

Transport for NSW  
**Commuter Car Park Program**  
**Leppington Station**  
Determination Report



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



# **Leppington Commuter Car Park Determination Report**

**Commuter Car Park Program  
Ref - 6444798**

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# Glossary and abbreviations

Term	Meaning
<b>CEMP</b>	Construction Environmental Management Plan
<b>CoA</b>	Condition of Approval
<b>Concept design</b>	The concept design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Proposed Activity proceed) to a design suitable for construction (subject to TfNSW acceptance).
<b>Contractor</b>	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
<b>CPTED</b>	Crime Prevention Through Environmental Design
<b>Detailed design</b>	Detailed design broadly refers to the process that the Contractor undertakes (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
<b>EES Group</b>	Environment, Energy and Science Group in the Department of Planning, Industry and Environment (formerly known as Office of Environment and Heritage)
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
<b>EP&amp;A Regulation</b>	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
<b>Infrastructure SEPP</b>	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
<b>NES</b>	Matters of 'National Environmental Significance' under the EPBC Act
<b>NSW</b>	New South Wales
<b>OEH</b>	NSW Office of Environment and Heritage (now EES Group)
<b>Proponent</b>	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW
<b>Proposed Activity</b>	The construction and operation of the Leppington Commuter Car Park
<b>REF</b>	Review of Environmental Factors
<b>TfNSW</b>	Transport for NSW (the Proponent)

# Executive summary

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## Overview of Proposed Activity

Transport for NSW (TfNSW) is the government agency responsible for the delivery of major transport infrastructure projects in NSW and is the Proponent for the Leppington Commuter Car Park (the Proposed Activity).

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

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

The Proposed Activity involves construction of a multi-storey commuter car park to provide:

- ground plus four levels (including rooftop) with approximately 1,000 commuter car parking spaces
- approximately 20 additional accessible car parking spaces in the station precinct
- roadwork to facilitate access and egress for pedestrians and vehicles via the existing at-grade commuter car park
- installation of renewable energy options such as solar panels and battery storage and provision for compatible uses such as electric vehicle charging (subject to detailed design)
- installation of fencing where necessary
- wayfinding signage for traffic and pedestrians
- ancillary work including services diversion and/or relocation, drainage works, landscaping, installation of lighting, installation of handrails and balustrades and new infrastructure including CCTV cameras.

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

## Modifications to the Proposed Activity

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

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

## Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the Leppington Commuter Car Park, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

## **Conclusion**

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

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## 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 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.

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

## 1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by pitt&sherry in accordance with sections 5.5 and 5.7 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), to ensure that TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included in Appendix A.

The community and key stakeholders were consulted on the Leppington Commuter Car Park between 5 March and Monday 23 March 2020. Key themes of feedback provided by the community during this consultation phase have been addressed and summarised within the REF.

### 1.3 Determination Report

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

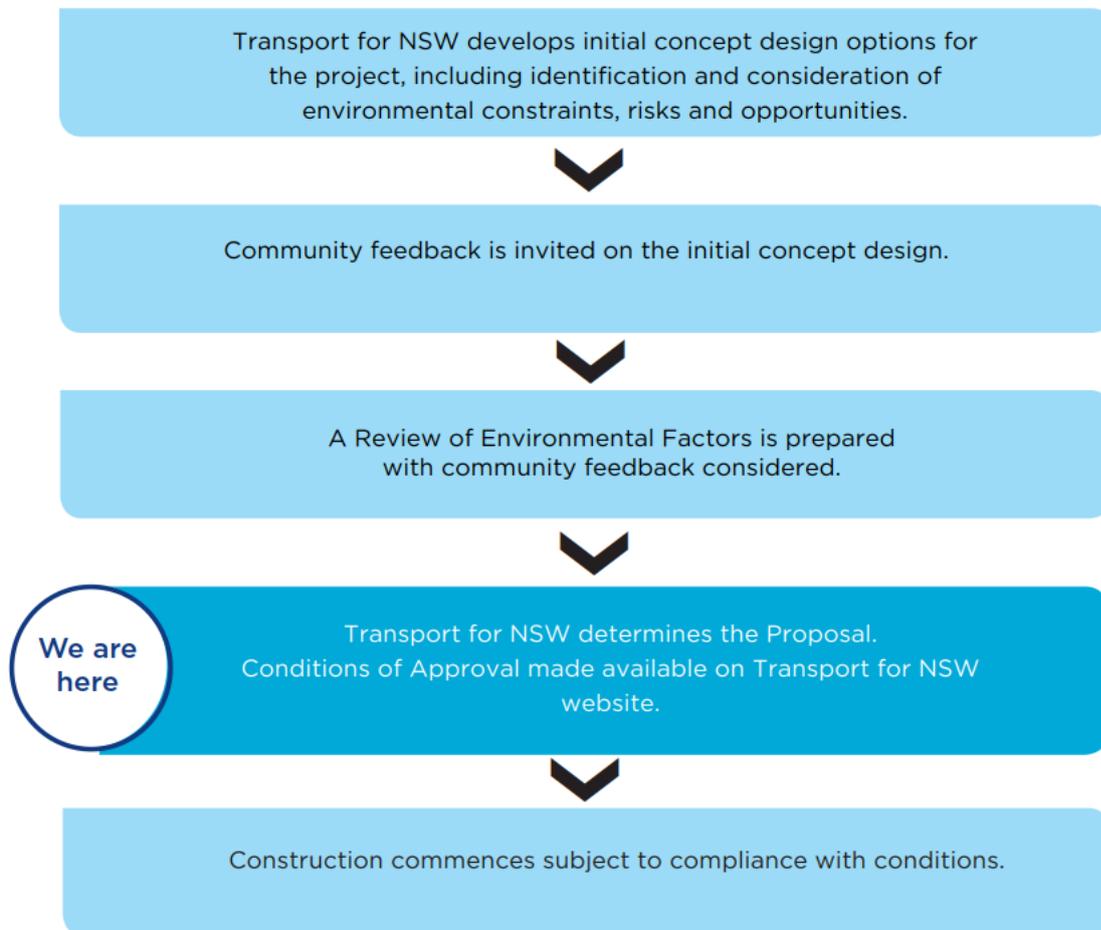


Figure 1 Planning approval process

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 TfNSW under the *Transport Administration Act 1988* including:

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

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

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

## 1.4 Description of the Proposed Activity in the REF

An overview of the Proposed Activity is provided Chapter 3 of the Leppington Station Commuter Car Park REF.

The key features of the Proposal are summarised as follows:

- provision of a ground level plus four levels (including rooftop) commuter car park including:
  - approximately 1,000 commuter car parking spaces adjacent Leppington Station
  - approximately 20 additional accessible car parking spaces in the station precinct
  - internal circulation ramps connecting the levels
  - two lifts and six sets of stairs
  - provision for electric vehicle charging stations
  - Park&Ride infrastructure
  - separate vehicle exit and entry points on the eastern face of the car park
- roadworks to facilitate access and egress for pedestrians and vehicles via the existing at-grade commuter car park
- installation of renewable energy options such as solar panels and battery storage

- installation of fencing where necessary
- wayfinding signage for traffic and pedestrians
- ancillary works including services diversion and/or relocation, drainage works, landscaping, installation of lighting, installation of handrails and balustrades and new infrastructure including CCTV cameras

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

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

## 2 Consultation and assessment of submissions

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### 2.1 Community consultation

The community and key stakeholders were consulted on the Leppington Commuter Car Park between 5 March 2020 and Monday 23 March 2020. Key themes of feedback provided by the community during this consultation phase have been addressed and summarised within the REF.

Community consultation activities undertaken included:

- consultation with surrounding residences and businesses through door knocking
- distribution of a community notification to both the local community via letterbox drop and rail customers at the station to inform the community about the Proposal
- two community information sessions at Leppington Station targeting commuters and local residents, held on Thursday 12 March 2020 and Tuesday 17 March 2020
- a meeting with nearby Leppington Public School, informing them of the Proposal and inviting feedback
- geographically targeted social media advertising via Facebook to inform the community of the Proposal and invite their feedback
- posters at the station providing information on the project and links to the website
- development of a dedicated web page for the project on the TfNSW website which can be found at [www.transport.nsw.gov.au/leppington](http://www.transport.nsw.gov.au/leppington).

### 2.2 ISEPP Consultation

The following consultation was undertaken in accordance with the Infrastructure SEPP:

- a letter outlining the scope of the Proposed Activity, along with details on how to make a submission was sent to Camden Council as per the consultation requirements under clause 13 and 15 of the Infrastructure SEPP.
- a letter outlining the scope of the Proposed Activity, along with details on how to make a submission was sent to the State Emergency Service (SES) as per the consultation requirements under clause 15AA of the Infrastructure SEPP.

#### **Camden Council:**

A submission was received by Transport for NSW from Camden Council. The key issues raised in the submission were:

- potential environmental impacts including Aboriginal heritage, non-Aboriginal heritage, flooding and visual amenity
- consideration of crime prevention and urban design.

Responses to this submission are provided in Table 1.

#### **NSW State Emergency Service:**

A letter was sent to the NSW SES via email and in hard copy. This was followed up by telephone and email on 31 March and by telephone on 6 April 2020. At the time of preparing this Determination Report, no written submission had been received from NSW SES. TfNSW is available to discuss the Proposed Activity separately with SES during detailed design and would consider any feedback at that time.

## **2.3 Growth Centres SEPP Consultation**

TfNSW has given notice to the Department of Planning, Industry and Environment (DPIE) in accordance with Clause 18A of the Growth Centres SEPP. A submission was received from DPIE which related to urban design, connectivity and accessibility of the car park in the context of the future town centre. It was also noted that a response from DPIE's biodiversity team is still pending.

Responses to this submission are provided in Table 1.

## **2.4 Consideration and response to submissions**

### **Stakeholder submissions**

Table 1 outlines issues raised by Camden Council and DPIE in their submissions, along with TfNSW's response.

**Table 1: Response to stakeholder submissions received**

Issue no.	Issue Category	Issue/s raised	TfNSW response
1	Camden Council	<p>Council requests the Proposed Activity should follow CPTED principles for NSW Car Park Guidelines for Crime Prevention including:</p> <ul style="list-style-type: none"> <li>• maximising sight lines</li> <li>• white ceilings and appropriate lighting</li> <li>• inclusion of CCTV, fire stairs and internal stair ways</li> <li>• reduce concealment points and “hidden corner” parking spots</li> <li>• open sides for upper levels and low-level side walls to improve natural surveillance</li> <li>• pedestrian pathway free of vegetation that would conceal sightlines</li> <li>• security gates at entry and egress points.</li> </ul> <p>Council requests that design of the car park must:</p> <ul style="list-style-type: none"> <li>• contribute active interfaces and passive surveillance for a safe and attractive public realm</li> <li>• be well lit, visible and avoids hidden and enclosed areas to allow for casual surveillance.</li> </ul>	<p>The Proposed Activity has been designed having regard to a range of design standards including CPTED and aims to provide improved safety and security infrastructure and pedestrian and driver safety.</p> <p>The Proposed Activity includes an improved customer experience by providing modern car parking facilities with weather protection for the majority of parking spaces and security features including lighting and CCTV cameras.</p> <p>The Proposed Activity would result in approximately 1,000 new commuter parking spaces and improvement in accessibility, safety and connectivity for surrounding residents and users of Leppington Station and surrounding facilities.</p> <p>Specifically, the Proposed Activity includes:</p> <ul style="list-style-type: none"> <li>• installation of lighting, CCTV and six sets of stairs</li> <li>• connections to existing pedestrian pathways within the existing at-grade commuter car park</li> <li>• boom gates at entry and egress points.</li> </ul> <p>All permanent lighting would be designed and installed in accordance with the requirements of standards relevant to <i>AS 1158 Road Lighting</i> and <i>AS 4282 Controlling the Obtrusive Effects of Outdoor Lighting</i>.</p> <p>Detailed design of the Proposed Activity would further consider the specific items raised by Council regarding CPTED, natural surveillance and consider a place-based approach to identify opportunities to contribute to a safe and attractive public realm.</p> <p>The REF includes a CoA for the preparation of an Urban Design Plan and Public Domain Plan in accordance with TfNSW Guidelines.</p>

Issue no.	Issue Category	Issue/s raised	TfNSW response
1.2	Flooding	Council requests TfNSW undertake updated hydraulic modelling to account for new Indicative Layout Plan (ILP), Bringelly Road upgrade, South West Rail Link and major road culverts which were not included in the 2012 <i>Water Cycle Management Strategy</i> (Cardno, 2012).	Further hydrological assessment would be undertaken during detailed design. The hydrological assessment would consider those developments not considered in the <i>Water Cycle Management Strategy</i> (Cardno, 2012) where relevant to the Proposed Activity.
1.3	Aboriginal Heritage	<p>Council requests TfNSW consider the Aboriginal Due Diligence Code and the need for an Aboriginal Heritage Impact Permit (AHIP) due to the presence of 22 Aboriginal sites within 1km of the Proposed Activity site.</p> <p>Council requests the following conditions are adhered to during the proposed works:</p> <p>If any Aboriginal object (including evidence of habitation or remains) is discovered during the work:</p> <ul style="list-style-type: none"> <li>• all excavation or disturbance of the area must stop immediately in that area;</li> <li>• the Chief Executive must be advised of the discovery in writing in accordance with Section 89A of the <i>National Parks and Wildlife Act 1974</i>, and</li> <li>• any requirements of Chief Executive must be implemented.</li> </ul>	<p>TfNSW completed an Aboriginal heritage due diligence assessment (AHDDA) as part of the REF.</p> <p>The AHDDA identified the site of the Proposed Activity as having low risk of Aboriginal objects being present within the site boundary due to the history of disturbance. Therefore, it is considered unlikely that any Aboriginal heritage items would be harmed during construction of the Proposed Activity as outlined in Chapter 6.6 of the REF.</p> <p>The AHDDA recommended that the Proposed Activity could proceed with caution and in the event any unexpected Aboriginal items are uncovered, works would cease, and further advice would be sought.</p> <p>The REF includes a CoA requiring an unexpected finds protocol be developed by the Contractor.</p>

Issue no.	Issue Category	Issue/s raised	TfNSW response
1.4	Non-Aboriginal Heritage	<p>The Proposed Activity site is in proximity to one item of state heritage significance (Upper Sydney Water Canal) and three items of local heritage significance:</p> <ul style="list-style-type: none"> <li>• Leppington Public School</li> <li>• Bringelly Road – Cultural Landscape</li> <li>• W V Scott War Memorial and Park</li> </ul> <p>The Proposed Activity does not appear to have an adverse impact on the heritage significance of the aforementioned item(s).</p>	<p>The REF includes consideration of non-Aboriginal heritage including the items identified by Council. No impacts to non-Aboriginal heritage items are anticipated during construction or operation of the Proposed Activity.</p> <p>The Upper Sydney Water Canal is over one kilometre from the Proposed Activity and as such impacts on this site are not anticipated.</p>
1.5	Urban Design	<p>Council requests TfNSW consider present and future value as land occupied by car parks are likely to become valuable community assets in the future.</p>	<p>The REF outlines the objectives of the Commuter Car Park program and the Proposed Activity which includes consideration of present and future land values. The objectives of the Commuter Car Park program include planning and designing infrastructure that is resilient and able to adapt to future alternative uses and scenarios.</p> <p>The REF includes consideration of the potential environmental impacts on present and future land use.</p> <p>Detailed design of the Proposed Activity would further consider opportunities for the commuter car park to become a valuable community asset.</p> <p>The REF also includes a CoA for the preparation of an Urban Design Plan and Public Domain Plan in accordance with TfNSW Guidelines which would consider Council's comments regarding urban design and public place.</p>

1.6	Urban Design	<p>Council requests that design of the car park must consider:</p> <ul style="list-style-type: none"> <li>• its unique context and enhance the character of the area through its scale, massing and materials</li> <li>• must not compromise the future potential of station precincts being valuable, sustainable and enjoyable public spaces</li> <li>• have a positive impact by improving its interfaces (i.e. sleeving the car park with shop fronts on the ground floor or community spaces to add activity to the street and surveillance of the public realm for more hours of the day)</li> <li>• a place-based approach considering its location and responding to its existing and future environmental, social and cultural contexts</li> <li>• inclusive and equitable environments which contribute to broader positive social and economic outcomes</li> <li>• ensure a broader economic and social benefit and support a more vibrant and attractive public realm, for more hours of the day</li> </ul>	<p>The objectives of the Commuter Car Park Program include to:</p> <ul style="list-style-type: none"> <li>• complement and integrate with existing and future places and support economic and place-making objectives in centres</li> <li>• support the future needs of customers and consider emerging transport trends, growth and technologies.</li> </ul> <p>The REF outlines the development of design of the car park which includes consideration of existing structures and consideration of the socio-economic impacts of the Proposed Activity and identification of positive outcomes associated with the Proposed Activity.</p> <p>The Proposed Activity has been designed with consideration of a number of engineering and environmental constraints including future land use.</p> <p>The Proposed Activity is designed to:</p> <ul style="list-style-type: none"> <li>• drive a stronger customer experience outcome</li> <li>• deliver improved travel to and between modes</li> <li>• encourage greater public transport use and better integrate interchanges with the role and function of town centres.</li> </ul> <p>The Proposed Activity includes approximately 20 additional accessible car parking spaces in the station precinct, lifts within the multi-storey car park and wayfinding signage.</p> <p>Detailed design of the Proposed Activity would further consider:</p> <ul style="list-style-type: none"> <li>• the scale, massing and materials of the car park in the local context</li> <li>• selection of materials and finishes including consideration of colour options which are most likely to use a neutral design scheme – colours and tones to blend the car park with the natural elements of the neighbourhood, and to create a complementary façade</li> <li>• opportunities to contribute to creating a vibrant and attractive public realm including through consideration of materials and finishes</li> <li>• potential uses in the area including the Station Precinct and identify opportunities to contribute to the value, sustainability and enjoyment of this surrounding public spaces</li> </ul>
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Issue no.	Issue Category	Issue/s raised	TfNSW response
1.7	Urban Design	Council requests that design of the car park must have a building height and mass to be scaled in proportion to future uses (i.e. a taller structure may be a preferred option to allow space for ground level active frontages and future adaptive reuses, and with appropriate ground floor height provision to allow for commercial and retail uses).	<ul style="list-style-type: none"> <li>opportunities to deliver inclusive and equitable environments</li> <li>consideration of the context and character of the area to identify opportunities to enhance the character of the area.</li> </ul> <p>The REF includes a CoA for the preparation of an Urban Design Plan and Public Domain Plan in accordance with TfNSW Guidelines which would further consider Council's comments regarding urban design.</p> <p>The Proposed Activity does not include retail space; however the proposed car park would be built in a way that does not preclude future alternative uses. Any potential future uses such as conversion of ground floor areas for retail shop fronts, community space or similar would be subject to a future development application or relevant planning approval.</p>
1.8	Urban Design	Council requests TfNSW assess the visual impact of the proposed car park from key viewpoints including consideration of future and existing built form and natural landscapes.	<p>The REF includes detailed assessment of the visual impact from key viewpoints.</p> <p>Future residential viewpoints are likely to be from upper levels and glare from rooftop cars may occur however it would also form a small part of a wider view and thus would not be visually dominant. The assessed visual impact is low for the planned residential and mixed-use precinct and moderate to low for the recreational use of Scalabrini Creek corridor.</p>
1.9	Urban Design	Council requests TfNSW ensure that the vehicle ramps must not be visible from the public domain and are to be located inside the building.	The Proposed design includes internal circulation ramps.

Issue no.	Issue Category	Issue/s raised	TfNSW response
1.10	Urban Design	Council requests the design of the car park ensures and facilitates improved connections between transport interchange and local activity centres as well as existing and desirable future pedestrian movements.	The Proposed Activity would provide improved connectivity to Leppington Station and to the planned town centre.
1.11	Urban Design	Council requests a high-quality landscape must be an integrated element of the design (i.e. green walls, green roofs etc.) as well as provisions for harvesting of solar power and rainwater	<p>The Proposed Activity includes consideration of water sensitive urban design, rooftop solar and battery storage and electric vehicle charging. A rainwater recycling system will also be investigated for use on the landscaping in the area.</p> <p>The REF includes a CoA for the preparation of an Urban Design Plan and Public Domain Plan, which include landscaping design in accordance with TfNSW Guidelines.</p>
1.12	Design	<p>Council requests accessible car parking spaces are included in the allocation of car parking.</p> <p>Council requests the car park design incorporates and provides pedestrian and cycle network and bicycle parking areas.</p>	<p>The Proposed Activity includes:</p> <ul style="list-style-type: none"> <li>• approximately 20 additional accessible car parking spaces in the station precinct</li> <li>• roadworks and way-finding signage to facilitate access and egress for pedestrians.</li> </ul> <p>Secure bicycle facilities will be considered during the detailed design process.</p>
1.13	Design	Council requests the car park area is well ventilated and provide natural rather than mechanical ventilation where practicable.	The detailed design process would include consideration of appropriate screening treatments which could be applied to maintain optimum ventilation to comply with the requirements of an open-deck car park.

Issue no.	Issue Category	Issue/s raised	TfNSW response
1.14	Traffic Management	<p>Council requests that where a driveway is proposed across a footpath, additional safety measures may be required to manage access including:</p> <ul style="list-style-type: none"> <li>• the driveway is to cross the footpath at footpath level</li> <li>• car parks are to be designed so that vehicles do not queue or reverse across pedestrian crossings or footpaths</li> <li>• parking and driveway crossovers are to be designed to minimise impact on existing street trees and to maximise opportunities for new street tree plantings</li> <li>• walking routes through car parks are to be clearly delineated with appropriate markings, pedestrian crossings and signposting</li> <li>• vehicular access is to be designed to give priority to pedestrians and cyclists by continuing the type of footpath material and grade.</li> </ul>	<p>The REF included an assessment of the potential traffic and transport impacts during construction and operation of the Proposed Activity. The Proposed Activity is not within public road or pathways and will utilise the access to the existing at-grade car park. No new access roads are required.</p> <p>Detailed design of vehicle and pedestrian access to the new car park would include wayfinding signage.</p> <p>As a CoA, Construction Traffic and Pedestrian Management Plan (CTPMP) and associated Traffic Control Plans (TCP) and Pedestrian Management Plans (PMP) would be prepared prior to commencement of construction. These would include measures to ensure safety for any driveways across footpaths.</p>

Issue no.	Issue Category	Issue/s raised	TfNSW response
<b>2</b>	<b>DPIE</b>		
2.1	Urban design	<p>Early planning and development of the Leppington Town Centre offers an opportunity for the creation of a great place for the future community. To assist in this process, DPIE requests consideration be given to the design of the structure in its urban context, so that it not only serves its primary purpose but also enhances the place and character of the area.</p> <p>A design that considers its interface with the future land uses will improve the connectivity and accessibility of the car park along with the liveability of the future town centre. Considering an active interface to compliment the surrounding town centre streets and land uses may be beneficial, including retail or commercial floor space sleeving the ground floor of car park.</p>	<p>The Proposed Activity would provide improved connectivity to Leppington Station and to the planned town centre. Detailed design of the Proposed Activity would further consider:</p> <ul style="list-style-type: none"> <li>• the scale, massing and materials of the car park in the local context</li> <li>• selection of materials and finishes including consideration of colour options which are most likely to use a neutral design scheme – colours and tones to blend the car park with the natural elements of the neighbourhood, and to create a complementary façade</li> <li>• opportunities to contribute to creating a vibrant and attractive public realm including through consideration of materials and finishes</li> <li>• potential uses in the area including the Station Precinct and identify opportunities to contribute to the value, sustainability and enjoyment of this surrounding public spaces</li> <li>• opportunities to deliver inclusive and equitable environments</li> <li>• consideration of the context and character of the area to identify opportunities to enhance the character of the area.</li> </ul> <p>The REF includes a CoA for the preparation of an Urban Design Plan and Public Domain Plan in accordance with TfNSW Guidelines which would further consider DPIE’s comments regarding urban design.</p> <p>The Proposed Activity does not include retail space; however the proposed car park would be built in a way that does not preclude future alternative uses. Any potential future uses, such as conversion of ground floor areas for retail shop fronts, community space or similar would be subject to a future development application or relevant planning approval.</p>

Issue no.	Issue Category	Issue/s raised	TfNSW response
		Under separate cover, the Department will provide comments to you in response to TfNSW's notification under clause 18A of the Growth Centres SEPP.	Noted. TfNSW is available to discuss the Proposed Activity separately with DPIE during detailed design and would consider further feedback at that time.

## 2.5 Future consultation

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

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

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)<sup>1</sup> and TfNSW 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. The [project specific webpage](http://www.transport.nsw.gov.au/leppington)<sup>2</sup> would also include updates on the progress of construction.

<sup>1</sup> [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

<sup>2</sup> [www.transport.nsw.gov.au/leppington](http://www.transport.nsw.gov.au/leppington)

### 3 Consideration of the environmental impacts

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#### ***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, Determination Report and associated documentation.

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

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*<sup>3</sup> 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.

<sup>3</sup> Refer to the National Library of Australia's 'Trove' website  
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

## **4 Conditions of Approval**

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

## 5 Conclusion

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Having regard to the assessment in the REF and taking into consideration 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 Leppington Station facilitating improved opportunities to change modes of transport
- increasing connectivity and convenience to and from Leppington 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

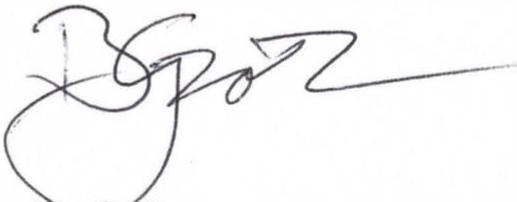
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## LEPPINGTON COMMUTER CAR PARK

### APPROVAL

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

1. Have examined and considered the Proposed Activity in the Leppington Commuter Car Park Review of Environmental Factors (April 2020) and the Leppington Commuter Car Park Determination Report (April 2020) in accordance with section 5.5 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (April 2020), consistent with the Proposal described in the Leppington Commuter Car Park Review of Environmental Factors (April 2020) as amended by this Determination Report (April 2020).



Ben Groth  
Associate Director, Environmental Impact Assessment  
Safety, Environment & Regulation Division  
**Transport for NSW**

Date: 29/4/2020

## References

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pitt&sherry 2020, *Leppington Station Commuter Car Park – Review of Environmental Factors*, Sydney

Cardno 2012, *Austral & Leppington North Precincts - Water Cycle Management*, Sydney

# Appendix A      Review of Environmental Factors

Please refer to the TfNSW website to access the Leppington Commuter Car Park REF:

[www.transport.nsw.gov.au/leppington](http://www.transport.nsw.gov.au/leppington)

# Appendix B      Conditions of Approval

## CONDITIONS OF APPROVAL

### Leppington Commuter Car Park

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

#### Schedule of acronyms and definitions used

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	Associate Director Environmental Management (or nominated delegate)
ADSPD	Associate Director, Sustainability, Planning & Development (or nominated delegate)
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Conditions of Approval
Council	Camden Council
dBA	Decibels (A-weighted scale)
DPIE	NSW Department of Planning, Industry and Environment
ECM	Environmental Controls Map
EES Group	Environment, Energy and Science group in the Department of Planning, Industry and Environment (formerly Office of Environment and Heritage)
EIA	Environmental Impact Assessment
EMR	Environmental Management Representative
EMS	Environmental Management System
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the Protection of the Environment Operations Act 1997.
ICNG	Interim Construction Noise Guidelines (Department of Environment and Climate Change, 2009)
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage (now EES Group)
OOHWP	Out of Hours Work Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-construction environmental compliance matrix
POCR	Pre-operational compliance report
RBL	Rating Background Level
REF	Review of Environmental Factors

Acronym	Definition
<b>RING</b>	Rail Infrastructure Noise Guideline (EPA, 2013)
<b>RNP</b>	NSW Road Noise Policy (Department of Environmental, Climate Change and Water, 2011)
<b>TfNSW</b>	Transport for NSW
<b>TMP</b>	Traffic Management Plan
<b>UDP</b>	Urban Design Plan

<b>Term</b>	<b>Definition</b>
<b>Construction</b>	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).
<b>Contamination</b>	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.
<b>Designated Work</b>	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact work including jack hammering and compaction, for Construction.
<b>Emergency Work</b>	Includes work to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
<b>Environmental Impact Assessment (EIA)</b>	The documents listed in Condition 1 of this approval.
<b>Feasible</b>	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.
<b>Environmental Management Representative</b>	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
<b>Noise Sensitive Receiver</b>	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.
<b>Reasonable</b>	Selecting reasonable measures from those that are feasible involves making a judgement to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.
<b>the Project</b>	The construction and operation of the Leppington Commuter Car Park as described in the Environmental Impact Assessment.
<b>the Proponent</b>	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.

## Conditions of approval

No	Condition									
	<b>General</b>									
1.	<p><b>Terms of approval</b></p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <table border="1"> <thead> <tr> <th>DOCUMENT</th> <th>AUTHOR</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>Leppington Station Commuter Car Park – Review of Environmental Factors</td> <td>pitt&amp;sherry</td> <td>April 2020</td> </tr> <tr> <td>Leppington Station Commuter Car Park – Determination Report</td> <td>pitt&amp;sherry</td> <td>April 2020</td> </tr> </tbody> </table> <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>	DOCUMENT	AUTHOR	DATE	Leppington Station Commuter Car Park – Review of Environmental Factors	pitt&sherry	April 2020	Leppington Station Commuter Car Park – Determination Report	pitt&sherry	April 2020
DOCUMENT	AUTHOR	DATE								
Leppington Station Commuter Car Park – Review of Environmental Factors	pitt&sherry	April 2020								
Leppington Station Commuter Car Park – Determination Report	pitt&sherry	April 2020								
2.	<p><b>Project modifications</b></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><b>Statutory requirements</b></p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>									
4.	<p><b>Pre-Construction Environmental Compliance Matrix</b></p> <p>A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Associate Director Environmental Management (ADEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.</p> <p>A copy of the PECM shall be submitted to the ADEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p>									
5.	<p><b>Construction Environmental Compliance Report</b></p> <p>The Proponent shall prepare a construction environmental compliance report (CECR) which addresses the following matters:</p> <ul style="list-style-type: none"> <li>(a) compliance with the construction environmental management plan (CEMP) and these conditions</li> <li>(b) compliance with Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability Rating Scheme (v1.2)</li> <li>(c) compliance with any approvals or licences issued by relevant authorities for construction of the Project</li> </ul>									

	<p>(d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)</p> <p>(e) environmental monitoring results presented as a results summary and analysis</p> <p>(f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused</p> <p>(g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)</p> <p>(h) details of any review and amendments to the CEMP resulting from construction during the reporting period</p> <p>(i) any other matter as requested by the ADEM.</p> <p>The Proponent shall:</p> <p>i. submit a copy of the CECR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the CECR</p> <p>ii. submit a copy of the CECR to the ADEM (or nominated delegate) for approval upon completion of the EMR review period.</p> <p>The first CECR shall report on the first six months of construction and be submitted within 21 days of expiry of that period (or at any other time interval agreed to by the ADEM). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the ADEM) for the duration of construction.</p>
<b>6.</b>	<p><b>Pre-Operation Compliance Report</b></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> <p>(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.</p> <p>(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).</p>
<b>7.</b>	<p><b>Graffiti and advertising</b></p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures within the Project footprint or built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period.</p> <p>Graffiti and unauthorised advertising will be removed or covered within the following timeframes:</p> <p>(a) offensive graffiti will be removed or concealed within 24 hours</p> <p>(b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week</p> <p>(c) graffiti that is neither offensive or highly visible will be removed or concealed within a month</p> <p>(d) any unauthorised advertising material will be removed or concealed within 24 hours.</p>
	<b>Communications</b>
<b>8.</b>	<b>Community Liaison Management Plan</b>

	<p>A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) stakeholder and issues identification and analysis</li> <li>(c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number</li> <li>(d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLMP.</li> </ul> <p>The CLMP shall be prepared to the satisfaction of the Director Community Engagement (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.</p>
<p><b>9.</b></p>	<p><b>Community notification and liaison</b></p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.</p> <p>Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven (7) days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by Environment Protection Authority (EPA) (where an environment protection licence (EPL) is in effect).</p>
<p><b>10.</b></p>	<p><b>Website</b></p> <p>The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:</p> <ul style="list-style-type: none"> <li>(a) a copy of the documents referred to under Condition 1 of this approval</li> <li>(b) a list of environmental management reports that are publicly available</li> <li>(c) 24 hour contact telephone number for information and complaints.</li> </ul> <p>All documents uploaded to the website must be compliant with the <i>Web Content Accessibility Guidelines 2.0</i>.</p>
<p><b>11.</b></p>	<p><b>Complaints management</b></p> <p>The Proponent shall set up a 24 hour construction response line number.</p> <p>Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two (2) hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven (7) calendar days for verbal and/or written complaints.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.</p>

<b>Environmental management</b>	
<b>12.</b>	<p><b>Construction environmental management plan</b></p> <p>The Proponent shall prepare a construction environmental management plan (CEMP) prior to commencement of construction which addresses the following matters, as a minimum:</p> <ul style="list-style-type: none"> <li>(a) traffic and pedestrian management (in consultation with the relevant roads authority)</li> <li>(b) noise and vibration management</li> <li>(c) water and soil management</li> <li>(d) air quality management (including dust suppression)</li> <li>(e) indigenous and non-indigenous heritage management</li> <li>(f) flora and fauna management</li> <li>(g) storage and use of hazardous materials</li> <li>(h) contaminated land management (including acid sulphate soils)</li> <li>(i) weed management</li> <li>(j) waste management</li> <li>(k) bushfire risk</li> <li>(l) sustainability</li> <li>(m) environmental incident reporting and management procedures</li> <li>(n) non-compliance and corrective/preventative action procedures</li> </ul> <p>The CEMP shall:</p> <ul style="list-style-type: none"> <li>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</li> <li>ii. comply with the relevant requirements of Guideline for Preparation of Environmental Management Plans (Department Infrastructure, Planning and Natural Resources, 2004)</li> <li>iii. include an Environmental Policy.</li> </ul> <p>The Proponent shall:</p> <ul style="list-style-type: none"> <li>1. consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP</li> <li>2. submit a copy of the CEMP to the EMR for review</li> <li>3. submit a copy of the CEMP to the ADEM (or nominated delegate) for approval</li> <li>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</li> <li>5. updates to the CEMP are 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.</li> <li>6. The CEMP must be approved by the ADEM prior to the commencement of construction work associated with the Project.</li> </ul>
<b>13.</b>	<p><b>Environment Personnel</b></p> <p>Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).</p> <p>Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the Project (including time to be spent on-site/off-site) are</p>

	<p>to be submitted for the approval of the ADEM, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM). Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.</p>
14.	<p><b>Environmental Management Representative</b></p> <p>Prior to the commencement of construction, the ADEM shall appoint an EMR for the duration of the construction period for the Project.</p> <p>The EMR shall provide advice to the ADEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:</p> <ul style="list-style-type: none"> <li>(a) considering and advising the Proponent on matters specified in these conditions and compliance with such</li> <li>(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</li> <li>(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</li> <li>(d) reporting weekly to the Proponent, or as required by the ADEM</li> <li>(e) issuing a recommendation to the Proponent for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities</li> <li>(f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts</li> <li>(g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections</li> <li>(h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary</li> <li>(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</li> <li>(j) reviewing and approving updates to the CEMP.</li> </ul> <p>The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.</p>
15.	<p><b>Environmental Controls Map</b></p> <p>The Proponent shall prepare an environmental controls map (ECM) in accordance with TfNSW's <i>Guide to Environmental Controls Map</i> prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages as set out in the CEMP.</p> <p>The Proponent shall submit a copy of the ECM to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).</p> <p>The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.</p>

	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.
	<b>Hours of work</b>
<b>16.</b>	<p><b>Standard construction hours</b></p> <p>Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works are permitted outside these standard hours:</p> <ul style="list-style-type: none"> <li>(a) any works which do not cause noise emissions to be more than 5dBA higher than the rating background level at any nearby residential property and/or other noise sensitive receivers</li> <li>(b) out of hours work identified and assessed in the EIA or the approved out of hours work protocol (OOHWP)</li> <li>(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</li> <li>(d) emergency work to avoid the loss of lives, property and/or to prevent environmental harm</li> <li>(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).</li> </ul>
<b>17.</b>	<p><b>High noise generating activities</b></p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than 3 hours, without a minimum 1 hour respite period unless otherwise agreed to by the ADEM (or nominated delegate), or as approved by EPA (where relevant to the issuing of an EPL), unless inaudible at nearby residential properties and/or other noise sensitive receivers.</p>
	<b>Noise and vibration</b>
<b>18.</b>	<p><b>Construction noise and vibration</b></p> <p>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 Interim Construction Noise Guideline (July 2009). The mitigation measures shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>(a) details of construction activities and an indicative schedule for construction works</li> <li>identification of construction activities that have the potential to generate noise and/or</li> <li>(b) vibration impacts on surrounding land uses, particularly sensitive noise receivers</li> <li>(c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the environmental impact assessment)</li> <li>(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</li> <li>(e) an out of hours work protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 16 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the EMR and/or ADEM (or nominated delegate) or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW Construction Noise and Vibration Strategy</li> </ul>

	(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.
<b>19.</b>	<p><b>Vibration criteria</b></p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <p>(a) for structural damage vibration - <i>German Standard DIN 4150:Part 3 – 1999: Structural Vibration in Buildings: Effects on Structures</i></p> <p>(b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (DEC 2006).</p> <p>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>
<b>20.</b>	<p><b>Piling</b></p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.</p>
<b>21.</b>	<p><b>Non-tonal reversing beepers</b></p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.</p>
<b>22.</b>	<p><b>Noise impact on educational facilities</b></p> <p>Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.</p>
<b>23.</b>	<p><b>Property condition surveys</b></p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <p>(a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works</p> <p>(b) all heritage listed buildings and other sensitive structures within 100 metres from the edge of the Designated Works.</p> <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage.</p> <p>A copy of the survey(s) shall be given to each owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>

24.	<p><b>Operational noise and vibration</b></p> <p>Prior to commencement of construction of the multi-storey car park surface (i.e. concrete pouring or other applicable construction method), or the construction of physical noise mitigation structures (whichever occurs sooner), an operational noise and vibration management plan (ONVMP) shall be prepared to confirm the final mitigation measures for operational noise and vibration that would be implemented.</p> <p>The ONVMP shall be prepared in consultation with Sydney Trains and other relevant stakeholders. The ONVMP shall:</p> <ul style="list-style-type: none"> <li>(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 multistorey car park operations plan</li> <li>(b) examine all reasonable and feasible noise and vibration mitigation measures consistent with <i>NSW Industrial Noise Policy</i> (EPA, 2000)</li> <li>(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</li> <li>(d) seek feedback from directly affected receivers on the final mitigation measures proposed in the review.</li> </ul> <p>The Proponent shall submit a copy of the ONVMP to the ADEM (or nominated delegate) for approval, at least one month prior to commencement of laying of the multi-storey car park surface or the construction of physical noise mitigation structures (or such time as is otherwise agreed to by the ADEM).</p> <p>The approved physical mitigation measures are to be installed prior to the commencement of operations, unless otherwise agreed by the ADEM.</p>
25.	<p><b>Operational noise compliance monitoring</b></p> <p>In order to validate the predicted noise levels identified in the EIA, monitoring shall be undertaken by the Proponent within three months of commencement of operation. The noise and vibration monitoring shall be undertaken to confirm compliance with the predicted noise and vibration levels, or as modified by the ONVMP.</p> <p>Should the results of monitoring identify exceedances of the predicted noise and vibration levels, additional reasonable and feasible mitigation measures would be implemented by the Proponent in consultation with the affected property owners.</p>
<b>Flora and Fauna</b>	
26.	<p><b>Replanting program</b></p> <p>A vegetation offset plan is to be prepared and issued to the ADEM for approval prior to the commencement of replanting. All cleared vegetation shall be offset in accordance with TfNSW's Vegetation Offset Guide and relevant DPIE requirements.</p> <p>All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>
27.	<p><b>Removal of trees or vegetation</b></p> <p>Separate approval, in accordance with TfNSW's <i>Application for Removal or Trimming of Vegetation</i>, is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
<b>Contamination and hazardous materials</b>	
28.	<p><b>Duty to Notify</b></p> <p>If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the Contaminated Land Management Act 1997 and notify the EPA in accordance with the EPA's Guidelines on the</p>

	Duty to Report Contamination under the <i>Contaminated Land Management Act 1997</i> (Department of Environment and Climate Change, 2009).
<b>29.</b>	<p><b>Unidentified contamination (other than asbestos)</b></p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA guidelines, including the Guidelines for Consultants Reporting on Contaminated Sites.</p> <p>The Proponent shall:</p> <p>(e) submit a copy of any contamination report to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the report</p> <p>(f) submit a copy of the report to the ADEM for consideration upon completion of the EMR review period. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.</p> <p><i>Note: In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 29 and Condition 30.</i></p>
<b>30.</b>	<p><b>Asbestos management</b></p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p><i>Note: In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 29 and Condition 30.</i></p>
<b>31.</b>	<p><b>Storage and use of hazardous materials</b></p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed by the construction contractor prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW <i>Chemical Storage and Spill Response Guideline</i> and Australian and ISO standards. These measures shall include:</p> <p>(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</p> <p>(b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits to be kept in close proximity to potential discharge points in support of preventative controls</p>

	<p>(c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks</p> <p>(d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.</p>
<b>32.</b>	<p><b>Contamination investigation</b></p> <p>If recommended by the Stage 1 preliminary site investigation report, a Stage 2 detailed site investigation shall be undertaken prior to construction commencing. The assessment shall generally be undertaken in accordance with:</p> <p>(a) The <i>National Environment Protection (Assessment of Site Contamination) Amendment Measure</i> (NEPM, 2013)</p> <p>(b) <i>Contaminated Sites - Sampling Design Guidelines</i> (EPA, 1995)</p> <p>(c) <i>AS4482 (2005) Guide to investigation and sampling of site with potentially contaminated soil</i> (2005).</p> <p>The report shall be prepared in accordance with the DECCW's <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011). The report shall include a preliminary waste classification in accordance with the NSW EPA <i>Waste Classification Guidelines</i> (EPA, 2014).</p> <p>Specific requirements for further investigation, remediation or management of any contamination within the identified areas recommended in the Stage 2 Detailed Site Investigation shall be included in the CEMP as appropriate.</p> <p>If contamination is identified within the Site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i> and the DPIE Guidelines.</p>
<b>33.</b>	<p><b>Contamination Management Plan</b></p> <p>Specific requirements for further investigation, remediation and management of any potential contamination within the identified areas recommended in the Phase 2 contamination assessment shall be included in a contamination management plan (CMP) as appropriate.</p>
	<b>Erosion and sediment control</b>
<b>34.</b>	<p><b>Erosion and sediment control</b></p> <p>Soil and water management measures shall be prepared as part of the CEMP for the mitigation of water quality impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater; Soils and Construction 4<sup>th</sup> Edition</i> (Landcom, 2004).</p>
	<b>Lighting</b>
<b>35.</b>	<p><b>Lighting scheme</b></p> <p>A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with <i>AS 1158 – Road Lighting and AS 4282 - Control of the Obtrusive Effect of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <p>(a) consideration of lighting demands of different areas</p> <p>(b) strategic placement of lighting fixtures to maximise ground coverage</p> <p>(c) use of LED lighting</p> <p>(d) minimising light spill by directing lighting into the car park</p> <p>(e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving</p> <p>(f) motion sensors to control low traffic areas</p> <p>(g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and</p>

	<p>(h) ensuring security and warning lighting is not directed at neighbouring properties. The proposed lighting scheme is to be submitted to and endorsed by the TfNSW Technical Design Team.</p>
	<p><b>Sustainability</b></p>
36.	<p><b>Sustainability officer</b></p> <p>The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project. Where the Project is seeking an Infrastructure Sustainability Rating under the ISCA Rating Scheme, the sustainability officer is to be an Infrastructure Sustainability Accredited Professional.</p> <p>The sustainability manager is to have sufficient skills, experience and accountabilities to integrate sustainability into the project lifecycle including the project design.</p> <p>Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the ADSPD prior to preparation of the pre-construction sustainability report (PCSR).</p>
37.	<p><b>Sustainability Management Plan</b></p> <p>Prior to commencement of construction, a PCSR shall be prepared to the satisfaction of the ADSPD. The Report shall include the following minimum components:</p> <ul style="list-style-type: none"> <li>(a) Completed ISCA Scorecard demonstrating credits targeted to meet an ISCA Infrastructure Sustainability Rating Scheme (v1.2) Design and As Built, Excellent Rating</li> <li>(b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc.</li> <li>(c) a section specifying a process to identify and progress innovation initiatives on the Project as appropriate. The process should identify any areas of innovation that are currently being explored and/or implemented on the Project.</li> </ul> <p>The Proponent shall submit a copy of the PCSR to the ADSPD for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADSPD).</p>
	<p><b>Urban Design and landscaping</b></p>
38.	<p><b>Urban Design Plan</b></p> <p>An Urban Design Plan (UDP) is to be submitted to TfNSW and endorsed by the Precincts and Urban Design team during detailed design. The UDP is to address the fundamental design principles as outlined in the <i>TfNSW Urban Design Guidelines</i>. The UDP shall:</p> <ul style="list-style-type: none"> <li>(a) Demonstrate a robust understanding of the site through a comprehensive site analysis to inform the design direction, demonstrate connectivity with street networks, transport modes, active transport options, and pedestrian distances</li> <li>(b) Identify opportunities and challenges</li> <li>(c) Establish site specific principles to guide and test design options</li> <li>(d) Demonstrate how the preferred design option responds to the design principles established <i>TfNSW's Urban Design Guidelines</i>, including consideration of Crime Prevention through Environmental Design Principles</li> </ul> <p>The UDP is to include the Public Domain Plan (PDP) for the chosen option and will provide analysis of the:</p> <ul style="list-style-type: none"> <li>(a) Landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art</li> <li>(b) Materials Schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping</li> <li>(c) An Artist's Impression or Photomontage to communicate the proposed changes to the precinct</li> </ul>

	<p>(d) A schedule which details the landscape maintenance requirements to be implemented for the 12 month period following the commencement of operation or as agreed with TfNSW.</p> <p>The following design guidelines are available to assist and inform the UDP for the Project:</p> <ol style="list-style-type: none"> <li>1. <i>Commuter Car Parks, Urban Design Guidelines</i>, TfNSW, Interim 2017</li> <li>2. <i>Creativity Guidelines for Transport Systems</i>, TfNSW, Interim 2016</li> <li>3. <i>Water Sensitive Urban Design Guidelines for TfNSW Projects</i>, 2016</li> <li>4. <i>'Around the Tracks' – urban design for heavy and light rail</i>, TfNSW, Interim 2016</li> </ol>
	<b>Traffic and Access</b>
<b>39.</b>	<p><b>Traffic Management Plan</b></p> <p>The Proponent shall prepare a Construction Traffic Management Plan (TMP) as part of the CEMP which addresses, as a minimum, the following:</p> <ol style="list-style-type: none"> <li>(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</li> <li>(b) maximising safety and accessibility for pedestrians and cyclists</li> <li>(c) ensuring adequate sight lines to allow for safe entry and exit from the site</li> <li>(d) ensuring access to railway stations, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)</li> <li>(e) managing impacts and changes to on and off street parking and requirements for any temporary replacement provision</li> <li>(f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance</li> <li>(g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses</li> <li>(h) details for relocating kiss and ride, taxi ranks and rail replacement bus stops if required, including appropriate signage to direct patrons, in consultation with the relevant bus operator. Particular provisions should also be considered for the accessibility impaired.</li> <li>(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.</li> </ol> <p>The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required, and obtain any approvals required under the <i>Roads Act 1993</i>. The performance of all Project traffic arrangements must be monitored during construction.</p>
<b>40.</b>	<p><b>Road condition reports</b></p> <p>Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.</p>
<b>41.</b>	<p><b>Road safety audit</b></p> <p>A road safety audit would be undertaken as part of the detailed design process and on completion of construction. The road safety audit shall include, but not be limited to, detailed assessment of sight distances for vehicles accessing and egressing the car park and identification of mitigation measures proposed.</p> <p>The road safety audit is to be submitted to and endorsed by TfNSW. Any recommendations made in the audit relating to Camden Council matters outside the Project scope and boundary would be provided to Council for information.</p>
	<b>Heritage management</b>

42.	<p><b>Indigenous and non-Indigenous heritage</b></p> <p>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 shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage advisor (in consultation with the Department of Premier and Cabinet (Heritage) where appropriate). Work in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage advisor.</p>
<b>Hydrology</b>	
43.	<p>A detailed Flood Impact Assessment (FIA) is to be developed prior to the finalisation of the detailed design process in accordance with the:</p> <ul style="list-style-type: none"> <li>• NSW Government's <i>Floodplain Development Manual (Department of Infrastructure, Planning and Natural Resources, 2005)</i>, and</li> <li>• Relevant Australian Standards including the <i>Australian Building Codes Board Standard Construction of Buildings in Flood Hazard Areas 2012.3</i></li> </ul> <p>to confirm the potential changes to flooding risks for areas within the Project site, and surrounding properties which have potential to be affected by changes in flood levels and behaviour as a result of the Project.</p> <p>The FIA is to include hydrological modelling of potential changes in flood risk (inclusive of flood levels and flood behaviour), with the objective of ensuring that the Project (as far as practicable):</p> <ul style="list-style-type: none"> <li>• avoids any increase in existing flood impacts to surrounding areas/properties, and</li> <li>• minimises flood impacts/risks within the car park.</li> </ul> <p>If the hydrological modelling identifies that inundation of the car park is predicted to occur (for events up to and including the 1% AEP), an Operational Flood Management Plan (OFMP) shall be prepared which addresses the following:</p> <ul style="list-style-type: none"> <li>• Procedures and measures to be implemented to appropriately manage risks to human health and property, to ensure the safety of all car park users. This may include, but not be limited to <ul style="list-style-type: none"> <li>○ closure of the car park and/or access restriction(s) during flood events,</li> <li>○ provision of signage at suitable locations to ensure car park users aware of the potential flood risk)</li> <li>○ evacuation procedures and emergency access routes to be followed during flood events.</li> </ul> </li> </ul> <p>The FIA and OFMP (if the latter is required), are to be prepared in consultation with Sydney Trains and Camden Council, and submitted to TfNSW for acceptance prior to the finalisation of the detailed design.</p>

END OF CONDITIONS