



Transport
for NSW

Merrylands Commuter Car Parks

Determination Report



Photomontage of Merrylands Commuter Car Park, subject to detailed design



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Determination Report

Transport Access Program
Ref 5593494

February 2017

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Glossary and abbreviations

Term	Meaning
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance).
Detailed design	Detailed design broadly refers to the process that the Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
EP&A Regulation	Environmental Planning and Assessment Regulation 2000 (NSW)
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
OEH	NSW Office of Environment and Heritage
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, TfNSW
Proposed Activity	The construction and operation of the Merrylands Commuter Car Parks
REF	Review of Environmental Factors
TfNSW	Transport for NSW (the Proponent)

Executive summary

Overview of Proposed Activity

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

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

The Proposed Activity would provide 85 additional commuter parking spaces in the vicinity of Merrylands Station at two sites.

Site 1 includes the provision of a new multi-deck structure over the existing car park to the north, adjacent to the Station to provide approximately 65 additional commuter car parking spaces. This would consist of alterations to the existing below-ground car park, the addition of a new level at the same grade as the bus interchange and provision of two partial split levels.

Site 2 includes the provision of 20 additional parking spaces along Railway Terrace, around 300 metres to the north-east of Merrylands Station with connection to the station via new and existing footpaths.

TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared in December 2016 by KMH Environmental on behalf of TfNSW in accordance with the requirements of the Environmental Planning and Assessment Act 1979 (EP&A Act) and clause 228 of the Environmental Planning and Assessment Regulation 2000.

The REF was made publically available between 7 December 2016 to 21 December 2016 with the public invited to make submissions on the Proposed Activity.

Modifications to the Proposed Activity

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

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

Purpose of this report

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

Conclusion

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

1. Introduction

1.1. Background

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

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

The Transport Access Program has been established to provide a better experience for public transport customers across NSW by ensuring infrastructure improvements are delivered in a coordinated and integrated way.

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

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

TfNSW is the Proponent for the Merrylands Commuter Car Parks (referred to as the 'Proposed Activity' for the purposes of this document).

1.2. Review of Environmental Factors

A Review of Environmental Factors (REF) was prepared in December 2016 by KMH Environmental on behalf of TfNSW in accordance with sections 111 and 112 of the Environmental Planning and Assessment 1979 (EP&A Act), and clause 228 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation), to ensure that TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included at Appendix A.

The Merrylands Commuter Car Parks REF was placed on public display from 7 December 2016 to 21 December 2016, with seven submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3. Determination Report

Prior to proceeding with the Proposed Activity, the Secretary for TfNSW must make a determination in accordance with Part 5 of the EP&A Act (refer Figure 1).



Figure 1: Planning approval process

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

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

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

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

1.4. Description of the Proposed Activity in the REF

The Proposed Activity would include work surrounding Merrylands Station in the suburbs of Merrylands and Granville around 20 kilometres west of the Sydney Central Business District within the Local Government Area (LGA) of the former Holroyd and Parramatta LGAs (now Cumberland LGA).

Merrylands Station is currently the 50th busiest railway station in the rail network with about 10,500 customer trips recorded at the station on an average weekday. This is predicted to increase to 20,665 trips per day by 2036. This represents an increase in the order of 96% with associated increases in the demand for on-street and off-street commuter parking. The Proposed Activity has been planned to help address current and potential future demand for parking at Merrylands Station by providing an additional 85 spaces to support the growth in public transport use for existing and future users of the station.

The objectives of the Proposed Activity are to:

- increase the designated area for commuters to park by developing site/s within close walking distance of Merrylands Station and bus interchange to provide additional commuter car parking spaces

- respond to the needs of a growing urban population and promote increased use of public transport by increasing convenience and accessibility to and from Merrylands Station
- integrate the commuter car park into existing roads and pathways to facilitate safe and efficient movement of pedestrians and vehicles within and around the proposed commuter car park
- provide car parks that are accessible to those with a disability, the ageing and parents/carers with prams.

An overview of the Proposed Activity is provided in the Executive Summary with full details set out in Chapter 3 of the REF. In summary, the Proposed Activity as outlined in the REF comprises provision of 85 additional commuter parking spaces in the vicinity of Merrylands Station at two sites as follows:

Site 1

- provision of a new multi-deck structure over the existing car park adjacent to the station to provide approximately 65 additional commuter car parking spaces. This would consist of:
 - alterations to the existing below-ground car park (referred to as Level 1) and the addition of a new level at the same grade as the bus interchange (referred to as Level 2)
 - provision of two partial split levels off Levels 1 and 2 (referred to as Levels 1A and 2A)
 - The proposal activity would not preclude the development of two additional levels on the car park in the future and does not preclude alternative parking solutions in other areas of Merrylands.

Site 2

- provision of 20 additional parking spaces along Railway Terrace, around 300 metres to the north-east of Merrylands Station, with connections via new and existing footpaths.

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

Construction is expected to commence in 2017 and take around 12 months to complete.

2. Consultation and assessment of submissions

2.1. REF public display

The REF was placed on public display from 7 December 2016 to 21 December 2016 at three locations, as well as on the TfNSW website¹ and the NSW Government Have Your Say website²

Community consultation activities undertaken for the public display included:

- Distribution of 2500 flyers to customers at the station/nearby residents and/or businesses on 7 December 2016.
- Installation of project signage at Merrylands Station, Merrylands Central Library, Cumberland Council Customer Service Centre and TfNSW Chatswood.
- Public display of the REF at Merrylands Central Library, Cumberland Council office and the TfNSW office in Chatswood.
- Placement of an advertisement in the Parramatta Advertiser on 14 December 2016.
- Placement of information on the TfNSW website.
- A briefing to Cumberland Council officers on 9 November 2016.
- A letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission was sent to Cumberland Council as per the consultation requirements under clause 13, 14, 15 and 16 of the State Environmental Planning Policy (Infrastructure) 2007 (NSW).

2.2. REF submissions

A total of seven submissions were received by TfNSW, including one from NSW State Parliament Member for Granville and Cumberland Council. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- adequacy of the number of additional car parks to meet demands of future growth and current approved residential developments in the area
- the reduction of the number of car parks to 85 from the March 2015 publicly announced commitment for 125 spaces
- uncertainty over budget provisions and when the works will be complete

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

² <http://www.haveyoursay.nsw.gov.au>

- provision of additional sheltered bicycle racks
- loss of more on site carparks than the REF identified
- compliance with the Australian Standards for some design elements of the carparks
- requirement for an ownership agreement for the use of Cumberland Council land, as well as a maintenance agreement.

2.3. Consideration and response to submissions

Community submissions

A summary of all issues raised and associated responses is provided in Table 1.

Table 1: Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	MER1	Support for the Proposed Activity to create additional commuter parking at Merrylands	Noted.
1.2	MER1 MER2 MER4	85 additional car spaces is not enough to ease the current parking demands and growth in the Merrylands area.	<p>The Transport Access Program is responsible for identifying locations where car parking facilities are required and determining the parking demand for the construction of new commuter car parks.</p> <p>The number of commuter car parking spaces is determined by a number of factors including current demand, site location and constraints, forecasted growth in patronage, and traffic impacts. The additional 85 parking spaces for commuters will reduce pressure on the existing street parking as well as assist in providing spaces for forecasted growth.</p>

No.	Submission no.	Issue/s raised	TfNSW response
1.3	MER1 MER2 MER4	Concerns raised regarding the future proofing of the car park and if it can be extended in the future. There was further concern that when the surrounding apartment development is completed residents will utilise the commuter parking spaces.	<p>The Proposed Activity includes provisions for the development of additional levels of parking on the existing and future car park, and does not preclude alternative parking solutions in other areas of Merrylands.</p> <p>One of the options considered in the REF included the provision of a new multi-storey car park providing 324 spaces. However, there are a number of disadvantages to the construction of this option including land and property acquisition, demolition of residential dwellings, higher costs and shadowing of existing low density residential dwellings. For these reasons, TfNSW does not propose to proceed with this option at this stage.</p> <p>TfNSW will continue to review parking requirements in the area in line with future transport strategies as well as other considerations such as the flow on effects for roads and road infrastructure.</p>
1.4	MER 1	<p>Concerns regarding apartment development close to Merrylands Station has meant construction vehicles are using parking spaces designated for commuters.</p> <p>The impact of this means that commuters find street parking elsewhere, causing disruption to local residents.</p>	<p>Noted. TfNSW does not have control on the restrictions placed on construction vehicle parking associated with surrounding developments. TfNSW would rely on Cumberland Council to regulate these activities through their parking compliance officers.</p> <p>TfNSW can ensure construction vehicles on this project are managed in accordance with the Traffic Management Plan as outlined in Condition 16f.</p>

No.	Submission no.	Issue/s raised	TfNSW response
1.5	MER 4	<p>Shortage of parking in Merrylands area. Suggestion made that the car park should increase by two storeys rather than one.</p> <p>Current planning proposals and development application approvals advertised by Cumberland Council include 19-26 storeys apartment buildings around the Merrylands Station.</p> <p>Commented that Stockland Merrylands Shopping Centre has a public car park which is always full.</p>	<p>The Proposed Activity focuses on providing commuter car parking near Merrylands Station.</p> <p>TfNSW have assessed parking requirements for commuters based on the forecast Sydney Trains patronage growth (+15 per cent to 2036) and changing travel patterns.</p> <p>Local parking demands from residential apartments and the shopping centre is an issue for Cumberland Council to address through local planning controls.</p>
1.6	MER1	Car parking that could be used by commuters is leased by Merrylands RSL.	Merrylands RSL currently lease these on-street car parks from Sydney Trains. Cumberland Council, TfNSW, Merrylands RSL and Sydney Trains are currently in discussions regarding this parking arrangement to seek a desirable outcome for commuters.
2	Traffic, Transport and access		
2.1	MER3 MER 5	<p>No additional sheltered bicycle racks being included in the Proposal.</p> <p>Safety and security concerns around the location of current bicycle racks.</p> <p>Request for secured bicycle racks at ground level to encourage cycling as a transport option.</p>	<p>Commuter cyclists are catered for by the provision of eight bicycle lockers on Terminal Place around 80 metres to the north of Merrylands Station.</p> <p>Additional sheltered bicycle racks have not been included as part of the scope of works for this Proposal. Future cyclist facilities throughout the TfNSW network are currently being assessed through a TfNSW Bicycle Parking Facilities Program.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.2	MER4	More than two storeys would be required to solve parking and commuter issues but not the problem of access that surrounds the small-town centre of Merrylands.	<p>The Proposed Activity focuses on providing commuter car parking near Merrylands Station. Other parking around Merrylands is the responsibility of Cumberland Council.</p> <p>Further, the Proposed Activity aims to make public transport more accessible to commuters. This would contribute positively towards decreasing congestion levels in the wider road network, particularly during peak times.</p> <p>Additional traffic movements have been considered in the Traffic, Transport and Access Impact Assessment in the REF and are not expected to generate a significant increase in traffic volumes when compared to the existing network volumes.</p>

Other stakeholder submissions

Table 2 outlines issues raised by the Member for Granville in their submission along with TfNSW's response.

Table 2: Response to the Member for Granville submission

Issue no.	Issue/s raised	TfNSW response
3	General	
3.1	Does not believe the proposed car park meets the March 2015 commitment for 125 car spaces for Merrylands. No discussion why the car spaces have been reduced from the commitment of 125.	<p>In March 2015, the (then) Minister of Transport, Gladys Berejiklian said there would be new commuter carparks at six Western Sydney Train Stations including 125 at Merrylands.</p> <p>TfNSW has developed and considered four options for car parking in proximity to Merrylands Station. A range of criteria were then used to assess each of the options to identify a preferred solution. The criteria included customer experience, constructability, land use integration, safety and security, engineering constraints, cost and environmental impacts.</p> <p>Alternative options which provided additional spaces would result in property acquisition, relocation of services and shadowing of existing residential dwellings.</p> <p>Accordingly, the preferred option is for 85 car spaces to assist in accommodating current parking demands and provide the greatest immediate benefits to the community with minimal impact on commuters.</p> <p>The preferred option and alternative options were considered in Section 2.3 of the REF.</p> <p>TfNSW will continue to review parking requirements in the area in line with future transport strategies as well as other considerations such as the flow on effects for roads and road infrastructure.</p> <p>On a regional scale, the Transport Access Program has exceeded the announced number of car parks in some projects including at the Penrith Commuter Car Park.</p>

Issue no.	Issue/s raised	TfNSW response
3.2	Reference was made to the recent budget as it was unclear when the works will be completed.	<p>The NSW budget for 2016/17 has set aside \$280M for Transport Access Program funded projects. The Merrylands project will be funded as required and prioritised against other Transport Access Program projects.</p> <p>The Proposed Activity is due to commence in early 2017 for a duration of approximately 12 months as outlined in 3.2 of the REF</p>

Table 3 outlines issues raised by the Cumberland Council in their submission along with TfNSW's response.

Table 2: Response to the Cumberland Council submission

Issue no.	Issue/s raised	TfNSW response
4	General	
4.1	Railway Terrace parking is within the Council road reserve and the Proposed Activity will eliminate 10 potential on street parallel parking spaces where only four have been identified in the REF.	TfNSW has identified the existing number of car parks to be removed on Railway Terrace to be four parallel spaces (each 6 metres in length) on the north-eastern edge of Site 2. The additional space in Site 2 on Railway Terrace to the south west towards Mombri Street was not considered to be a designated area for parallel parking due to the existing bus zone at this location.
4.2	Additional on street parking (not considered in the REF) will be lost due to the need to provide adequate sight distances.	A Safety Audit would be conducted during detailed design which would assess the safest sight distances required for the car park.
4.3	The proposed parking module at Site 2 should be redesigned to have a minimum set back of 12 metres from the eastern side face of the kerb.	This issue will be considered at detailed design stage. The final design will be in accordance with the requirements of <i>AS 2890- Parking Facilities</i> .
4.4	The design of Site 1 deviates from the Australian Standards due to the overall ramp width not being 3.6 metres. All new work shall comply with the appropriate Australian Standards and non-compliance within the existing car park should be eliminated where feasible.	The existing ramp at Site 1 is not compliant to current Australian Standards. The concept design for Site 1 allows for a one way ramp with the width dependent on the curvature of the existing ramp. It may not be feasible to modify existing arrangements to be compliant with the Australian Standard as this would mean the existing parking provision on site would be reduced. This will be further investigated during detailed design.
4.5	An agreement for the use of Cumberland Council land for railway use in Railway Terrace including an ongoing maintenance agreement is required.	TfNSW does not propose to acquire any property as part of the Proposal for Site 2. Consultation would continue with Cumberland Council throughout the detailed design and construction phases.

2.4. Future consultation

- the community and stakeholders are notified in advance of any upcoming works, including changes to pedestrian or traffic access arrangements and out of hours construction activities
- accurate and accessible information is made available
- a timely response is given to issues and concerns raised by the community
- feedback from the community is encouraged
- consideration to an agreement with Cumberland Council for the use of council land for the Proposed Activity and ongoing maintenance.

The TfNSW email address³ and TfNSW Infoline (1800 684 490) would continue to be available at all times. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The TfNSW website⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ <http://www.transport.nsw.gov.au/projects-tap>

3. Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

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

In accordance with the checklist of matters pursuant to clause 228(2) of the EP&A Regulation, an assessment is provided in Chapter 6 and Appendix B of the REF.

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*⁵ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Part 5.1 of the EP&A Act is not required.

4. Conditions of Approval

If approved, the Proposed Activity would proceed subject to the Conditions of Approval (CoA) included at Appendix B.

⁵ Refer to the National Library of Australia's 'Trove' website
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

5. Conclusion

Having regard to the assessment in the REF, and in 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 Part 5.1 of the EP&A Act.

It is also considered that the Proposed Activity does not trigger any approvals under Part 3 of the EPBC Act for significant impacts on matters of NES.

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 CoA (refer Appendix B).

References

Transport for NSW, 2016, Merrylands Commuter Car Parks Review of Environmental Factors, December 2016

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Merrylands Commuter Car Parks
REF:

<http://www.transport.nsw.gov.au/projects/tap/current-works/merrylands>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Merrylands Commuter Car Parks

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Merrylands Commuter Car Parks Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLP	Community Liaison Plan
CMP	Conservation 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	Environmental Planning and Assessment Act 1979
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the Protection of the Environment Operations Act 1997.
EMS	Environmental Management System
ISO	International Standards Organisation
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
PMEIA	Principal Manager Environmental Impact Assessment (or nominated delegate)
PMEM	PMEM Principal Manager Environment Management, TfNSW (or nominated delegate)
PMS	TfNSW Principal Manager Sustainability (or nominated delegate)

RBL	Rating Background Level
REF	Review of Environmental Factors
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDP	Urban Design Plan

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

Term	Definition
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

CoA number	Type
	General

- 1 Terms of Approval**
The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:

DOCUMENT	AUTHOR	DATE
Merrylands Commuter Car Parks – Review of Environmental Factors	KMH Environmental	December, 2016
Merrylands Commuter Car Parks – Determination Report	KMH Environmental	February, 2017

In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.

- 2 Project Modifications**
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.

- 3 Statutory Requirements**
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.

- 4 Pre-construction environmental compliance matrix**
A pre-construction environmental compliance matrix (PECM) for the Project (or such stages of the Project as agreed to by the Principal Manager Environment Management (PMEM) 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.
A copy of the PECM shall be submitted to the PMEM for review. The PMEM are to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the PECM.

5 Construction environmental compliance report

The Proponent shall prepare a construction environmental compliance report (CECR) which addresses the following matters:

- a) compliance with the construction environmental management plan (CEMP) and these conditions
- b) compliance with TfNSW's NSW Sustainable Design Guidelines - Version 3.0 compliance checklist (7TP-FT-249)
- c) compliance with any approvals or licences issued by relevant authorities for construction of the Project
- 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)
- e) environmental monitoring results, presented as a results summary and analysis
- f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused
- g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)
- h) details of any review and amendments to the CEMP resulting from construction during the reporting period
- i) any other matter as requested by the PMEM.

A copy of each CECR shall be submitted to the PMEM for review. The first CECR shall report on the first six months of construction and be submitted within six weeks of expiry of that period (or at any other time interval agreed to by the PMEM). 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 PMEM) for the duration of construction.

6 Pre-operation compliance report

A pre-operation compliance report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all conditions of approval, licences and permits required to be obtained under any other legislation for the project.

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

Communications

7 Community Liaison Plan

A Community Liaison Plan (CLP) 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 and businesses). The CLP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

- a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period
 - b) 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 CLP.
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The CLP shall be prepared to the satisfaction of the Director Community Engagement prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.

8 Community Notification and Liaison

The local community shall be advised of any activities related to the Project with the potential to impact upon them.

Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24-hour construction response line number.

Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).

9 Website

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:

- 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

All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines 2.0.

10 Complaints Management

The Proponent shall set up a 24-hour construction response line number.

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 calendar days for verbal and/or written complaints.

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.

Environmental Management

11 Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) shall be prepared prior to 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)
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- e) indigenous and non-indigenous heritage management
 - f) flora and fauna management
 - g) storage and use of hazardous materials
 - h) contaminated land management (including acid sulphate soils)
 - i) weed management
 - j) waste management
 - k) sustainability
 - l) environmental incident reporting and management procedures
 - m) non-compliance and corrective/preventative action procedures.

The CEMP shall:

- a) 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
- b) comply with the relevant requirements of Guideline for Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004)
- c) include an Environmental Policy.

The Proponent shall:

- a) consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP
- b) submit a copy of the CEMP to the PMEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMEM)
- c) review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits
- d) ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the PMEM for approval.

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

12 Environmental Management Representative

Not used.

13 Environmental controls map

The Proponent shall prepare an environmental controls map (ECM) in accordance with TfNSW's *Guide to Environmental Controls Map* (3TP-SD-015) prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages as set out in the CEMP.

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

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

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

Hours of Work

14 Standard Construction Hours

Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:

- a) any works which do not cause noise emissions to be more than 5 dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers
- b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)
- c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the PMEM
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any other work as agreed by the PMEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).

15 High Noise Generating Activities

Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the PMEM, or as approved by the EPA (where relevant to the issuing of an EPL).

Traffic and Access

16 Traffic management plan

The Proponent shall prepare a construction traffic management plan (TMP) as part of the CEMP which addresses, as a minimum, the following:

- 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 parking
- 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 bus stops (and rail replacement bus stops if required), including appropriate signage to direct customers, in consultation with the relevant taxi/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 construction TMP.

The Proponent shall consult with the relevant roads authority during preparation of the

TMP, as required. The performance of all Project traffic arrangements must be monitored during construction.

17 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.

Urban design, landscape, and visual amenity

18 Urban design plan

An urban design plan (UDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:

- a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to:
 1. connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown
 2. integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown
 3. integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc.
 4. integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use
- b) design detail that is sensitive to the amenity and character of the local area and heritage items located within or adjacent to the Project site
- c) total water management principles to be integrated into the design where considered appropriate
- d) any other matters which the conditions require the UDP to address.

The UDP shall be:

1. prepared and submitted to TfNSW prior to the first design submission (System Definition Review) [check submission timing with Urban Design Team]
2. prepared in consultation with councils and relevant stakeholders
3. prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise
4. endorsed by TfNSW's Precincts and Urban Design team.

19 Public domain plan

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

- a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences
 - b) location and design of pedestrian and bicycle pathways, street furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment
 - c) landscape treatments and street tree planting to integrate with surrounding
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streetscape which, at a minimum, must address the following:

- i) landscape details, including details of soil preparation, mulches, plant selection, plant sizes (planting container and expected final sizes)
- ii) a schedule which details the landscape maintenance requirements to be implemented for the for 12 month period following the commencement of operation
- d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project
- e) total water management principles to be integrated into the design where considered appropriate
- f) design measures included to meet TfNSW's NSW Sustainable Design Guidelines - Version 3.0 (7TP-ST-114)
- g) identification of design and landscaping aspects that will be open for stakeholder input, as required
- h) any other matters which the conditions require the PDP to address.

The PDP shall be:

1. prepared and submitted to TfNSW prior to the first design submission at 30% of detailed design.
2. prepared in consultation with councils and relevant stakeholders
3. prepared by a registered landscape architect
4. endorsed by TfNSW's Precincts and Urban Design team.

Noise and Vibration

20

Construction Noise and Vibration

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise Strategy* (7TP-ST-157) and the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be 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 EIA)
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints
- e) an OOHWP for the assessment, management and approval of works outside the standard construction hours identified in Condition 10 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the PMEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's *Construction Noise Strategy* (7TP-ST-157)
- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.

21

Vibration Criteria

Vibration (other than from blasting) resulting from construction and received at any

structure outside of the Project shall be limited to:

- a) for structural damage vibration – German Standard DIN 4150:Part 3 – 1999: Structural Vibration in Buildings: Effects on Structures and British Standard BS 7385-2:1993 Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)
- b) for human exposure to vibration – the acceptable vibration values set out in the Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) which includes British Standard BS 7385-2:1993 Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz).

These limits apply unless otherwise approved by the PMEM through the CEMP.

22 Non-Tonal Reversing Beepers

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.

23 Noise impact on educational facilities

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.

24 Operational noise and vibration

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.

The ONVMP shall be prepared in consultation with relevant stakeholders. The ONVMP shall:

- a) consider any changes to the predicted noise and vibration levels identification in the EIA as a result of the detailed design process and any changes to the proposed car park operations plan
- b) examine all reasonable and feasible noise and vibration mitigation measures consistent with Industrial Noise Policy (EPA, 2000)
- 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) seek feedback from directly affected receivers on the final mitigation measures proposed in the review
- e) identify the road pavement construction methodology/materials to be implemented/used to avoid the occurrence of tyre squeal within the car parks.

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 PMEM (or nominated delegate) for approval, at least one month prior to commencement of construction of the car park or the construction of physical noise mitigation structures (or such time as is otherwise agreed to by the PMEM).

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

25 Operational noise compliance monitoring

In order to validate the predicted noise levels identified in the ONVMP, monitoring shall be undertaken 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 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.

26 Piling

Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the PMEM shall be obtained prior to commencement of piling activities.

Contamination and Hazardous Materials

27 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 a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including Guidelines for Consultants Reporting on Contaminated Sites (OEH, 2011).

A copy of any contamination report must be submitted to the PMEM for review for a minimum period of seven days. The PMEM 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 27 and Condition 28.*

28 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 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.

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 27 and Condition 28.*

29 Storage and Use of Hazardous Materials

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* (9TP-SD-066) and Australian and ISO standards. These measures shall include:

- a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment to be undertaken in clearly marked designated areas that are designed to contain spills and leaks
 - b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be
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kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls

- c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks
- d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.

Erosion and Sediment Control

30 Erosion and Sediment Control

Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with Managing Urban Stormwater: Soils and Construction - Volume 1, 4th Edition (Landcom, 2004)

Heritage Management

31 Indigenous and Non-Indigenous Heritage

If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW Unexpected Heritage Finds Guideline (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage consultant.

Flora and Fauna

32 Replanting program

All cleared vegetation shall be offset in accordance with TfNSW's Vegetation Offset Guide (9TP-ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the PMEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.

33 Removal of trees or vegetation

Separate approval, in accordance with TfNSW's *Application for Removal or Trimming of Vegetation*, 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.

Sustainability

34 Sustainability officer

The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project.

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 PMS prior to preparation of the PCSR.

35 Pre-construction sustainability report

Prior to commencement of construction, a pre-construction sustainability report (PCSR) shall be prepared to the satisfaction of the PMS. The Report shall include the following minimum components:

- a) completed electronic checklist demonstrating compliance with TfNSW's NSW Sustainable Design Guidelines Version 3.0 (7TP-ST-114)
- b) statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc.
- c) 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.

The Proponent shall submit a copy of the PCSR to the PMS for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMS).

Lighting

36 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 "Road Lighting" and AS 4282 "Control of the Obtrusive Effect 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 Commuter Car Parks
- 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 accepted by TfNSW's – Transport Projects Delivery Office Urban Design Team.

Additional conditions

37 Graffiti and advertising

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

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

MERRYLANDS COMMUTER CAR PARKS

APPROVAL

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

1. Have examined and considered the Proposed Activity in the Merrylands Commuter Car Parks Review of Environmental Factors (December 2016) and the Merrylands Commuter Car Parks Determination Report (February 2017) in accordance with section 111 of the **Environmental Planning and Assessment Act 1979**.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report, consistent with the Proposal described in the Merrylands Commuter Car Parks Review of Environmental Factors as amended by this Determination Report.



Louise Sureda
Director, Planning and Environment Services
Infrastructure and Services Division
Transport for NSW

Date: 21.2.17