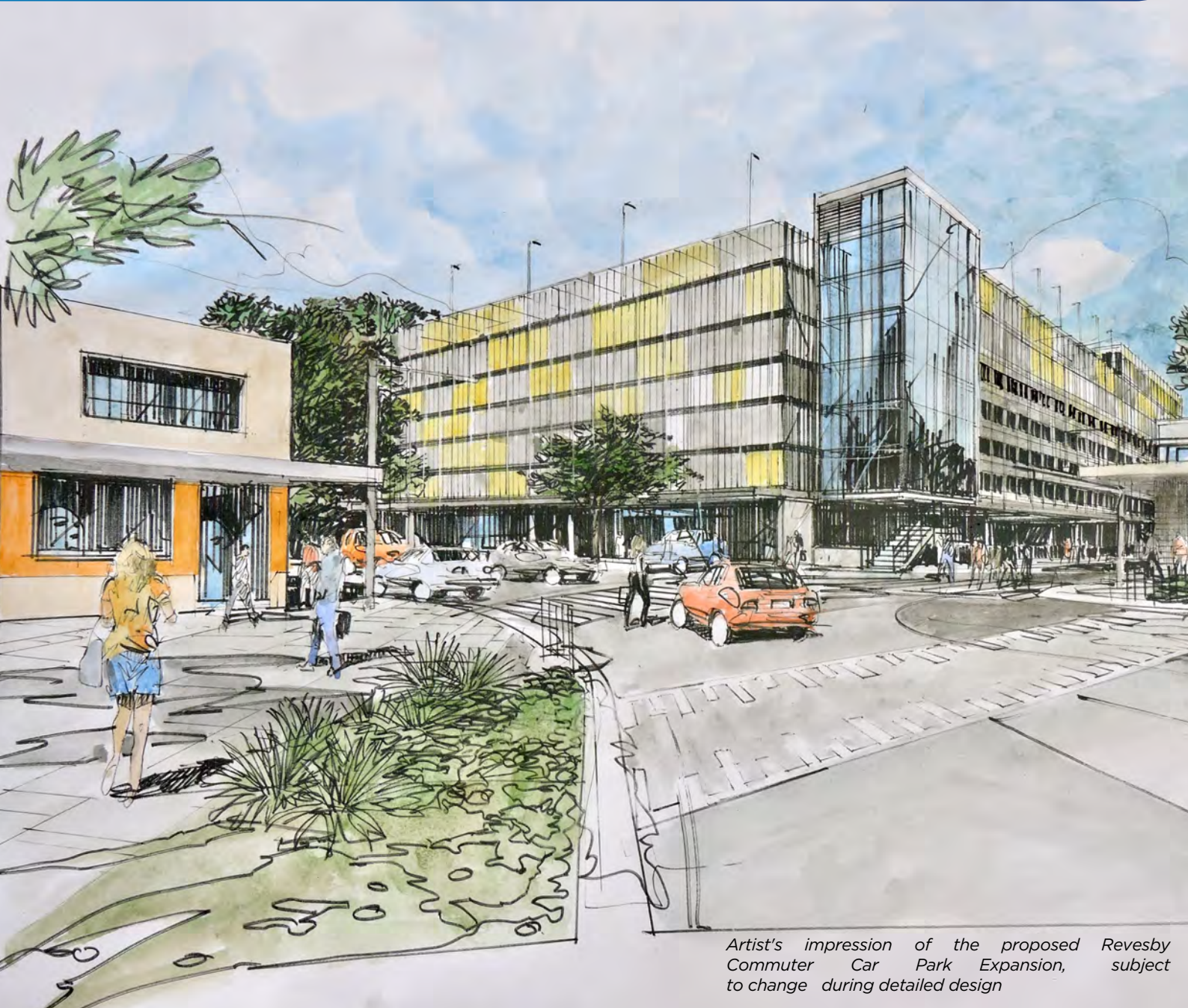




Transport for NSW

Commuter Car Park Program Revesby

Determination Report



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

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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 |
| CTMP | Construction Traffic Management Plan |
| 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> |
| MSCP | Multi-storey car park |
| 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 Revesby Commuter Car Park Expansion |
| REF | Review of Environmental Factors |

Executive summary

Overview of the Proposed Activity

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

The Proposed Activity forms part of the Commuter Car Park Program. The NSW Government is committed to delivering accessible public transport infrastructure, which is why Transport for NSW is providing more commuter car parks where they are needed. The delivery of commuter car parks at key transport interchanges would provide a range of benefits, including:

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

Transport for NSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) to assess the environmental impacts associated with the construction and operation of the Proposed Activity. The REF was prepared by NGH Pty Ltd (NGH) (dated February 2021) on behalf of Transport for NSW 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.

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

Purpose of this report

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

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

Conclusion

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

1 Introduction

1.1 Background

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

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

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

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

Transport for NSW is the Proponent for the Revesby Commuter Car Park Expansion (referred to as the 'Proposed Activity' for the purpose of this document).

1.2 Review of Environmental Factors

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

The community and key stakeholders were consulted on the Revesby Commuter Car Park Expansion between 9 and 23 February 2021. During this time the REF was placed on public display on the Transport for NSW website, (www.transport.nsw.gov.au/revesby) with feedback from the community and other stakeholders invited. Key themes of feedback provided by the community during this consultation phase have been addressed and summarised within section 2.1 of this report.

1.3 Determination Report

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

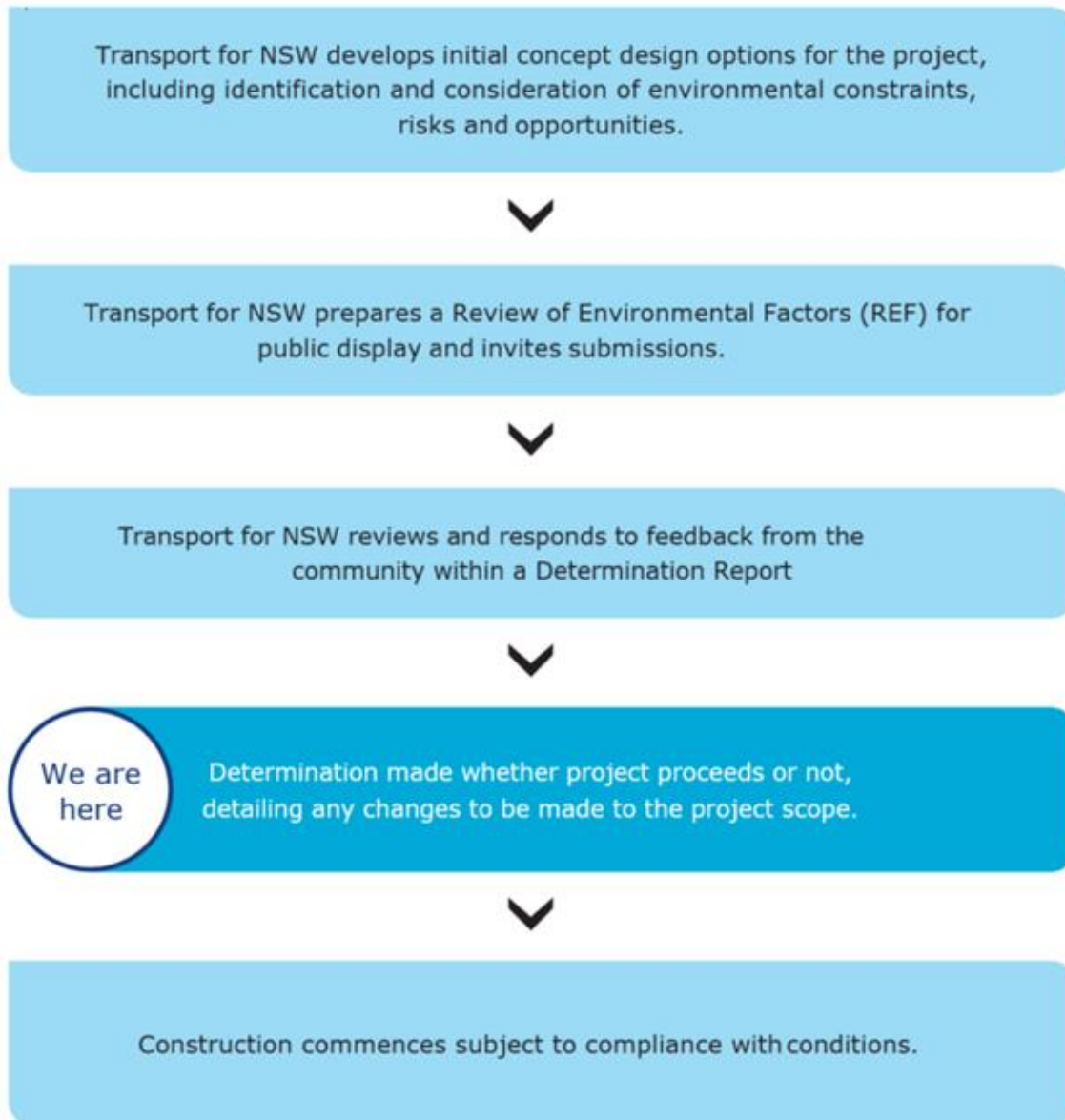


Figure 1: Planning approval process

The purpose of this Determination Report is to:

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

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

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

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

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

1.4 Description of the Proposed Activity in the REF

The Proposed Activity is located at the existing multi-storey car park (MSCP) to the north of Revesby Station, in the suburb of Revesby, NSW, approximately 20 kilometres south west of the Sydney Central Business District (CBD) within the City of Canterbury-Bankstown Local Government Area (LGA). The MSCP can be entered and exited off Simmons Street, entered from The River Road, and exited from Haydock Lane. The car park is within a developed area, which consists of low-density residential properties to the north, a restaurant to the north east and retail premises to the west, south and east. The River Road is located to the east of the Proposal site. The nearest residences to the Proposal site are about 8 metres north on Simmons Street.

An overview of the Proposed Activity is provided in Chapter 3 of the Revesby Commuter Car Park Expansion REF. The Proposed Activity involves the expansion of the existing Revesby MSCP with up to 385 additional commuter car parking spaces. The Proposed Activity comprises:

- construction and operation of a MSCP expansion, comprising 2 additional levels on the western side and 3 additional levels on the eastern side of the car park, connected by lifts, stairs and internal ramps and includes solar panels on the top level of the car park

- conversion of existing car parking spaces on level 2 to provide eight additional accessible car parking spaces
- ancillary works including services diversion and/or relocation, drainage works, installation of lighting, adjustments to road furniture on Winders Lane, construction of handrails and balustrades and new infrastructure (including closed circuit television cameras)
- construction of a pedestrian crossing on the western end of Haydock Lane
- replacement of the existing bicycle parking rack on the northern side of Revesby Station, next to the station entrance.

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

Construction is expected to commence in the second quarter of 2021 and be completed by the second quarter of 2022.

2 Consultation and assessment of submissions

2.1 Community consultation

The community and key stakeholders were consulted on the Revesby Commuter Car Park Expansion REF between 9 and 23 February 2021.

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

Community consultation activities undertaken included:

- a community notification distributed to local residents and businesses via letterbox drop to inform the community about the Proposed Activity
- installation of project signage at the station and in the existing commuter car parks
- consultation with key stakeholders such as City of Canterbury Bankstown
- geographically targeted social media advertising via Facebook to inform the community of the Proposed Activity and invite their feedback online
- development of a dedicated web page and online feedback form for the project on the Transport for NSW website which can be found at www.transport.nsw.gov.au/revesby

Community submissions

A total of 21 community submissions were received via email and via an online feedback form on the Transport for NSW website.

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

- Insufficient parking spaces
- Request for free parking
- Traffic and congestion concerns
- More train/bus services at the station
- Feedback on design specifications
- Limited parking during construction
- Support for the Proposed Activity
- Other issues such as alternative car parking, new train lines and financial loss concerns for one business.

Refer to Table 1 which provides the full list of submissions and includes Transport for NSW's response.

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

A letter outlining the scope of the Proposed Activity, along with details on how to make a submission was sent on 5 February 2021 to City of Canterbury Bankstown as per the consultation requirements under clause 13 of the *State Environmental Planning Policy (Infrastructure) 2007*.

Council submissions

One submission was received by Transport for NSW from City of Canterbury Bankstown. The submission supported the Proposed Activity and included feedback on a range of matters, including:

- Carpark height
- Traffic and Transport Access
- Design
- Vegetation
- Matters to be included in the conditions of approval
- Further detail sought on specific aspects of the Proposal

Refer to Table 2 which provides the full list of submissions and Transport for NSW's response.

2.3 Consideration and response to submissions

Community submissions

Table 1 outlines Transport for NSW's response to the issues raised by the community and local residents in their submission.

.Table 2

Table 1: Response to stakeholder submissions received

| No. | Submission No. | Issue/s raised | Transport for NSW response |
|------------------------------------|----------------------------|---|--|
| 1 Not enough parking spaces | | | |
| 1.1 | REV01 | One submission suggested that the Proposed Activity does not include enough parking spaces. | <p>Transport for NSW notes that Revesby and surrounds is an area undergoing significant growth in population and development in employment opportunities.</p> <p>The number of parking spaces was determined through an assessment of overspill parking during morning peak times, including at nearby train stations to Revesby Station.</p> <p>The Proposed Activity has been designed to support the forecast patronage growth and changing travel patterns at Revesby Station.</p> <p>Further, when the existing multi-storey car park was originally constructed, it was designed to be able to accommodate an additional two levels on the west and three additional levels on the east. Transport for NSW would continue to monitor commuter parking requirements in the Revesby area in line with future transport strategies.</p> |
| 2 Request for free parking | | | |
| 2.1 | REV02, REV03, REV04, REV13 | Four submissions requested free parking. | <p>The NSW Government is trialling Transport Park&Ride at some commuter car parks, and has committed to installing Transport Park&Ride boom gates at the entry to commuter car park levels in the existing multi-storey car park at Revesby.</p> <p>Park&Ride car parks use Opal-activated boom gates to free-up more spaces for those who want to travel on public transport. The primary goal of Park&Ride is to make sure commuter car parks are available for those using public transport, and not those who might be shopping or working locally.</p> <p>Customers who do not catch public transport within 18 hours from the time of entry would be charged at a daily rate in line with the commercial rates for the local area.</p> |
| 3 Traffic and congestion | | | |

| No. | Submission No. | Issue/s raised | Transport for NSW response |
|---|----------------------------|---|--|
| 3.1 | REV05, REV07, REV08, REV16 | Four submissions suggested that the local area cannot accommodate more traffic and commuter use, due to gridlock (particularly around peak hours) especially at west Marco Avenue and Polo Street. | <p>Transport for NSW undertook a traffic assessment which confirmed that there are existing traffic issues on Marco Avenue. However, the assessment found that the impacts from the expanded car park would have a negligible effect on Marco Avenue traffic.</p> <p>The traffic assessment found that Polo Street is currently used for overspill parking which may be contributing to its traffic delays. Upon completion of the Proposed Activity, it is expected the overall commuter parking demand on Polo Street would be reduced.</p> |
| 3.2 | REV14, RE19 | Two submissions commented on non-commuters using the current carpark (including retail business owners and staff from the surrounding area), and would like mechanisms in place to prioritise commuter parking. | <p>The NSW Government is trialling Transport Park&Ride at some commuter car parks, and has committed to installing Transport Park&Ride boom gates at the entry to commuter car park levels in the existing multi-storey car park at Revesby.</p> <p>Park&Ride car parks use Opal-activated boom gates to free-up more spaces for those who want to travel on public transport. The primary goal of Park&Ride is to make sure commuter car parks are available for those using public transport, and not those who might be shopping or working locally.</p> <p>Customers who do not catch public transport within 18 hours from the time of entry would be charged at a daily rate in line with the commercial rates for the local area.</p> <p>Existing council parking would be maintained for non-commuter use on Levels 1A and 1B.</p> |
| 3.3 | REV14 | One submission requested changes be made to the entry and exit point of the carpark, as minor accidents occur there regularly around peak hour due to visibility issues. | As part of the detailed design phase, Transport for NSW would further assess the entry/exit points and undertake a Road Safety Audit. The Road Safety Audit would identify where the design is to be modified to ensure safe entry and exit from the car park. |
| 4 More train/bus services at the station | | | |
| 4.1 | REV03, REV04, | Four submissions suggested that the Proposed Activity should provide more train and bus services to alleviate the parking issue. | Transport for NSW appreciates customer feedback about our public transport services and regularly monitors patronage to ensure services are meeting demand. |

| No. | Submission No. | Issue/s raised | Transport for NSW response |
|----------|--|--|---|
| | REV13, REV18 | | |
| 5 | Feedback on design specifications | | |
| 5.1 | REV04 | One submission suggested the top level should be covered, not open like the existing carpark. | As part of Transport for NSW's environmental and sustainability program, solar panels would be installed on the roof. The solar panels would be installed over the car parking spaces (not the lanes) and would act as a cover over parked cars. |
| 5.2 | REV09 | One submission requested clearer markings to indicate one way driving sections, as in the current Revesby commuter car park, a lack of adherence to this has contributed to congestion issues. | As part of the detailed design phase, Transport for NSW would undertake a Road Safety Audit that would include investigation into the use of the car park. Where the Road Safety Audit identifies changes to road markings, these would be implemented into the design. In addition, wayfinding signage within the existing car park would be upgraded where required. |
| 5.3 | REV11 | One submission requested more cafes. | The scope of the Proposed Activity does not involve the creation of hospitality services/venues. |
| 5.4 | REV12 | One submission suggested removing boom gates and replacing them with number plate camera, requiring commuters connect their number plate to their opal pass via MyGov. | The Transport Park&Ride system includes a licence plate recognition camera at the boom gates. The plate recognition system requires the boom gate to slow traffic to allow for accurate plate recognition, and to stop vehicles exiting against the direction of traffic flow. |
| 5.5 | REV15 | One submission was concerned about the use of Opal card to park, in scenarios where a different person collects the car than who parked. | The Transport Park&Ride system requires that the Opal card used to exit the car park is the same as the one tapping off for collection of the vehicle, within 18 hours of when the vehicle entered. Commuters must ensure that the accepted Opal cards are appropriately used to benefit from the free 18 hour parking for commuter trips. |
| 5.6 | REV15 | One submission was concerned about what happens when commuters need to park for more than 18 hours. | The Transport Park&Ride system provides up to 18 hours of commuter parking when an accepted Opal card is used for a valid public transport journey. After 18 hours, charges would apply in 24 hour increments. |

| No. | Submission No. | Issue/s raised | Transport for NSW response |
|--|----------------|--|---|
| 5.7 | REV20 | One submission was concerned about what material would be used for the parking surface as squeaking issues have been reported. | <p>Transport for NSW is aware that noise from wheel squeal has been reported at the car park. The Proposed Activity has considered wheel squeal as part of its expansion and proposes to:</p> <ul style="list-style-type: none"> design the expanded carpark in such a way to minimise wheel squeal install speed bumps on all new levels of the car park install antiskid materials on new concrete surfaces to minimise wheel squeal. <p>With the above provision and the placement of boom gates, wheel squeal would be minimised in the expanded car park.</p> |
| 5.8 | REV19 | One submission was concerned that credit cards are not currently accepted for tap on and off at the boom gates and that many use this option rather than Opal cards on public transport, therefore can credit card payment recognise prior public transport use. | Currently commuters would need to use an Opal card to exit the car park (within 18 hours) to avoid charges following a public transport trip where they tapped on and off using the same Opal card. |
| 6 Limited Parking during construction | | | |
| 6.1 | REV13, REV19 | Two submissions were concerned about limited parking during construction. | Transport for NSW understand that the Proposed Activity would impact on parking availability in the locality. Temporary removal of the top level of commuter parking is required to allow for construction of the expansion and construction vehicle accessibility. This would be a temporary impact that would be reversed once the expansion is completed. |
| 7. Support | | | |
| 7.1 | REV06, REV10 | Two submission showed support for the Proposed Activity in the context of increased population in the area. | Noted. |
| 8. Other | | | |

| No. | Submission No. | Issue/s raised | Transport for NSW response |
|-----|----------------|---|---|
| 8.1 | REV15 | One submission suggested alternative carpark locations at East Hills, Panania and Padstow. | Transport for NSW notes that Revesby and surrounds is an area undergoing significant growth in population and development in employment opportunities. The Proposed Activity has been designed to support the forecast patronage growth and changing travel patterns at Revesby Station. Transport for NSW is also investigating commuter car parking at other locations, including Panania, to address future demands, and would continue to look into further improving its infrastructure as demand changes. |
| 8.2 | REV17 | One submission suggested a new train line from Revesby to Parramatta by the Henry Lawson Drive and Woodville Road to ease congestion. | The scope of the Proposed Activity is to provide additional commuter parking. A new train line from Revesby to Parramatta is outside the scope of the commuter car parking program. |
| 8.3 | REV21 | One submission from a business at 16 Marco Avenue Revesby (backing onto Haddock Lane) is concerned that their recently installed 11.2 KW solar panel system would be impacted by overshadowing causing financial loss for the business. | The Proposed Activity involves the height increase of the MSCP, which would increase the overshadowing impacts on the commercial premises to the south of the MSCP. Transport for NSW understands that the overshadowing impacts would not occur for the full duration of the day. Transport for NSW would consult further with the business during detailed design. |

Agency submissions

Table 2 outlines Transport for NSW's response to the issues raised by City of Canterbury Bankstown in their submission of 2 March 2021.

Table 2: Response to Council and Agency submissions received

| No. | Issue/s raised | Transport for NSW response |
|----------|--|--|
| 1 | Carpark Height | |
| 1.1 | <p>Structural engineering investigations must be undertaken to ensure that the carpark structure can cater for the proposed extra load.</p> <p>The original carpark structure was designed to accommodate an additional two full levels if required. The REF details that one side of the structure will have three additional levels.</p> | <p>Transport for NSW completed a preliminary structural integrity analysis in March 2020. The analysis demonstrated that the existing MSCP was structurally able to withstand the additional levels (including two levels on the west and three levels on the east). Further structural analysis would be undertaken during detailed design.</p> |
| 1.2 | <p>Although the Proposed Activity is not subject to the current planning controls for the Revesby Town Centre, the REF does not indicate how it would manage or ameliorate the visual impact on Revesby Town Centre, including overshadowing and on future development potential of the properties located to the south of the site.</p> | <p>A landscape character and visual impact assessment was prepared as part of the REF, that includes viewpoints around the Revesby Town Centre. Mitigation measures have been proposed in the assessment, and the REF to minimise potential landscape and visual impacts of the Proposal. The Proposed Activity would not disrupt visual access to the properties south of the Proposal site.</p> <p>Once completed, the MSCP would not pose any restrictions, or hinder potential future development of these properties. In addition, Transport for NSW considers that although the Proposed Activity's purpose is to respond to the demand for commuter parking in the area as a result of population growth.</p> |
| 2 | Traffic and Transport Access | |
| 2.1 | <p>Consider Revesby Craft Fair Markets (held on the last Saturday of every month in Abel Reserve) and construction impact on already restricted parking at Simmons Street when access to timed parking is restricted.</p> | <p>Transport for NSW would consult with the Revesby Craft Fair Markets to ensure construction impacts are minimised. Notwithstanding, the temporary removal of the seven (7) short-term parking places on Simmons Street is required to allow for the construction activities for the car park expansion, however they would be reinstated as soon as practicable.</p> |
| 2.2 | <p>Alternative locations should be investigated for a construction zone over Haydock Lane due to significant impacts on adjoining private</p> | <p>The traffic assessment for the Proposed Activity indicated that Haydock and Winders Lanes would remain open, except for temporary closures</p> |

| No. | Issue/s raised | Transport for NSW response |
|----------|--|---|
| | <p>businesses and their operations, including the collection of rubbish via either Council or private contractor trucks, and servicing of those business premises.</p> <p>Similarly, alternatives to the intermittent closure of Winders Lane should be considered as it is accessed by waste services and delivery trucks for local businesses over 50 times per day.</p> | <p>for construction vehicle access. A Construction Traffic Management Plan (CTMP) would be prepared to coordinate truck movements with affected businesses and landowners. Additionally, the impacts from the construction site compound on Haydock Lane would be further investigated during detailed design to reduce impacts to neighbouring properties.</p> <p>Transport for NSW would consult with Haydock Lane businesses to understand how the lane is used to ensure construction access impacts are minimised.</p> |
| 2.3 | <p>Council parking spaces on Levels 1A & 1B must remain unchanged during construction, and at completion of the project despite significant reductions of 190 spaces, and short term parking on Simmons street.</p> | <p>Transport for NSW would minimise the impacts to the Council parking spaces on Levels 1A and 1B throughout construction. There may be a requirement to utilise some Council parking spaces for up to two days at a time. Where this is necessary, this temporary use would be undertaken in consultation with Council.</p> <p>Parking impacted during construction on Simmons Street and within the commuter car park would be re-instated once the car park expansion is completed.</p> |
| 2.4 | <p>Closing of Simmons Street entrance for up to two days should be scheduled for weekends with adequate VMS signage in place to minimise confusion for drivers.</p> | <p>Transport for NSW would prepare the CTMP during the detailed design stage that would consider dates and times for temporary road closures. Transport for NSW would consult with Council during the preparation of the CTMP.</p> |
| 3 | Design | |
| 3.1 | <p>A yearly high pressure clean of all surfaces should be included.</p> | <p>Maintenance would be undertaken in accordance with Sydney Trains' maintenance program.</p> |
| 3.2 | <p>Consider implementing Smartparking and digital wayfinding initiatives in the final design</p> | <p>It is not proposed to utilise Smartparking in the expanded commuter car parking levels. A digital representation of the number of available commuter car parks would be shown at the entry to the car park, however no other digital wayfinding is proposed.</p> <p>Wayfinding signage within the existing car park would be upgraded in line with TfNSW Wayfinding Guidelines.</p> |

| No. | Issue/s raised | Transport for NSW response |
|--|--|--|
| 3.3 | <p>Council requests to review and provide feedback on the Urban Design Plan when completed.</p> <p>The proposal includes changes to Winders Lane road furniture, landscaping and the car park interface with local streets.</p> <p>At present, the landscaping around the car park is poorly maintained. Low maintenance landscaping with an increased documented maintenance schedule should be provided.</p> | <p>Transport for NSW would consult with Council regarding the Urban Design and Landscape Plan, including road furniture.</p> |
| <p>4 Vegetation</p> | | |
| 4.1 | <p>The Proposed Activity consists of the removal of 12 trees, of which 11 are native to Australia. The 11 trees native to Australia are to be offset at a 3:1 ratio as per Section 3.5.11 of the Draft DCP Part B14 – Biodiversity Protected Lands and Conservation Corridors.</p> <p>The closest patch of remnant native vegetation community consists of Castlereagh Shale-Gravel Transition Forest (PCT 724 (OEH 2016)).</p> <p>This native vegetation community occurs at the northernmost end of Little Salt Pan Creek riparian corridor, approximately 140 metres south east of the vegetation proposed for removal. As such, species to be planted should conform to this native vegetation community and consist of the following:</p> <ul style="list-style-type: none"> - 10 <i>Eucalyptus moluccana</i>; - 8 <i>Eucalyptus tereticornis</i>; - 6 <i>Eucalyptus fibrosa</i>; - 6 <i>Eucalyptus crebra</i>; and - 3 <i>Eucalyptus eugenioides</i>. | <p>The Transport for NSW <i>Vegetation Offset Guide</i> is to be applied for the proposed removal of native vegetation. The Transport for NSW <i>Vegetation Offset Guide</i> includes offsets at a ratio of 2:1, 4:1 or 8:1 depending on the size of the tree.</p> <p>Transport for NSW would undertake the revegetation works in consultation with Council.</p> |
| <p>5 Matters to be included in the conditions of approval</p> | | |
| 5.1 | <p>Prior to construction, the impact of any structures on Council assets in general would need to be properly assessed and documented for approval by Council, before Work Permits are issued. A road dilapidation survey of Swan Street (starting from 50 metres before</p> | <p>Transport for NSW has included a Road Condition Survey as a Condition of Approval (Appendix B). The Road Condition Survey would include Swann Street, Winders Lane, Simmons Street and Haydock Lane.</p> |

| No. | Issue/s raised | Transport for NSW response |
|----------|--|--|
| | Winders Lane), Winders Lane, Simons Street and Haydock Lane will be required. | |
| 6 | Further detail sought on specific aspects of the Proposal | |
| 6.1 | Provide further detail on how it is planned to address the issue of light spill, both for the existing issue and for the additional levels. | Transport for NSW would further consider light spill during the detailed design phase to mitigate potential light spill impacts from the existing and proposed new levels at the MSCP. |
| 6.2 | Further detail is requested on the size and type of bicycle rack to be constructed. Council notes the Proposed Activity is for an extended sheltered bike rack to be installed, in which case the replacement bike rack should be located on Railway/ Transport land or located within the carpark structure itself, not on Council Community land. | If the bicycle rack is located on Council land, Transport for NSW would engage with Council to determine the best location to place the proposed bicycle rack. However it is anticipated the bicycle rack would be installed on Transport for NSW land. |
| 6.3 | More detail is required on the type of structure that is being proposed to hold the roof-top solar panels. Will this result in additional levels to the car park? | The solar panels would not result in an additional level to the MSCP. During the detailed design phase, Transport for NSW would define the most efficient and practical option on the type and structure of the solar panels, in line with the predicted potential impacts identified in the REF. Similar solar panels have been installed at other recently completed commuter car parks, such as Rooty Hill Commuter Car Park. |
| 6.4 | Maps included within the Traffic and Transport section of the REF (Figures 6.1, 6.2, 6.4, 6.5 and 6.6) provide an inaccurate assessment of the road environment. Simmons Street is closed off with a cul-de-sac near Winders Lane and there is not through access to the carpark from Bransgrove Road via Simmons Street. Further comments will be provided after Council reviews the report to analyse the impact on local streets. | Transport for NSW notes there is no reference on through access between Winders Lane and Bransgrove Road to the car park. Notwithstanding, it is noted that the figures used in the traffic assessment and referenced in the REF, do not capture the existing cul-de-sac on Simmons Street. However, the assessment for the Proposed Activity has not considered any through access to the MSCP from Bransgrove Road via Simmons Street. Transport for NSW would consult further with Council when developing the CTMP and detailed design of the Proposal. |
| 6.5 | Council requests to meet with TfNSW representatives to discuss concerns and improvements to The River Road/ Sphinx Avenue and Marco Avenue intersection current poor traffic conditions. | Transport for NSW undertook a traffic assessment which found that existing traffic at The River Road/ Sphinx Avenue and Marco Avenue intersection would be negligibly affected by the Proposed Activity once constructed. |

| No. | Issue/s raised | Transport for NSW response |
|-----|---|--|
| | | Transport for NSW would consult further with Council when developing the CTMP and detailed design of the Proposal. |
| 6.6 | Council requests to review and provide feedback on the Construction and Pedestrian Management Plan. | Transport for NSW would provide the Construction Traffic Management Plan (including pedestrian management) to Council for comment during detailed design. |
| 6.7 | Council requests further detail on how the 'B Class' hoarding will be constructed to allow vehicle and pedestrian access in Haydock Lane while ensuring the relevant impact loads are maintained for safety. Detail on the footprint of the construction zone for concrete pours is also requested. | <p>Transport for NSW would undertake further consideration of the most suitable site compound location during detailed design, this would include Haydock Lane and other nearby locations.</p> <p>The traffic assessment for the Proposed Activity indicated that Haydock Lane would remain predominantly open throughout construction, with occasional traffic control required for heavy vehicle movements. A Construction Traffic Management Plan would be prepared to coordinate truck movements with nearby businesses. Access restrictions to businesses on Winders Lane and Haydock Lane would be intermittent and done in consultation with the affected businesses.</p> <p>Concrete pours are anticipated to occur within the construction footprint provided in the REF.</p> |
| 6.8 | Further detail is requested on any additional drainage works being proposed, and if updated flood impact studies been undertaken. | The drainage works are expected to be limited to connecting into the drainage of the existing car park. It is not expected that the Proposed Activity would alter the existing drainage or flood characteristics. Therefore no alterations to Council's drainage assets are anticipated. |
| 6.9 | Further clarification is also requested on the operation of the Park and Ride initiative. Where will the boom gates be located within the carpark and will the entire carpark be accessible on weekends to allow shoppers to utilise commuter parking? | Boom gates would be located on level 2a to segregate the commuter levels from the Council parking levels. Final location of boom gates are subject to detailed design. The car park would be open on weekends however free parking (for up to 18 hours with a public transport trip) would only be provided to commuters on commuter car parking levels. |

2.4 Future consultation

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

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

The [Transport for NSW email address](mailto:projects@transport.nsw.gov.au)¹ and Transport for NSW Infoline (1800 684 490) and 24-hour Construction Response Line (1800 775 465) would 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/reesby-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/reesby-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. Refer to Chapter 6.6 of the REF.

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

Environment Protection and Biodiversity Conservation Act 1999

As part of the consideration of the Proposed Activity, all matters of national environmental significance (MNES) and any impacts on Commonwealth land for the purposes of the EPBC Act have been assessed. In relation to MNES 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 MNES.

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 Revesby Station facilitating improved opportunities to change modes of transport
- increasing accessibility and convenience to and from Revesby Station, potentially increasing the use of public transport
- improving customer experience by providing modern car parking facilities with weather protection and security features including lighting and CCTV cameras
- easing current parking overspill and catering for future parking demand, reducing the need for commuters to park in local streets, and illegal parking behaviours, 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

REVESBY COMMUTER CAR PARK EXPANSION

APPROVAL

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

1. Have examined and considered the Proposed Activity in the *Revesby Commuter Car Park Expansion Review of Environmental Factors* (February 2021) and the *Revesby Commuter Car Park Expansion Determination Report* (April 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 *Revesby Commuter Car Park Expansion Determination Report* (April 2021), consistent with the Proposed Activity described in the *Revesby Commuter Car Park Expansion Review of Environmental Factors* (February 2021), as amended by *Revesby Commuter Car Park Expansion Determination Report* (April 2021).



Sally Durham

Acting Director Planning, Environment &
Safety, Environment & Regulation
Division **Transport for NSW**

Date: 09 April 2021

References

FutureRail 2020, *Commuter Car Park Program – Traffic, Transport and Access Impact Assessment Revesby Commuter Car Park*, Sydney

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

NGH 2020, *Revesby Commuter Car Park Expansion – Review of Environmental Factors*, Sydney

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

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

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

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

Appendix A Review of Environmental Factors

Please refer to the Transport for NSW website to access the Revesby Commuter Car Park Expansion REF:

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Revesby Commuter Car Park Expansion

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

Schedule of acronyms and definitions used:

| Acronym | Definition |
|---------------------|--|
| ADEIA | TfNSW Associate Director Environmental Impact Assessment (or nominated delegate) |
| ADEM | TfNSW Associate Director Environmental Management (or nominated delegate) |
| ADSPD | TfNSW Associate Director Sustainability, Planning and Development (or nominated delegate) |
| CECR | Construction Environmental Compliance Report |
| CEMP | Construction Environmental Management Plan |
| CLMP | Community Liaison Management Plan |
| CMP | Contamination Management Plan |
| CoA | Condition of Approval |
| dBA | Decibels (A-weighted scale) |
| ECM | Environmental Controls Map |
| EIA | Environmental Impact Assessment |
| EPA | NSW Environment Protection Authority |
| EP&A Act | <i>Environmental Planning and Assessment Act 1979</i> |
| EPL | Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> . |
| EMR | Environmental Management Representative |
| EMS | Environmental Management System |
| HIS | Heritage Interpretation Strategy |
| ISCA | Infrastructure Sustainability Council of Australia |
| ISO | International Standards Organisation |
| OEH | Former NSW Office of Environment and Heritage |
| OOHWP | Out of Hours Works Protocol |
| PECM | Pre-Construction Environmental Compliance Matrix |

| Acronym | Definition |
|--------------|---------------------------------|
| RBL | Rating Background Level |
| REF | Review of Environmental Factors |
| SMP | Sustainability Management Plan |
| SoHI | Statement of Heritage Impacts |
| TfNSW | Transport for NSW |
| TMP | Traffic Management Plan |

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

CoA Condition

General

1. Terms of Approval

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

- a) *Revesby Commuter Car Park Expansion – Review of Environmental Factors* (TfNSW, February 2021)
- b) *Revesby Commuter Car Park Expansion – Determination Report* (TfNSW, April 2021).

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

2. Project Modifications

Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the project modification.

3. Statutory Requirements

These conditions do not remove any obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.

4. Pre-construction environmental compliance matrix

A pre-construction environmental compliance matrix (PECM) for the Project (or such stages of the Project as agreed to by the Environmental Management Representative (EMR)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.

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).

5. Pre-operation compliance report

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

The Proponent shall:

- (a) submit a copy of the POCR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the POCR.
- (b) upon completion of the EMR review period submit a copy of the POCR to the ADEM (or nominated delegate) for approval. The POCR is to be provided to the ADEM at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the ADEM).

6. Graffiti and Advertising

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

- a) offensive graffiti will be removed or concealed within 24 hours

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

Communications

7. Community Liaison Management Plan

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:

- a) a comprehensive, project-specific analysis of issues and proposed strategies to manage issues through the duration of the Project
- b) details of the communication tools (traditional and digital) and activities that will be used to inform and engage the community and stakeholders
- c) a program for the implementation of community liaison activities relating to key construction tasks with strategies for minimising impacts and informing the community
- d) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiries
- e) analysis of other major projects/influences in the area with the potential to result in cumulative impacts to the community and strategies for managing these.

The CLMP shall be prepared to the satisfaction of the Director Community Engagement (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during the construction of the Project.

8. Community Notification and Liaison

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

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

Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven (7) days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).

9. Website

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

- a) a copy of the documents referred to under Condition 1 of this approval
- b) a list of environmental management reports that are publicly available
- c) 24 hour contact telephone number for information and complaints.

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

10. Complaints Management

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

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Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two (2) hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven (7) calendar days for verbal and/or written complaints.

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

Environmental Management

11. Construction Environmental Management Plan

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

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

The CEMP shall:

- i. comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management
- ii. comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department Infrastructure, Planning and Natural Resources, 2004)
- iii. include a pre-construction environmental compliance matrix for the Project (or such stages of the Project as agreed to by the EMR) that details compliance with all relevant conditions and mitigation measures
- iv. include an Environmental Policy.

In preparing the CEMP the following shall be undertaken:

1. consultation with government agencies and relevant service/utility providers (as required)
2. a copy of the CEMP submitted to the EMR for review
3. a copy of the CEMP submitted to the Associate Director Environmental Management (ADEM) for approval upon completion of the EMR review period
4. review and update the CEMP at regular intervals, and in response to any actions identified as part of the EMR's audit of the document
5. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any EMR audit of the document and be submitted to the EMR for approval.

CoA Condition

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

12. Environment Personnel

Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).

Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the project (including time to be spent on-site/off-site) are to be submitted for the approval of the ADEM, at least 21 days prior to commencement of construction of the Project (or such time as otherwise agreed by the ADEM).

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

13. Environmental Management Representative

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

The EMR shall provide advice to the ADEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:

- a) considering and advising TfNSW on matters specified in these conditions and compliance with such
- b) reviewing and where required by the ADEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation
- c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the ADEM
- d) reporting weekly to TfNSW, or as required by the ADEM
- e) issuing a recommendation for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities
- f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts
- g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections
- h) providing reports to TfNSW on matters relevant to the carrying out of the EMR role as necessary
- i) where required by the ADEM, providing advice on the content and implementation of the CEMP and Environmental Controls Map (ECM) in accordance with the conditions
- j) reviewing and approving updates to the CEMP.

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

14. Environmental Controls Map

An Environmental Controls Map (ECM) shall be prepared and implemented in accordance with TfNSW's *Guide to Environmental Controls Map* - prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages, as set out in the CEMP.

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

CoA Condition

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

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

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

Hours of Work

15. Standard Construction Hours

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

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

16. High Noise Generating Activities

Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three (3) hours, without a minimum one (1) hour respite period unless otherwise agreed to by the ADEM (or nominated delegate), or as approved by EPA (where relevant to the issuing of an EPL).

Noise and Vibration

17. Construction Noise and Vibration

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise and Vibration Strategy* and the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not limited to:

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the Environmental Impact Assessment (EIA))
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise and vibration complaints
- e) an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 15 of

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|-----|-----------|
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this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the EMR and/or ADEM or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW *Construction Noise and Vibration Strategy*

- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, identification of the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.

18. Vibration Criteria

Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:

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

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

19. Non-Tonal Reversing Beepers

Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on-site (i.e. greater than one day) and for any out of hours work.

20. Piling

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.

21. Noise Impacts on Educational Facilities

Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.

22. Operational noise and vibration

Prior to commencement of construction (or as otherwise agreed with the ADEM), an operational noise and vibration management plan (ONVMP) shall be prepared to confirm the final mitigation measures for operational noise and vibration that would be implemented.

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

- (i) consider any changes to the predicted noise and vibration levels identification in the EIA as a result of the detailed design process
- (ii) examine all reasonable and feasible noise and vibration mitigation measures consistent with *NSW Noise Policy for Industry* (EPA, 2017) and *NSW Road Noise Policy* (DECCW, 2011)
- (iii) identify specific physical and other mitigation measures for controlling noise and vibration at the source and at the receiver (if relevant) including location, type and timing of implementation of the proposed operational noise and vibration mitigation measures
- (iv) identify how the detailed design process has incorporated measures and/or design solutions to minimise the occurrence of operational noise from typical use of the car park such as wheel squeal
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CoA Condition

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

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

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

23. Operational noise compliance monitoring

In order to validate the predicted noise levels identified in the ONVMP, monitoring shall be undertaken within three (3) months of commencement of operation. The noise and vibration monitoring shall be undertaken to confirm compliance with the predicted noise and vibration levels, or as modified by the reasonable and feasible review.

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

Contamination and Hazardous Materials

24. Unidentified Contamination (Other Than Asbestos)

If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA guidelines, including the *Guidelines for Consultants Reporting on Contaminated Sites* (Office of Environment and Heritage, 2011).

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

A revised copy of the report shall be submitted to the ADEM for consideration upon completion of the EMR review period. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.

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

25. Asbestos Management

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

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

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

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26. Storage and Use of Hazardous Materials

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

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

27. Duty to Notify

If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the *Contaminated Land Management Act 1997* and notify the EPA in accordance with the EPA's *Guidelines on the Duty to Report Contamination under the Contaminated Land Management Act 1997* (Department of Environment and Climate Change, 2009).

Erosion and Sediment Control

28. Erosion and Sediment Control

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

Heritage Management

29. Aboriginal and Non-Aboriginal Heritage

If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* shall be followed and all works in the vicinity of the find shall cease. The EMR shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW, and/or the Energy, Environment and Science Group of the Department of Planning, Industry and Environment, as applicable). Works in the vicinity of the find shall not recommence until clearance has been received from TfNSW and/or the Heritage Advisor.

Flora and Fauna

30. Removal of Trees or Vegetation

Separate approval, in accordance with TfNSW's *Removal or Trimming of Vegetation Application*, is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.

31. Replanting Program

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

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

Lighting

32. Lighting Scheme

A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with *AS 1158 Lighting for Roads and Public Spaces* and *AS 4282 Control of the Obtrusive Effects of Outdoor Lighting*. The lighting scheme shall address the following as relevant:

- a) consideration of lighting demands of different areas
- b) strategic placement of lighting fixtures to maximise ground coverage
- c) use of LED lighting
- d) minimising light spill by directing lighting into the 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) avoid car headlights being directed into nearby residents
- h) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and
- i) ensuring security and warning lighting is not directed at neighbouring properties.

Property Condition Surveys

33. Property Condition Surveys

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

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

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

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

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

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

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

Sustainability

34. Sustainability Officer

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

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

35. Sustainability Management Plan

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

- a) The applicability test workbook identifying the required Sustainable Design Guidelines V4 (SDGV4) rating and a section in the report identifying the activities and initiatives that will be implemented to achieve the rating.
- b) a statement outlining the Construction Contactor's own corporate or project specific sustainability policies, obligations, goals, targets and commitments.
- c) a description of the methodologies for identifying innovative sustainability outcomes on the Project, the areas targeted for innovative sustainable solutions, and copy of project's opportunities register to be assessed and implemented on the Project.
- d) Summary of opportunities and initiatives proposed to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. A description of the initiatives to meet the energy and carbon management objectives and targets of the Project.
- e) Summary of processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events.

A copy of the SMP shall be submitted to the ADSPD at SDR for approval or at least 14 days prior to Construction (whichever is earlier, unless otherwise agreed with the ADSPD).

36. Pre-operational Sustainability Report

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

This report will cover as a minimum:

- (a) final sustainability outcomes of the works (consolidated project data and SDGV4 final rating certification)
- (b) consolidated final reporting against the sustainability targets of the project
- (c) sustainability lessons learnt from the project
- (d) handover notes for the operator to operate and maintain the sustainable assets correctly (i.e. electric vehicle charging systems and solar photovoltaic systems).

The Construction Contractor will submit a copy of the POSR to the ADSPD for approval 14 days following Completion (or within such time as agreed to by the ADSPD).

Traffic, Transport and Access

37. Traffic Management Plan

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

- a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised
- b) maximising safety and accessibility for pedestrians and cyclists
- c) ensuring adequate sight lines to allow for safe entry and exit from the site

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- d) ensuring access to railway stations, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)
- e) managing impacts and changes to on and off street parking and requirements for any temporary replacement provision
- f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance
- g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses
- h) details for relocating kiss-and-ride, taxi ranks and rail replacement bus stops if required, including appropriate signage to direct customers, in consultation with the relevant bus operator. Particular provisions should also be considered for the accessibility impaired
- i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.

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

Urban Design and Landscaping

38. Urban Design and Landscaping Plan

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

- 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 *TfNSW Urban Design Guidelines*, including consideration of crime prevention through environmental design principles
- e) demonstrate how to minimise potential over-shadowing to properties on Hart Street and Haydock Lane, including but not limited to orientation of solar panels and façade treatments.

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

1. landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art
2. materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping
3. 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.

The following design guidelines are available to assist and inform the Urban Design Plan and Landscaping Plan for the Proposed Activity:

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

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The Urban Design Plan and Landscaping Plan shall be:

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

Site-specific Conditions

39. Road safety audit

A Road Safety Audit would be undertaken as part of the detailed design process. The Road Safety Audit would include specific assessment of:

- (i) sight distances for vehicles accessing and entering the car park

The road safety audit is to be submitted to and endorsed by TfNSW. Any recommendations made in the audit relating to City of Canterbury Bankstown matters outside the Project scope and boundary would be provided to Council for information.

40. Road condition reports

Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense. The Roads surveyed would include as a minimum Swan Street (starting from 50 metres before Winders Lane), Winders Lane, Simons Street and Haydock Lane

END OF CONDITIONS