



Transport for NSW

Commuter Car Park Program North Rocks

Determination Report



Artist's impression of the proposed North Rocks Commuter Car Park, subject to change during detailed design

January 2021

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Glossary and abbreviations

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

Executive summary

Overview of Proposed Activity

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

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

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

The Proposed Activity would include the following key elements:

- enabling works including site investigations cut and fill bulk earthworks and site clearance of existing landscaping and perimeter trees
- provision of an at-grade car park, comprising:
 - around 135 car parking spaces, including 3 accessible parking spaces either within the existing Barclay Road Commuter Car Park or within the new commuter car park
 - wayfinding signage for pedestrian and vehicular circulation
 - new line-marking
 - retaining walls between car parking terraces
 - Transport Park&Ride infrastructure
- landscaping works including:
 - retaining wall along Perry Street
 - soft landscaping
 - pedestrian footpaths and lighting
- ancillary works, subject to detailed design, including:
 - upgrading of the pedestrian footpath along Perry Street
 - removal of an existing kerb and provision of an accessible path, and conversion of existing car parking spaces into accessible spaces in the Barclay Road commuter car park
- ancillary works including stormwater drainage and on-site detention tank, services relocation and/or adjustments, installation of boom gates and handrails
- new infrastructure including CCTV cameras, subject to requirements resulting from the detailed design security risk assessment
- new driveway crossing and layback for vehicular entry and exit on Perry Street and where necessary footpath improvements
- temporary site compounds for storage of equipment and materials, as well as site offices and amenities.

Transport for NSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts

associated with the Proposed Activity. The REF was prepared by Advisian in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

Modifications to the Proposed Activity

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

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

Purpose of this report

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

Conclusion

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

1 Introduction

1.1 Background

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

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

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

Transport for NSW is the Proponent for the North Rocks 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 Advisian in accordance with sections 5.5 and 5.7 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), to ensure that Transport for NSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included at Appendix A.

Targeted consultation was carried out on the Proposed Activity between 4 December and 18 December 2020. Key themes of feedback provided by the community during this consultation phase have been addressed and summarised within the REF.

1.3 Determination Report

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

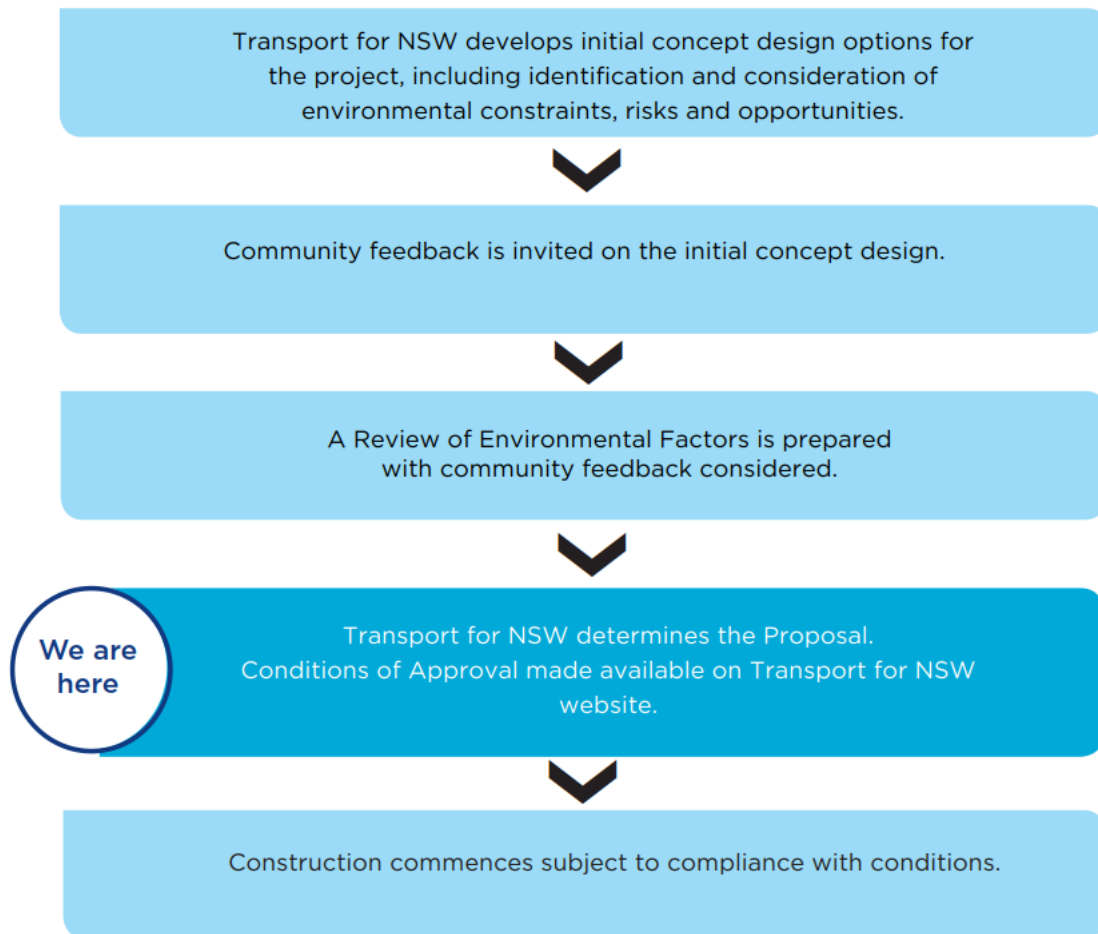


Figure 1: Planning approval process

The purpose of this Determination Report is to:

- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the environmental impact assessment
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential environmental impacts are likely to be significant
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity
- allow for determination of the Proposed Activity.

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

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

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

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

1.4 Description of the Proposed Activity in the REF

An overview of the Proposed Activity is provided in Chapter 3 of the North Rocks Commuter Car Park REF (Appendix A).

The Proposed Activity would provide an at-grade car park with approximately 135 commuter car parking spaces with integration into the existing road and pedestrian network around the M2 Barclay Road Bus Interchange. In summary, the Proposed Activity as outlined in the REF comprises:

- enabling works including site investigations cut and fill bulk earthworks and site clearance of existing landscaping and perimeter trees
- provision of an at-grade car park, comprising:
 - around 135 car parking spaces, including 3 accessible parking spaces either within the existing Barclay Road Commuter Car Park or within the new commuter car park
 - wayfinding signage for pedestrian and vehicular circulation
 - new line-marking
 - retaining walls between car parking terraces
 - Transport Park&Ride infrastructure
- landscaping works including:

- retaining wall along Perry Street
- soft landscaping
- pedestrian footpaths and lighting
- ancillary works, subject to detailed design, including:
 - upgrading of the pedestrian footpath along Perry Street
 - removal of an existing kerb and provision of an accessible path, and conversion of existing car parking spaces into accessible spaces in the Barclay Road commuter car park
- ancillary works including stormwater drainage and on-site detention tank, services relocation and/or adjustments, installation of boom gates and handrails
- new infrastructure including CCTV cameras, subject to requirements resulting from the detailed design security risk assessment
- new driveway crossing and layback for vehicular entry and exit on Perry Street and where necessary footpath improvements
- temporary site compounds for storage of equipment and materials, as well as site offices and amenities.

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

Construction is expected to commence in mid-2021 and take around 12 months to complete.

1.5 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.

Notwithstanding the above, it is noted that the Minister for Planning and Public Spaces has made a number of Orders under Section 10.17 of the EP&A Act in response to the COVID-19 pandemic. This includes the *Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days No. 2) Order 2020* (the 'Order'), which commenced on 24 December 2020, and is applicable to construction activities for projects which have been subject to an assessment under Division 5.1, or approval under Division 5.2 of the EP&A Act.

The Order extends the standard construction hours to allow infrastructure construction work on Saturday, Sunday and Public holidays (7am to 6pm), without the need for any approval (excluding high noise generating works such as rock breaking or pile driving and the like). Whilst no further approvals are required for these extended working hours, in the event that Transport for NSW would seek to utilise the extended working hours permitted by the Order, advance notification would be provided to the community.

Whilst consideration of the additional working hours permitted under the Order does not require additional assessment under the EP&A Act, in the event that these additional working hours are utilised during the construction of the North Rocks Commuter Car Park, the associated mitigation measures required under the TfNSW *Construction Noise and Vibration Strategy* (2019) which would normally apply to working outside of standard construction hours would be applied.

2 Consultation

2.1 Community consultation

Targeted consultation activities for the Proposal were undertaken from Friday 4 December to Friday 18 December 2020.

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

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

Targeted community consultation adopted a range of online and non-face-to-face consultation mechanisms to ensure social distancing was practiced to limit the spread of Coronavirus, including:

- targeted consultation with local businesses, schools and other community groups through phone calls and emails
- a community notification distributed to local residents and businesses via letterbox drop
- consultation with key stakeholders such as the City of Parramatta Council and adjacent land holders
- geographically targeted social media advertising via Facebook to inform the community of the Proposal and invite their feedback online
- development of a dedicated web page and online feedback form for the project on the Transport for NSW website, which can be found at <https://www.transport.nsw.gov.au/projects/current-projects/north-rocks-commuter-car-park>.

Responses to community feedback were provided in Section 5.4 of the REF.

2.2 Infrastructure SEPP Consultation

A letter outlining the scope of the Proposed Activity, along with details on how to make a submission was sent to City of Parramatta Council in accordance with the consultation requirements under clause 13 of *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP). Council provided a written response to Transport for NSW on 6 January 2021. Responses to the City of Parramatta Council's feedback were provided in Section 5.2 of the REF.

2.3 Future consultation

Should Transport for NSW proceed with the Proposed Activity, consultation activities would continue, including consultation with City of Parramatta Council and key stakeholders regarding design development. In addition, Transport for NSW would notify residents, businesses and community members in the lead up to and during construction. These consultation activities would help to ensure that:

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

The [Transport for NSW email address](mailto:projects@transport.nsw.gov.au)¹ and Transport for NSW Infoline (1800 684 490) and 24-hour Construction Response Line (1800 775 465) will be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage, email and verbal communications, would continue to occur in line with Transport for NSW's approach to consultation during the evolving Coronavirus situation. The [Transport for NSW website](https://www.transport.nsw.gov.au/projects/current-projects/north-rocks-commuter-car-park)² would also include updates on the progress of construction.

¹ projects@transport.nsw.gov.au

² <https://www.transport.nsw.gov.au/projects/current-projects/north-rocks-commuter-car-park>

3 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

The REF addresses the requirements of section 5.5 of the EP&A Act. In considering the Proposed Activity, all matters affecting or likely to affect the environment are addressed in the REF, and the Determination Report and associated documentation.

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

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*³ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

Environment Protection and Biodiversity Conservation Act 1999

As part of the consideration of the Proposed Activity, all matters of national environmental significance (NES) and any impacts on Commonwealth land for the purposes of the EPBC Act have been assessed. In relation to NES matters, this evaluation has been undertaken in accordance with Commonwealth Administrative Guidelines on determining whether an action has, will have, or is likely to have a significant impact. A summary of the evaluation is provided in Chapter 6 and Appendix A of the REF.

It is considered that the Proposed Activity described in the REF is not likely to have a significant impact on any Commonwealth land and is not likely to have a significant impact on any matters of NES.

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

4 Conditions of Approval

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

5 Conclusion

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

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

The Proposed activity would provide the following benefits:

- additional commuter parking in close proximity to the M2 Barclay Road Bus Interchange, facilitating improved opportunities to change modes of transport
- increasing connectivity and convenience to and from the M2 Barclay Road Bus Interchange, encouraging increased use of public transport and reducing congestion on roads
- improved customer experience by providing modern car parking and security features including lighting, passive surveillance and CCTV camera subject to security risk assessment and agreement with operator and maintainer
- 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

NORTH ROCKS 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 *North Rocks Commuter Car Park Review of Environmental Factors* (January 2021) and the *North Rocks Commuter Car Park Determination Report* (January 2021) in accordance with section 5.5 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in the *North Rocks Commuter Car Park Determination Report* (January 2021), consistent with the Proposed Activity described in the *North Rocks Commuter Car Park Review of Environmental Factors* (January 2021), as amended by *North Rocks Commuter Car Park Determination Report* (January 2021).

Ben Groth
Associate Director, Environment Impact Assessment

Safety, Environment & Regulation Division
Transport for NSW

Date:

References

Advisian, 2021, *North Rocks Commuter Car Park – Review of Environmental Factors*, Sydney

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

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

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

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

Appendix A Review of Environmental Factors

Please refer to the Transport for NSW website to access the North Rocks Commuter Car Park REF:

<https://www.transport.nsw.gov.au/projects/current-projects/north-rocks-commuter-car-park>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

North Rocks Commuter Car Park

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the *North Rocks Commuter Car Park Review of Environmental Factors* (January, 2021).

Schedule of acronyms and definitions used

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	Associate Director Environmental Management (or nominated delegate)
ADSPD	Associate Director, Sustainability, Planning & Development (or nominated delegate)
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Conditions of Approval
dBA	Decibels (A-weighted scale)
DPIE	NSW Department of Planning, Industry and Environment
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EMR	Environmental Management Representative
EMS	Environmental Management System
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
OOHWP	Out of Hours Work Protocol
PCSR	Pre-Construction Sustainability Report
PECM	Pre-construction environmental compliance matrix
POCR	Pre-operational compliance report
POSR	Pre-operational Sustainability Report
RBL	Rating Background Level
REF	Review of Environmental Factors
TfNSW	Transport for NSW
CTMP	Construction Traffic Management Plan
UDP	Urban Design Plan

Definitions

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, unless otherwise agreed by the ADEM).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Work	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact work including jack hammering and compaction, for Construction.
Emergency Work	Includes work to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Feasible	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
Environmental Management Representative	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgement to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.
the Project	The construction and operation of the North Rocks Commuter Car Park as described in the Environmental Impact Assessment.
the Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.

Conditions of approval

No	Condition									
	General									
1.	<p>Terms of approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <table border="1"> <thead> <tr> <th>DOCUMENT</th> <th>AUTHOR</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>North Rocks Commuter Car Park Project – Review of Environmental Factors</td> <td>Advisian</td> <td>January 2021</td> </tr> <tr> <td>North Rocks Commuter Car Park Project – Determination Report</td> <td>Advisian</td> <td>February 2021</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	North Rocks Commuter Car Park Project – Review of Environmental Factors	Advisian	January 2021	North Rocks Commuter Car Park Project – Determination Report	Advisian	February 2021
DOCUMENT	AUTHOR	DATE								
North Rocks Commuter Car Park Project – Review of Environmental Factors	Advisian	January 2021								
North Rocks Commuter Car Park Project – Determination Report	Advisian	February 2021								
2.	<p>Project modifications</p> <p>Any modification to the project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the project modification.</p>									
3.	<p>Statutory requirements</p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>									
4.	<p>Pre-Construction Environmental Compliance Matrix</p> <p>A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Associate Director Environmental Management (ADEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.</p> <p>A copy of the PECM shall be submitted to the ADEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p>									
5.	<p>Pre-Operation Compliance Report</p> <p>A pre-operation compliance report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all conditions of approval, licences and permits required to be obtained under any other legislation for the Project.</p> <p>The Proponent shall:</p> <ol style="list-style-type: none"> (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. (a) upon completion of the EMR review period submit a copy of the POCR to the ADEM (or nominated delegate) for approval. The POCR is to be provided to the ADEM at least one 									

	month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the ADEM).
6.	<p>Graffiti and advertising</p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures 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. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:</p> <ul style="list-style-type: none"> (a) offensive graffiti will be removed or concealed within 24 hours (b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week (c) graffiti that is neither offensive or highly visible will be removed or concealed within a month (d) any unauthorised advertising material will be removed or concealed within 24 hours.
	Communications
7.	<p>Community Liaison Management Plan</p> <p>A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period (b) stakeholder and issues identification and analysis (c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number (d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLMP. <p>The CLMP shall be prepared to the satisfaction of the Director Community Engagement (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.</p>
8.	<p>Community notification and liaison</p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>Prior to any site activities commencing and throughout the Project duration, the community is to be notified of work to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.</p> <p>Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven (7) days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by Environment Protection Authority (EPA) (where an environment protection licence (EPL) is in effect).</p>
9.	<p>Website</p> <p>The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:</p> <ul style="list-style-type: none"> (a) a copy of the documents referred to under Condition 1 of this approval

	<p>(b) a list of environmental management reports that are publicly available</p> <p>(c) 24 hour contact telephone number for information and complaints.</p> <p>All documents uploaded to the website must be compliant with the <i>Web Content Accessibility Guidelines 2.0</i>.</p>
10.	<p>Complaints management</p> <p>The Proponent shall set up a 24 hour construction response line number.</p> <p>Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two (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>
	<p>Environmental management</p>
11.	<p>Construction environmental management plan</p> <p>The Proponent shall prepare a construction environmental management plan (CEMP) prior to commencement of construction which addresses the following matters, as a minimum:</p> <ul style="list-style-type: none"> (a) traffic and pedestrian management (in consultation with the relevant roads authority) (b) noise and vibration management (c) water and soil management (d) air quality management (including dust suppression) (e) indigenous and non-indigenous heritage management (f) flora and fauna management (g) storage and use of hazardous materials (h) contaminated land management (i) weed management (j) waste management (k) environmental incident reporting and management procedures (l) non-compliance and corrective/preventative action procedures. <p>The CEMP shall:</p> <ul style="list-style-type: none"> i. comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management ii. comply with the relevant requirements of <i>Guideline for Preparation of Environmental Management Plans</i> (Department Infrastructure, Planning and Natural Resources, 2004) iii. include an Environmental Policy. <p>The Proponent shall:</p> <ul style="list-style-type: none"> 1. consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP 2. submit a copy of the CEMP to the EMR for review 3. submit a copy of the CEMP to the ADEM (or nominated delegate) for approval

	<p>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</p> <p>5. updates to the CEMP are to be made within 7 days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval.</p> <p>The CEMP must be approved by the ADEM prior to the commencement of construction work associated with the Project.</p>
<p>12.</p>	<p>Environment Personnel</p> <p>Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).</p> <p>Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the Project (including time to be spent on-site/off-site) are to be submitted for the approval of the ADEM, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p> <p>Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.</p>
<p>13.</p>	<p>Environmental Management Representative</p> <p>Prior to the commencement of construction, the ADEM shall appoint an EMR for the duration of the construction period for the Project.</p> <p>The EMR shall provide advice to the ADEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:</p> <ul style="list-style-type: none"> (a) considering and advising the Proponent on matters specified in these conditions and compliance with such (b) reviewing and where required by the ADEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation (c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the ADEM (d) reporting weekly to the Proponent, or as required by the ADEM (e) issuing a recommendation to the Proponent for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities (f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts (g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections (h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary (i) where required by the ADEM, providing advice on the content and implementation of the CEMP and environmental controls map (ECM) in accordance with the conditions (j) reviewing and approving updates to the CEMP. <p>The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.</p>

14.	<p>Environmental Controls Map</p> <p>The Proponent shall prepare an environmental controls map (ECM) in accordance with TfNSW's <i>Guide to Environmental Controls Map</i> prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages as set out in the CEMP.</p> <p>The Proponent shall submit a copy of the ECM to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).</p> <p>The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.</p> <p>Updates to the ECM shall be made within 7 days of the completion of the review or receipt of actions identified by any EMR audit of the document and be submitted to the EMR for approval.</p>
Hours of work	
15.	<p>Standard construction hours</p> <p>Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works, where permitted:</p> <ul style="list-style-type: none"> (a) any works which do not cause noise emissions to be more than 5dBA higher than the rating background level at any nearby residential property and/or other noise sensitive receivers (b) out of hours work identified and assessed in the EIA or the approved out of hours work protocol (OOHWP) (c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the ADEM (d) emergency work to avoid the loss of lives, property and/or to prevent environmental harm (e) any other work as agreed by the ADEM (or nominated delegate) and considered essential to the Project, or as approved by EPA (where an EPL is in effect).
16.	<p>High noise generating activities</p> <p>Rock breaking or hammering, jack hammering, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than 3 hours, without a minimum 1 hour respite period unless otherwise agreed to by the ADEM (or nominated delegate), or as approved by EPA (where relevant to the issuing of an EPL), unless inaudible at nearby residential properties and/or other noise sensitive receivers.</p>
Noise and vibration	
17.	<p>Construction noise and vibration</p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise and Vibration Strategy</i> and the EPA Interim Construction Noise Guideline (July 2009). The mitigation measures shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) details of construction activities and an indicative schedule for construction works (b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers

	<p>(c) details of what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the environmental impact assessment)</p> <p>(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</p> <p>(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 <i>Construction Noise and Vibration Strategy</i></p> <p>(f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, identification of the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.</p>
18.	<p>Vibration criteria</p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <p>(a) for structural damage vibration - German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i></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) which includes British Standard <i>BS 7385-2:1993 Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>.</p> <p>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>
19.	<p>Non-tonal reversing beepers</p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.</p>
20.	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.</p>
21.	<p>Noise impact on educational facilities</p> <p>Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.</p>
22.	<p>Property condition surveys</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <p>(a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works</p> <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) 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>
23.	<p>Operational noise and vibration</p> <p>Prior to commencement of construction of the 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 relevant stakeholders. The ONVMP shall:</p> <ul style="list-style-type: none"> (a) consider any changes to the predicted operational noise levels identified in the EIA as a result of the detailed design process. (b) examine all reasonable and feasible noise and vibration mitigation measures consistent with <i>NSW Noise Policy for Industry</i> (EPA, 2017) and <i>NSW Road Noise Policy</i> (DECCW, 2011) (c) identify specific physical and other mitigation measures for controlling noise and vibration at the source and at the receiver (if relevant) including location, type and timing of implementation of the proposed operational noise and vibration mitigation measures (d) identify how the detailed design process has incorporated measures and/or design solutions to avoid the occurrence of wheel squeal for those vehicles using the car park. <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 car park surface or the construction of physical noise mitigation structures, whichever occurs first (or such time as is otherwise agreed to by the ADEM).</p> <p>The approved physical mitigation measures are to be installed prior to the commencement of operations, unless otherwise agreed by the ADEM.</p>
24.	<p>Operational noise compliance monitoring</p> <p>In order to validate the predicted noise levels identified in the EIA, monitoring shall be undertaken by the Proponent within three months of commencement of operation. The noise and vibration monitoring shall be undertaken to confirm compliance with the predicted noise and vibration levels, or as modified by the ONVMP.</p> <p>Should the results of monitoring identify exceedances of the predicted noise and vibration levels, additional reasonable and feasible mitigation measures would be implemented by the Proponent in consultation with the affected nearby sensitive receivers to the satisfaction of the ADEM.</p>
	Flora and Fauna
25.	<p>Replanting program</p> <p>A vegetation offset plan is to be prepared and issued to the ADEM for approval prior to the commencement of replanting. All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i>.</p> <p>All vegetation planted on-site is to consist of locally 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>
26.	<p>Removal of trees or vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Application for Removal or Trimming of</i></p>

	<p><i>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>
	<p>Contamination and hazardous materials</p>
27.	<p>Duty to Notify</p> <p>If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i> and notify the EPA in accordance with the EPA's <i>Guidelines on the Duty to Report Contamination under the Contaminated Land Management Act 1997</i> (Department of Environment and Climate Change, 2009).</p>
28.	<p>Unidentified contamination (other than asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA guidelines, including the Guidelines for Consultants Reporting on Contaminated Sites.</p> <p>The Proponent shall:</p> <p>(a) submit a copy of any contamination report to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the report</p> <p>(b) submit a copy of the report to the ADEM for consideration upon completion of the EMR review period. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.</p> <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 28 and Condition 29.</i></p>
29.	<p>Asbestos management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p><i>Note: In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 28 and Condition 29.</i></p>
30.	<p>Storage and use of hazardous materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed by the construction contractor prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW <i>Chemical Storage and Spill Response Guideline</i> and Australian and ISO standards. These measures shall include:</p>

	<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>
31.	<p>Contamination investigation</p> <p>If recommended by the Stage 1 preliminary site investigation report, a Stage 2 detailed site investigation shall be undertaken prior to construction commencing. The assessment shall generally be undertaken in accordance with:</p> <p>(a) <i>The National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM, 2013)</i></p> <p>(e) <i>Contaminated Sites - Sampling Design Guidelines (EPA, 1995)</i></p> <p>(f) <i>AS4482 (2005) Guide to investigation and sampling of site with potentially contaminated soil (2005).</i></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 Waste Classification Guidelines (EPA, 2014).</p> <p>Specific requirements for further investigation, remediation or management of any contamination within the identified areas recommended in the Stage 2 Detailed Site Investigation shall be included in the CEMP as appropriate.</p> <p>If contamination is identified within the Site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i> and the DPI Guidelines.</p>
32.	<p>Contamination Management Plan</p> <p>Specific requirements for further investigation, remediation and management of any potential contamination within the identified areas recommended in the Phase 2 contamination assessment shall be included in a contamination management plan (CMP) as appropriate.</p>
	Erosion and sediment control
33.	<p>Erosion and sediment control</p> <p>Soil and water management measures shall be prepared as part of the CEMP for the mitigation of water quality impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater; Soils and Construction 4th Edition</i> (Landcom, 2004).</p>
	Lighting
34.	<p>Lighting scheme</p> <p>A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with <i>AS 1158 – Road Lighting</i> and <i>AS 4282 - Control of the Obtrusive Effect of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <p>(a) consideration of lighting demands of different areas, including expected direction of vehicle headlights towards neighbouring properties</p>

	<ul style="list-style-type: none"> (b) strategic placement of lighting fixtures to maximise ground coverage (c) use of LED lighting (d) minimising light spill by directing lighting into the car park (e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving (f) motion sensors to control low traffic areas (g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and (h) ensuring security and warning lighting is not directed at neighbouring properties. <p>The proposed lighting scheme is to be submitted to and endorsed by the TfNSW Technical Design Team.</p>
Sustainability	
35.	<p>Sustainability officer</p> <p>The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project. Where the Project is seeking an Infrastructure Sustainability Rating under the ISCA Rating Scheme, the sustainability officer is to be an Infrastructure Sustainability Accredited Professional.</p> <p>The sustainability manager is to have sufficient skills, experience and accountabilities to integrate sustainability into the project lifecycle including the project design.</p> <p>Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the ADSPD prior to preparation of the pre-construction sustainability report (PCSR).</p>
36.	<p>Sustainability Management Plan</p> <p>A Sustainability Management Plan (SMP) which details the approach to managing sustainability requirements and opportunities during design and construction shall be prepared. The SMP shall include the following as a minimum:</p> <ul style="list-style-type: none"> (a) The applicability test workbook identifying the required Sustainable Design Guidelines V4 (SDGV4) rating and a section in the report identifying the activities and initiatives that will be implemented to achieve the rating. (b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments (c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project (d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets (e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of <i>ISO 20400: 2017 – Sustainable Procurement</i> in the selection of all materials, products and services (f) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events. <p>A copy of the SMP shall be submitted to the ADSPD at SDR for approval (unless otherwise agreed with the ADSPD)</p>

37.	<p>Sustainable Design Guideline V4</p> <p>The project shall register with TfNSW and comply with the requirements of the TfNSW SDGV4 ratings methodologies, including achieving a final SDGV4 SILVER rating to be applied throughout the design and as-built stages of the project.</p>
38.	<p>Pre-operational Sustainability Report</p> <p>A Pre-operational Sustainability Report (POSR) to be completed at practical completion of the works.</p> <p>This report will cover as a minimum:</p> <ul style="list-style-type: none"> (a) final sustainability outcomes of the works (b) consolidated reporting against the sustainability targets of the project (c) sustainability lessons learnt from the project (d) handover notes for the operator to operate and maintain the sustainable assets correctly (i.e. electric vehicle charging systems and solar photovoltaic systems). <p>The Proponent shall submit a copy of the POSR to the ADSPD for approval, at least 14 days post the completion of construction (or within such time as otherwise agreed to by the ADSPD).</p>
Urban Design and landscaping	
39.	<p>Urban Design and Landscape Plan</p> <p>An Urban Design and Landscape Plan (UDLP) is to be submitted to TfNSW and endorsed by the Precincts and Urban Design team during detailed design. The UDLP is to address the fundamental design principles as outlined in the <i>TfNSW Urban Design Guidelines</i>. The UDLP shall:</p> <ul style="list-style-type: none"> (a) Demonstrate a robust understanding of the site through a comprehensive site analysis to inform the design direction, demonstrate connectivity with street networks, transport modes, active transport options, and pedestrian distances (b) Identify opportunities and challenges (c) Establish site specific principles to guide and test design options (d) Demonstrate how the preferred design option responds to the design principles established in <i>TfNSW's Urban Design Guidelines</i>, including consideration of Crime Prevention through Environmental Design Principles (e) Be prepared by a registered Architect and/or Landscape Architect in consultation with City of Parramatta Council and relevant stakeholders <p>The UDLP is to include the Public Domain Plan (PDP) for the chosen option and will provide analysis of the:</p> <ul style="list-style-type: none"> i. Landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art ii. Materials Schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping iii. A schedule which details the landscape maintenance requirements to be implemented for the 12 month period following the commencement of operation or as agreed with TfNSW. <p>The following design guidelines are available to assist and inform the UDLP for the Project:</p> <ol style="list-style-type: none"> 1. <i>'Around the Tracks' – urban design for heavy and light rail</i>, TfNSW, Interim 2016 2. <i>Commuter Car Parks, Urban Design Guidelines</i>, TfNSW, Interim 2017 3. <i>Creativity Guidelines for Transport Systems</i>, TfNSW, Interim 2016 4. <i>Water Sensitive Urban Design Guidelines for TfNSW Projects</i>, 2016 <p>The UDLP shall be:</p> <ul style="list-style-type: none"> i prepared in consultation with local council and relevant stakeholders ii prepared by a registered Architect and/or Landscape Architect

Traffic and Access	
40.	<p>Traffic Management Plan</p> <p>The Proponent shall prepare a Construction Traffic Management Plan (CTMP) as part of the CEMP which addresses, as a minimum, the following:</p> <ul style="list-style-type: none"> (a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised (b) maximising safety and accessibility for pedestrians and cyclists (c) ensuring adequate sight lines to allow for safe entry and exit from the site (d) ensuring access to the M2 Barclay Road Bus Interchange, businesses, residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made) (e) managing impacts and changes to on and off street parking and requirements for any temporary replacement provision (f) parking locations for construction workers away from the M2 Barclay Road Bus Interchange 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 (h) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the CTMP. <p>The Proponent shall consult with the relevant roads authority during preparation of the CTMP, as required, and obtain any approvals required under the <i>Roads Act 1993</i>. The performance of all Project traffic arrangements must be monitored during construction.</p>
41.	<p>Road condition reports</p> <p>Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.</p>
42.	<p>Road safety audit</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 City of Parramatta Council matters outside the Project scope and boundary would be provided to Council for information.</p>
Heritage management	
43.	<p>Indigenous and non-Indigenous heritage</p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage advisor (in consultation with Heritage NSW where appropriate). Work in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage advisor.</p>

Boundary Fencing	
44.	<p>Common Boundary Fencing – 1 & 3 Perry St North Rocks</p> <p>The Proponent shall undertake consultation with the immediately adjacent receivers at 1 and 3 Perry Street regarding potential reasonable and feasible boundary fencing and landscaping options to be provided along the shared boundaries between these receivers and the car park. The agreed fencing/landscaping shall be implemented by the Proponent at no cost to the owners of 1 & 3 Perry Street.</p>

END OF CONDITIONS