roads authority.
Prior to undertaking any works, the contractor is to seek relevant road occupancy and road opening permits from the relevant authorities, including Council.	Noted. The Transport for NSW appointed Contractor would obtain the approvals under the <i>Roads Act 1993</i> as required.
If damage to on-street assets occurs, this would need to be rectified to Council's satisfaction.	Condition 23 of the Conditions of Approval for the Proposed Activity include the requirement for the Proponent to prepare a road condition survey and report on the condition of relevant roads and footpath used during construction. Any damage resulting from the construction work (aside from normal wear and tear), would be repaired at the Proponent's expense.

2.5 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 continue to keep residents, businesses and community members informed about the project 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/warwickfarm)² would also include updates on the progress of construction.

¹ projects@transport.nsw.gov.au

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

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. Refer to Chapter 6.6 of the REF.

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 Warwick Farm Train Station facilitating improved opportunities to change modes of transport
- increasing connectivity and convenience to and from Warwick Farm Train 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

WARWICK FARM COMMUTER CAR PARK EXPANSION

APPROVAL

I, Sally Durham, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposal in the *Warwick Farm Commuter Car Park Expansion Review of Environmental Factors* (October 2020) and the *Warwick Farm Commuter Car Park Expansion Determination Report* (November 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 Proposal may be carried out in accordance with the Conditions of Approval in the *Warwick Farm Commuter Car Park Expansion Determination Report* (November 2020), consistent with the Proposal described in the *Warwick Farm Commuter Car Park Expansion Review of Environmental Factors* (October 2020), as amended by *Warwick Farm Commuter Car Park Expansion Determination Report* (November 2020).

Sally Durham
Director Planning, Environment & Sustainability

Safety, Environment and Regulation
Transport for NSW

Date:

References

FutureRail 2020, Traffic, Transport and Access Impact Assessment – Warwick Farm Commuter Car Park, Sydney

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

NGH 2020, *Warwick Farm Commuter Car Park Expansion – Review of Environmental Factors*, 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 Warwick Farm Commuter Car Park Expansion REF:

www.transport.nsw.gov.au/warwickfarm

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Warwick Farm Commuter Car Park Upgrade

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the Warwick Farm Commuter Car Park Upgrade Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	TfNSW Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	TfNSW Associate Director Environmental Management (or nominated delegate)
ADSPD	TfNSW Associate Director Sustainability, Planning and Development (or nominated delegate)
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
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> .
EMR	Environmental Management Representative
EMS	Environmental Management System
HIS	Heritage Interpretation Strategy
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
OEH	Former NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PECM	Pre-Construction Environmental Compliance Matrix

Acronym	Definition
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
SoHI	Statement of Heritage Impacts
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDLP	Urban Design and Landscaping 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, 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 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 (Aboriginal or non-Aboriginal) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Environmental Management Representative (EMR)	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
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 Warwick Farm Commuter Car Park Upgrade as described in the Environmental Impact Assessment.
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.
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	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> <ul style="list-style-type: none"> a) <i>Warwick Farm Commuter Car Park Upgrade – Review of Environmental Factors</i> (TfNSW, TBA) b) <i>Warwick Farm Commuter Car Park Upgrade – Determination Report</i> (TfNSW, TBA). <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 remove any 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>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> <ul style="list-style-type: none"> (a) 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. (b) 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).
6.	<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 shall be maintained free of graffiti and advertising not authorised by TfNSW during the construction period. Graffiti and unauthorised advertising shall 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

CoA	Condition
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| | <ul style="list-style-type: none">a) highly visible (yet inoffensive) graffiti will be removed or concealed within a weekb) graffiti that is neither offensive or highly visible will be removed or concealed within a monthc) any unauthorised advertising material will be removed or concealed within 24 hours. |
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Communications

7. 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>

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| <ul style="list-style-type: none">a) a comprehensive, project-specific analysis of issues and proposed strategies to manage issues through the duration of the Projectb) details of the communication tools (traditional and digital) and activities that will be used to inform and engage the community and stakeholdersc) a program for the implementation of community liaison activities relating to key construction tasks with strategies for minimising impacts and informing the communityd) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiriese) analysis of other major projects/influences in the area with the potential to result in cumulative impacts to the community and strategies for managing these. |
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<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 the construction of the Project.</p>

8. Community Notification and Liaison
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<p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p>
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<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 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 the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>

9. Website

<p>Project information shall be made available to members of the public, either on dedicated pages on the TfNSW/Project website or details provided as to where hard copies of this information may be accessed. Project information to be provided includes:</p>

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| <ul style="list-style-type: none">a) a copy of the documents referred to under Condition 1 of this approvalb) a list of environmental management reports that are publicly availablec) 24 hour contact telephone number for information and complaints. |
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<p>All documents uploaded to the website must be compliant with the <i>Web Content Accessibility Guidelines Version 2.0</i>.</p>
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10. Complaints Management

<p>A 24 hour construction response line number shall be established and maintained for the duration of construction.</p>
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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.

Information on all complaints received during the previous 24 hours shall be forwarded to the Environmental Management Representative (EMR) each working day.

Environmental Management

11. Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) shall be prepared prior to the commencement of construction which addresses the following matters, as a minimum:

- a) traffic and pedestrian management (in consultation with the relevant roads authority)
- b) noise and vibration management
- c) water and soil management
- d) air quality management (including dust suppression)
- e) Aboriginal and non-Aboriginal heritage management
- f) biodiversity management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) environmental incident reporting and management procedures
- l) non-compliance and corrective/preventative action procedures
- m) details of approvals, licences and permits required to be obtained under any other legislation for the Project.

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 Infrastructure, Planning and Natural Resources, 2004)
- iii. include a pre-construction environmental compliance matrix for the Project (or such stages of the Project as agreed to by the EMR) that details compliance with all relevant conditions and mitigation measures
- iv. include an Environmental Policy.

In preparing the CEMP the following shall be undertaken:

1. consultation with government agencies and relevant service/utility providers (as required)
2. a copy of the CEMP submitted to the EMR for review
3. a copy of the CEMP submitted to the Associate Director Environmental Management (ADEM) for approval upon completion of the EMR review period
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. ensure updates to the CEMP are made within seven 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.

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

12. Environment Personnel

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).

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 such time as otherwise agreed by the ADEM).

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

13. Environmental Management Representative

Prior to the commencement of construction, the ADEM shall appoint an EMR for the duration of the construction period for the Project.

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:

- a) considering and advising TfNSW 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 TfNSW, or as required by the ADEM
- e) issuing a recommendation 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 TfNSW 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.

The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.

14. Environmental Controls Map

An Environmental Controls Map (ECM) shall be prepared and implemented in accordance with TfNSW's *Guide to Environmental Controls Map* - 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.

A copy of the ECM shall be submitted to the EMR for review and endorsement. The EMR is to be given a minimum period of seven (7) days to review and endorse the ECM. Following receipt

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of the EMR's endorsement, the ECM shall be submitted to the ADEM for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed by the ADEM).

The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.

Updates to the ECM shall be made within seven (7) days of the completion of the review or receipt of actions identified by any EMR audit of the document and submitted to the EMR for approval.

Hours of Work

15. Standard Construction Hours

Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:

- a) any works which do not cause noise emissions to be more than 5dBA 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 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 (3) hours, without a minimum one (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).

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 *Construction Noise and Vibration Strategy* and the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not limited to:

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the Environmental Impact Assessment (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 and vibration 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 15 of

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	<p>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 as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW <i>Construction Noise and Vibration Strategy</i></p> <p>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.</p>
18. 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> <ul style="list-style-type: none"> a) for structural damage vibration British Standard BS 7385-2:1993 <i>Evaluation and measurement for vibration in buildings Part 2</i> or the German Standard DIN 4150: Part 3 – 1999: Structural Vibration in Buildings: Effects on Structures b) for human exposure to vibration – the acceptable vibration values set out in the <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>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>
19. Non-Tonal Reversing BEEPERS	<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>
20. Piling	<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. Noise Impacts on Educational Facilities	<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>
22. Operational noise and vibration	<p>Prior to commencement of construction, 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"> (i) consider any changes to the predicted noise and vibration levels identification in the EIA as a result of the detailed design process (ii) 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) (iii) 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 (iv) identify how the detailed design process has incorporated measures and/or design solutions to minimise the occurrence of operational noise from typical use of the car park such as wheel squeal

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- (v) seek feedback from directly affected receivers on the final mitigation measures proposed in the review.

The Proponent shall submit a copy of the ONVMP to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ONVMP. Following receipt of the EMR's endorsement, the ONVMP shall be submitted to the ADEM (or nominated delegate) for approval, at least one (1) month prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).

The approved physical noise mitigation measures are to be installed prior to the commencement of operations, unless otherwise agreed by the ADEM.

23. Operational noise compliance monitoring

In order to validate the predicted noise levels identified in the ONVMP, monitoring shall be undertaken within three (3) 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 reasonable and feasible review.

Should the results of monitoring identify exceedances of the predicted noise and vibration levels, additional reasonable and feasible mitigation measures would be implemented in consultation with the affected property owners to the satisfaction of the ADEM.

Contamination and Hazardous Materials

24. Unidentified Contamination (Other Than Asbestos)

If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and 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* (Office of Environment and Heritage, 2011).

A copy of any contamination report shall be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review.

A revised copy of the report shall be submitted 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.

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 24 and Condition 25.*

25. Asbestos Management

If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA, Safe Work Australia and SafeWork NSW guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.

Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.

Note: *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 24 and Condition 25.*

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26.	Storage and Use of Hazardous Materials
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Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's *Chemical Storage and Spill Response Guidelines* and Australian and ISO standards. These measures shall include:

- a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment are to be undertaken in clearly marked designated areas 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.

27.	Duty to Notify
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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 *Contaminated Land Management Act 1997* and notify the EPA in accordance with the EPA's *Guidelines on the Duty to Report Contamination under the Contaminated Land Management Act 1997* (Department of Environment and Climate Change, 2009).

Erosion and Sediment Control	
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28.	Erosion and Sediment Control
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Soil and water management measures shall be prepared, implemented and maintained 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 *Managing Urban Stormwater: Soils and Construction Volume 1 4th Edition* (Landcom, 2004).

Heritage Management	
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29.	Aboriginal and Non-Aboriginal Heritage
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If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* shall be followed and all works in the vicinity of the find shall cease. The EMR 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, and/or the Energy, Environment and Science Group of the Department of Planning, Industry and Environment, as applicable). Works in the vicinity of the find shall not recommence until clearance has been received from TfNSW and/or the Heritage Advisor.

Flora and Fauna	
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30.	Removal of Trees or Vegetation
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Separate approval, in accordance with TfNSW's *Removal or Trimming of Vegetation Application*, 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.

31.	Replanting Program
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All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide*. All vegetation planted on-site is to consist of locally native species, unless otherwise agreed by the

CoA Condition

ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.

Lighting

32. Lighting Scheme

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 Lighting for Roads and Public Spaces* and *AS 4282 Control of the Obtrusive Effects of Outdoor Lighting*. The lighting scheme shall address the following as relevant:

- a) consideration of lighting demands of different areas
- b) strategic placement of lighting fixtures to maximise ground coverage
- c) use of LED lighting
- d) minimising light spill by directing lighting into the station/car park/other infrastructure type
- 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 shall be submitted to TfNSW's technical (design) team for review. Any comments are to be adequately addressed.

Property Condition Surveys

33. Property Condition Surveys

Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:

- a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works
- b) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works.

Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.

Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.

All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage.

A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.

Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).

Sustainability

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34.	Sustainability Officer
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A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project.

Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Associate Director Sustainability, Planning & Development (ADSPD) prior to the preparation of the Sustainability Management Plan.

The responsibilities of the Sustainability Officer will not be shared with other positions on the Project unless approved by the ADSPD.

35.	Sustainability Management Plan
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A Sustainability Management Plan (SMP) which details the approach to managing sustainability requirements and opportunities during design and construction shall be prepared. The SMP shall include the following as a minimum:

- a) The applicability test workbook identifying the required Sustainable Design Guidelines V4 (SDGV4) rating and a section in the report identifying the activities and initiatives that will be implemented to achieve the rating.
- b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments
- c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project
- d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets
- e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of *ISO 20400: 2017 – Sustainable Procurement* in the selection of all materials, products and services
- f) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events.

A copy of the SMP shall be submitted to the ADSPD at SDR for approval (unless otherwise agreed with the ADSPD)

36.	Sustainable Design Guideline V4
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The project shall register with TfNSW and comply with the requirements of the TfNSW SDGV4 ratings methodologies, including achieving a final SDGV4 SILVER rating to be applied throughout the design and as-built stages of the project.

37.	Pre-operational Sustainability Report
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A Pre-operational Sustainability Report (POSR) to be completed at practical completion of the works.

This report will cover as a minimum:

- (a) final sustainability outcomes of the works (consolidated project data and SDGV4 final rating certification)
- (b) consolidated final 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).

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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).

Traffic, Transport and Access

38. Traffic Management Plan

A construction Traffic Management Plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following matters:

- 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 customers, in consultation with the relevant bus operator. Particular provisions should also be considered for the accessibility impaired
- i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP

Consultation with the relevant roads authority and the Liverpool Hospital development must be undertaken during the preparation of the TMP, as required. The performance of all Project traffic arrangements must be monitored during construction.

Urban Design and Landscaping

39. Urban Design and Landscaping Plan

An Urban Design Plan and Landscaping Plan is to be submitted to TfNSW and endorsed by the Precincts and Urban Design team during detailed design. The Urban Design Plan is to address the fundamental design principles as outlined in *TfNSW Urban Design Guidelines*. The Urban Design Plan and Landscaping Plan shall:

- i 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
- ii identify opportunities and challenges
- iii establish site specific principles to guide and test design options
- iv demonstrate how the preferred design option responds to the design principles established in *TfNSW Urban Design Guidelines*, including consideration of crime prevention through environmental design principles
- v Consider how to minimise potential over-shadowing to residents on Hart Street, including but not limited to orientation of solar panels and façade treatments.

The Urban Design Plan and Landscaping Plan is to include the Public Domain Plan for the chosen option and will provide analysis of the:

CoA	Condition
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| | <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 artii materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscapingiii 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. |
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The following design guidelines are available to assist and inform the Urban Design Plan and Landscaping Plan for the Proposal:

- i *TAP Urban Design Plan, Guidelines, TfNSW, Draft 2018*
- ii *Commuter Car Parks, urban design guidelines, TfNSW, Interim 2017*
- iii *Creativity Guidelines for Transport Systems, TfNSW, Interim 2016*
- iv *Water Sensitive Urban Design Guidelines for TfNSW Projects, 2016*

The Urban Design Plan and Landscaping Plan shall be:

- i prepared in consultation with local council and relevant stakeholders
- ii prepared by a registered Architect and/or Landscape Architect

Site-specific Conditions

40. Road safety audit

A Road Safety Audit would be undertaken as part of the detailed design process and within 3 months of the commencement of operation. The Road Safety Audit would include specific assessment of:

- (i) sight distances for vehicles accessing and entering the car park identification of mitigation measures proposed

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.

41. Road condition reports

Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.

END OF CONDITIONS

