

# Edmondson Park Station (North) Commuter Car Park Program

Determination Report



*Artist's impression of the proposed northern entry of Edmondson Park Station (North) Commuter Car Park looking east, subject to detailed design*



# **Edmondson Park Station (North) Commuter Car Park – Determination Report**

**Commuter Car Park Program**

**Ref – 6669139**

# Contents

- Glossary and abbreviations.....4**
- Executive summary.....6**
- 1. Introduction .....8**
  - 1.1. Background .....8
  - 1.2. Review of Environmental Factors .....8
  - 1.3. Determination Report .....8
  - 1.4. Description of the Proposed Activity in the REF..... 10
- 2. Consultation and assessment of submissions .....12**
  - 2.1. Community consultation .....12
  - 2.2. Transport and Infrastructure SEPP Consultation .....12
  - 2.3. Consideration and response to submissions .....12
  - 2.4. Future consultation.....17
- 3. Consideration of the environmental impacts .....19**
  - 3.1. NSW Environmental Planning and Assessment Act 1979 .....19
  - 3.2. Commonwealth Environment Protection and Biodiversity Conservation Act 1999 19
- 4. Conditions of Approval .....20**
- 5. Conclusion.....21**
- Determination .....22**
- References.....23**
- Appendix A     Review of Environmental Factors .....24**
- Appendix B     Conditions of Approval.....25**

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**Figures**

Figure 1 Planning approval process ..... 9  
Figure 2 Key features of the Proposed Activity (indicative only, subject to detailed design) ..11

**Tables**

Table 1 Response to other stakeholder submissions received..... 13

## Glossary and abbreviations

Term	Meaning
<b>BC Act</b>	<i>Biodiversity Conservation Act 2016 (NSW)</i>
<b>BDAR</b>	Biodiversity Development Assessment Report
<b>CCTV</b>	Closed circuit television
<b>CEMP</b>	Construction Environmental Management Plan
<b>CLP</b>	Community Liaison Plan
<b>CoA</b>	Condition of Approval
<b>Concept design</b>	The concept design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Proposed activity proceed) to a design suitable for construction (subject to Transport for NSW acceptance).
<b>Construction Contractor</b>	The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity.
<b>CPTED</b>	Crime Prevention Through Environmental Design
<b>CTMP</b>	Construction Traffic Management Plan
<b>DDA</b>	<i>Disability Discrimination Act 1992 (Cwlth)</i>
<b>Detailed design</b>	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
<b>Determination Report</b>	This document – a report prepared by TfNSW to assess and address certain matters to allow for a determination of the Proposed Activity under, and in accordance with Division 5.1 of the EP&A Act.
<b>DPE</b>	NSW Department of Planning and Environment
<b>DSAPT</b>	<i>Disability Standards for Accessible Public Transport (2002)</i>
<b>EIS</b>	Environmental Impact Statement
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
<b>EP&amp;A Regulation</b>	<i>Environmental Planning and Assessment Regulation 2021 (NSW)</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
<b>LEP</b>	Local Environmental Plan
<b>LGA</b>	Local Government Area
<b>NES</b>	Matters of 'National Environmental Significance' under the EPBC Act
<b>NSW</b>	New South Wales
<b>Proponent</b>	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW.
<b>Proposed Activity</b>	The construction and operation of the Edmondson Park Station (North) Commuter Car Park
<b>REF</b>	Review of Environmental Factors
<b>SIS</b>	Species Impact Statement
<b>TfNSW</b>	Transport for NSW (the Proponent)
<b>Transport &amp; Infrastructure SEPP</b>	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021 (NSW)</i>

<b>Term</b>	<b>Meaning</b>
<b>UDP</b>	Urban Design Plan
<b>WSUD</b>	Water sensitive urban design

# Executive summary

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## Overview of Proposed Activity

Transport for NSW (TfNSW) is the government agency responsible for the delivery of major transport infrastructure projects in NSW and is the proponent for the Edmondson Park Station (North) 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 provide:

- construction and operation of a multi-storey car park, consisting of ground level plus six levels connected by lifts, stairs and internal ramps, with provision of approximately 900 commuter car parking spaces
- road work to provide pedestrian and vehicle access and egress from the proposed car park, and connection to Edmondson Park Station
- closed circuit television (CCTV), lighting and wayfinding signage for improved safety and security
- provision of roof-top solar photovoltaic system, electric vehicle charging spaces, and motorcycle parking
- ancillary works including services diversion and/or relocation, drainage works and landscaping.

TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of work and environmental impacts associated with the Proposed Activity. The REF was prepared by SNC-Lavalin Atkins on behalf of TfNSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and section 171 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).

## Purpose of this report

The purpose of this Determination Report is for Transport for NSW, as the Proponent of the Edmondson Park Station (North) Commuter Car Park, to comply with its obligations under Division 5.1 of the EP&A Act and determine whether or not to proceed with the carrying out of 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 submission provided by Liverpool City Council, and Transport for NSW's response to the issues and comments raised in Council's submission.

## Conclusion

Based on the assessments in the REF, consideration of the submissions received and the design changes subsequent community and stakeholder consultation on the REF, it is recommended that the Proposed Activity be approved, subject to the mitigation measures included in the REF and the proposed Conditions of Approval (refer Appendix B). 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

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## 1.1. Background

Transport for NSW recognises the critical role commuter car parks play in improving the quality of access to public transport in the first and last mile of customer journeys, particularly in middle and outer metropolitan areas. Transport for NSW is committed to delivering accessible public transport infrastructure, which is why Transport for NSW is providing more commuter car parks through the Commuter Car Park Program. 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 delivery of commuter car parks at key transport interchanges will provide a range of benefits, including:

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

Edmondson Park is an area undergoing significant growth and development. It is anticipated that there will be significant growth in population and employment in the area within the station catchment. The Proposal therefore assists in providing improvements at Edmondson Park Station to accommodate the forecast patronage growth and changing travel patterns.

Transport for NSW is the Proponent for the Edmondson Park Station (North) Commuter Car Park (referred to as the 'Proposed Activity' for the purposes of this document). Also refer to Section 1.4 for a description of the Proposed Activity.

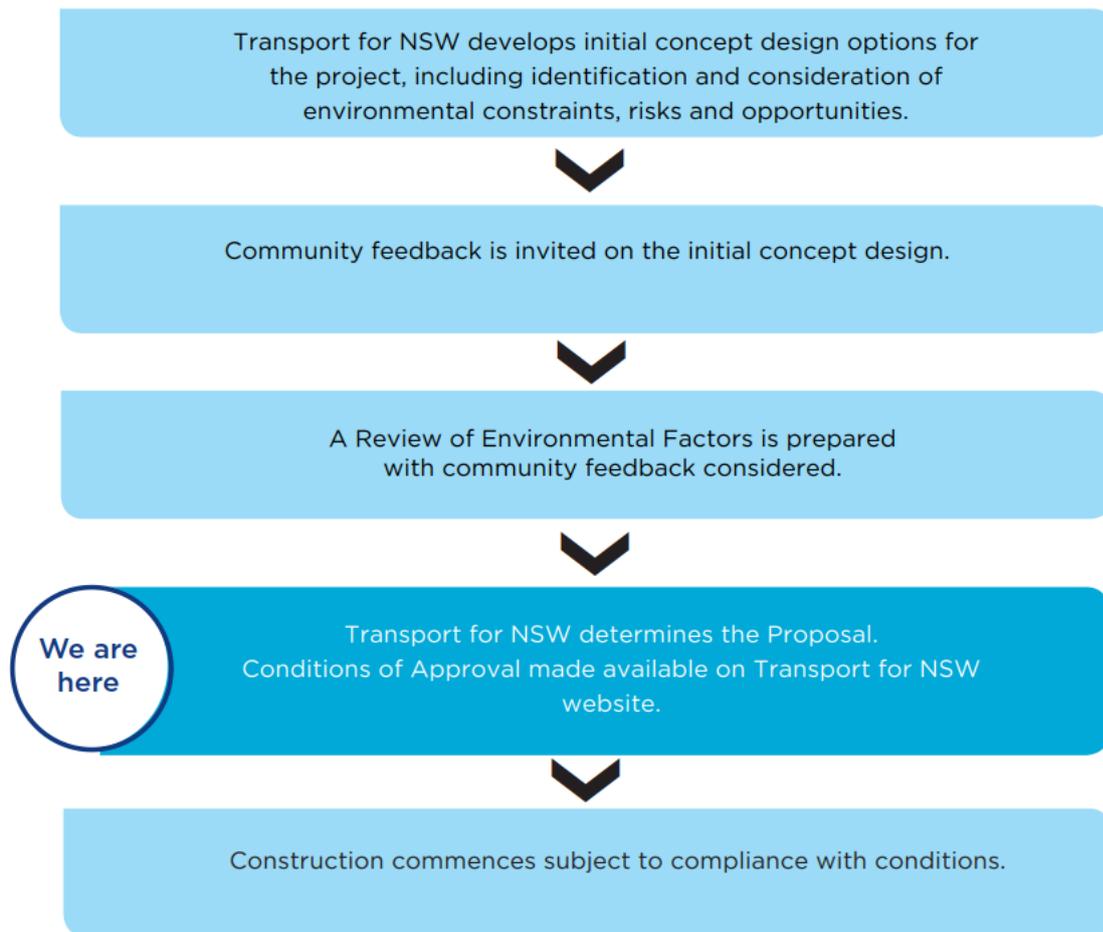
## 1.2. Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by SNC-Lavalin Atkins on behalf of Transport for NSW in accordance with Sections 5.5 and 5.7 of the *Environmental Planning and Assessment 1979* (EP&A Act), and section 171 of the *Environmental Planning and Assessment Regulation 2021* (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 Edmondson Park Station (North) Commuter Car Park between 25 February 2022 and 13 March 2022. Key themes of feedback provided by the community during this consultation phase have been addressed and summarised within the REF. Consultation was also carried out with Liverpool City Council. Issues raised in the submission from Liverpool City Council are addressed in Section 2.3 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 address the following to allow for a determination of the Proposed Activity:

- present a summary of the community and Council feedback on the initial concept and Transport for NSW's response to the issues and comments raised.
- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the environmental impact assessment (and any proposed modifications, as detailed and assessed in this Determination Report)
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential environmental impacts are likely to be significant
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity.

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

- a) to provide an efficient and accountable framework for the governance of the delivery of transport services
- b) to promote the integration of the transport system
- c) to enable effective planning and delivery of transport infrastructure and services
- d) to facilitate the mobilisation and prioritisation of key resources across the transport sector
- e) to co-ordinate the activities of those engaged in the delivery of transport services

- f) to maintain independent regulatory arrangements for securing the safety of transport services.

## **1.4. Description of the Proposed Activity in the REF**

The Proposed Activity is located in the suburb of Edmondson Park, NSW, approximately 40 kilometres south west of the Sydney Central Business District (CBD) within the Liverpool Local Government Area (LGA). The Proposed Activity is located on a vacant site, off Soldiers Parade, to the north-east of Edmondson Park Station and the new Edmondson Park Town Centre.

The area was rezoned to support urban development in 2008 as part of the NSW Governments' South West Priority Growth Area, and is an area undergoing significant growth and development. The Proposed Activity would assist in providing improvements at Edmondson Park Station to accommodate the forecast patronage growth and changing travel patterns.

A detailed description of the Proposed Activity is provided in Chapter 3 of the Edmondson Park Station (North) Commuter Car Park REF, and would provide:

- construction and operation of a multi-storey car park, consisting of ground level plus six levels connected by lifts, stairs and internal ramps, with provision of approximately 900 commuter car parking spaces
- road work to provide pedestrian and vehicle access and egress from the proposed car park, and connection to Edmondson Park Station, which may include:
  - the provision of an unsignalised pedestrian crossing on the Proposal access road
  - provision of new signalised pedestrian crossing at the Henderson Road and Soldiers Parade intersection
  - modifications to street parking, kerbs, footpaths, and provision of ramps and pedestrian fencing as required
- closed circuit television (CCTV), lighting and wayfinding signage for improved safety and security
- provision of roof-top solar photovoltaic system, electric vehicle charging spaces, and motorcycle parking
- ancillary works including services diversion and/or relocation, drainage works and landscaping.

A schematic outlining the key features of the Proposed Activity is provided in Figure 2.

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

Construction is expected to commence in mid 2022 and take around 18 months to complete.



## 2. Consultation and assessment of submissions

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### 2.1. Community consultation

The community and key stakeholders were consulted on the Edmondson Park Station (North) Commuter Car Park from 25 February 2022 to 13 March 2022. Key themes from the feedback provided by the community during this consultation phase have been addressed and summarised within the REF.

In response to the COVID-19 situation, Transport for NSW is following NSW Health advice and changing the way it approaches community consultation for transport infrastructure projects.

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 COVID-19.

Community consultation activities undertaken included:

- 2900 flyers were letterbox dropped within the suburbs of Edmondson Park and Bardia
- development of a dedicated webpage and online feedback form for the project the Transport for NSW website – [www.transport.nsw.gov.au/edmondsonpark](http://www.transport.nsw.gov.au/edmondsonpark)
- invitation to provide feedback on the NSW [Have Your Say website](#)..
- geographically targeted social media advertisement via Facebook to inform the community of the proposed activity and invite their feedback online
- consultation with key stakeholders such as Liverpool City Council, Sydney Trains, and adjacent private land holders

### 2.2. Transport and Infrastructure SEPP Consultation

A letter outlining the scope of the Proposed Activity, along with details on how to make a submission was sent to Liverpool City Council as per the consultation requirements under section 2.10 of the Transport and Infrastructure SEPP.

One submission was received by Transport for NSW from Liverpool City Council. The submission included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- Strategic context
- urban design and public domain
- traffic and transport
- stormwater management

### 2.3. Consideration and response to submissions

#### Community submissions

Key themes from the feedback provided by the community during this consultation phase have been addressed and summarised within Section 5.4 of the REF.

#### Other stakeholder submissions

Table 1 outlines issues raised by Liverpool City Council in their submission, along with Transport for NSW's response.

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

Liverpool City Council			
Issue no.	Issue Category	Issue/s raised	Transport for NSW response
<b>1</b>	<b>General</b>		
1.1	<b>Support</b>	General support as it will address community concerns about inadequate commuter car parking and demand at the station.	Improving commuter parking at Edmondson Park Station is a priority for Transport for NSW. This Proposal combined with the existing Edmondson Park South Commuter car park is proposed to address existing and future demand for car parking at Edmondson Park Station.
<b>2</b>	<b>Strategic Context</b>		
2.1		Cumulative traffic generation and impacts on the amenity of the town centre need to be considered in determining the scale of the facility. The development should detail how it proposes to minimise additional traffic movements through the town centre (Soldiers Parade) and provide design solutions that do not undermine the slow-speed pedestrian focussed street environment of the town centre main street (Soldiers Parade).	Road access to the proposed car park would align with the Edmondson Park Masterplan. A detailed Traffic and Transport Impact Assessment (TTIA) has been completed during the assessment of the Proposal, which assessed the existing environment and impacts of the Proposed Activity on the surrounding road, pedestrian and public transport network. The assessment also included existing, interim and ultimate access arrangements following completion of the proposed road network to the north of the site, and considered cumulative traffic impacts. The TTIA concluded that the road network performance indicates that all critical intersections around the site are forecast to operate at satisfactory levels of service.
2.2		Users of the car park will need to cross Soldiers Parade and therefore pedestrian access to the station must be safe and convenient. The signals to the south of the railway line have no pedestrian crossing and are not in a direct desire line between the station and the carpark. Given that Soldiers Parade is not an arterial road, and is a slow street through a town centre, a crossing needs to be facilitated to the north of the railway line, and obstructive treatments, such as pedestrian barriers, need to be avoided. An access / movement strategy is to be developed including details of pedestrian crossings and pathways. The strategy is	<p>During detailed design the following will be considered:</p> <ul style="list-style-type: none"> <li>• a pedestrian crossing on the new access road and a signalised pedestrian crossing on the north approach of the Soldiers Parade / Henderson Road intersection which would facilitate safe, formalised pedestrian access between the Proposal and the station.</li> <li>• Pedestrian fencing in the existing median along Soldiers Parade north of Henderson Road to improve pedestrian safety in the vicinity of the site.</li> </ul> <p>As a Condition of Approval (CoA), a Public Domain Plan would be required as part of an Urban Design Plan and Landscaping Plan, which addresses</p>

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
		to identify paved pedestrian paths, signs, and wayfinding to facilitate convenient access for commuters.	design of pedestrian paths, materials lighting and signage.
2.3		The project must consider Council's Bike Plan and connect the car park site with the town centre and broader suburb through active transport modes. Facilities for cyclists using the station should also be reviewed	There are currently 40 bicycle parking spaces near the station entrances on the northern and southern access roads fronting the station which consist of one sheltered bicycle parking area and three unsheltered bicycle parking areas. Bicycle parking is ideally placed as close as possible to the station, and so is not a priority to be located at this Proposal.
2.4		Council is to be advised of the development intent for the existing at-grade commuter car park to the north of the train station.	<p>The existing at-grade car park with 200 spaces, north of the station, would remain free and untimed as it is now until completion of the Proposal. At completion of the Proposal, it will be decommissioned and closed to public.</p> <p>The Proposal will provide a net increase of approximately 700 commuter car spaces available in the Edmondson Park precinct when the at-grade car park is closed.</p> <p>The existing at-grade car park is zoned for mixed use development. The NSW Government is considering the future use of the site to deliver improved place and town centre outcomes, contributing to the Edmondson Park Masterplan vision for a transit-oriented community.</p> <p>Council would be consulted on development proposals for the existing car park.</p>
<b>3</b>	<b>Urban Design and Public Domain</b>		
3.1		An urban design study would be required to understand the impacts of the car parking facility on the town centre public domain. The study is to identify public domain and landscaping treatments proposed as part of the project. A detailed urban design study, public domain plan and detailed landscaping plan be prepared as part of the overall documentation package. A detailed material and colour palette would be required as	<p>As a CoA, an Urban Design Plan and Landscape Design Plan would be required, which addresses:</p> <ul style="list-style-type: none"> <li>landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting (including species and pot sizes) and opportunities for public art</li> <li>materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping.</li> </ul>

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
		part of the design documentation. The landscape plan should include details of proposed tree planting and vegetation on site (including tree species, pot size, paving details, lighting, planters etc.)	
3.2		The proposed car park building will be viewed from adjoining developments and surrounding areas. A visual impact analysis is needed to understand the visual impact of the facade of the building. A detailed visual impact study for the proposed façade treatments is to be carried out. The study is to include any proposed public art interventions / treatments as part of the development / facade.	A visual impact assessment was completed as part of the REF. CoA require multiple facade designs to be considered during detailed design to ensure an attractive and appropriate finish is selected. A registered Architect and/or Landscape Architect is required to prepare the Urban Design Plan and Landscape Plan which will include specifications for materials and opportunities for public art.
3.3		A detailed strategy for 'Connection to Country' and Heritage Interpretation should be developed for the site.	The site has no historic heritage significance and no places or objects of Aboriginal heritage have been identified. A CoA requires facade treatments and any public art installations, where practical, to consider the commitments of the TfNSW Aboriginal Cultural and Heritage Framework and the guiding principles, governance and protocols of the TfNSW Aboriginal Art Strategy.
3.4		The proposed commuter car park structure needs to be future proofed to accommodate additional uses / activation initiatives in the long term. The building is to be designed as a flat slab with adequate floor-to-floor height to enable flexibility of uses / retrofitting of the building to include additional uses within the building (i.e., commercial, retail etc.) in the long term.	The Proposal has been designed for current and future car parking needs for the design-life of the building. Repurposing has been considered unnecessary due to the location of the building within the Edmondson Park precinct.
3.5		The proposed car park is located at an isolated corner of the town centre that has the potential for anti-social behaviour. Creating an active frontage and promoting passive surveillance will be required. Apply Crime Prevention Through Environmental Design (CPTED) principles in	The Proposal has been designed having regard to a range of design standards including CPTED and aims to provide improved safety and security infrastructure, and pedestrian and driver safety. The Proposed Activity includes an improved customer experience by providing modern car parking facilities with weather protection for the

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
		designing the car park to discourage anti-social behaviour.	majority of parking spaces and security features including lighting and CCTV cameras. Wider footpaths would accommodate pedestrian flow. Boom gate entry and exit, CCTV, permanent lighting, and the Park&Ride requirements for use of the commuter car park would discourage unauthorised activities within the car park.
3.6		The roof level for many commuter car parks is often exposed to direct sun which adds to the urban heat island effect. A green roof, or solar panels should be considered. The documentation package should include an Environmentally Sustainable Design (ESD) report identifying all proposed sustainability initiatives as part of the project development (such as Photovoltaic (PV) panels, rainwater harvesting system, green roofs, etc.).	The Proposal includes solar panels over the majority of the roof, rainwater harvesting, and charging stations for electric vehicles.
3.7		Landscaping with mature plants, water features, green roof and green walls are to be used to reduce the urban heat island effect and to promote visual amenity.	As a CoA, a Landscape Design Plan would be required, which addresses landscape design, sustainable new planting, and consultation with council. A further CoA addresses offset planting for tree removal in accordance with Transport for NSW's Vegetation Offset Guide.
<b>Traffic, transport and access</b>			
4.1		The Review of Environmental Factors (REF) for the project is to be accompanied by a Traffic Impact Assessment (TIA). The TIA is to address matters such as traffic generation, impact on the surrounding road network, access arrangement, proposed road works and any proposed pedestrian and bicycle facilities. A detailed Traffic Impact Assessment is to be submitted to Council for review, which is to address the following (but not being limited): I. Daily and peak time traffic movements	A detailed TTIA has been completed during the assessment of the Proposal and would be made available to Council. As a CoA, during detailed design, consideration is to be given to the pedestrian access arrangements across Soldiers Parade. As a CoA a CTMP is required to be prepared as part of a CEMP, including consultation with Council as the local road authority.

Issue no.	Issue Category	Issue/s raised	Transport for NSW response
5	<b>Stormwater Management</b>	<p>II. Cumulative traffic impact to identify any road upgrading/improvement works.</p> <p>III. Proposed access arrangements and layout of the car parking, including compliance to Australian Standards</p> <p>IV. Identify pedestrian desire lines, potential vehicular and pedestrian movement conflicts near Edmondson Park station including a potential signalised crossing across Soldiers Parade.</p> <p>2. Any road network changes are to be submitted to Council for approval prior to the project road works.</p> <p>3. A construction traffic management plan (CTMP) is to be submitted to Council for endorsement and for implementation during construction.</p>	
5.1		<p>The proposed commuter car park is not currently included in the Edmondson Park stormwater masterplan and the structure will increase pollution load and hydrocarbons. As such, on-site water quality treatment system is required to reduce the pollutant load and to maintain waterway health. The project should include on-site water quality treatment system to treat the stormwater generated from the site, prior to discharging it to the receiving water bodies.</p>	<p>As a CoA, an on-site water quality treatment system to treat the stormwater generated from the site is to be installed. Once Council stormwater reticulation is introduced, connections to the stormwater and drainage infrastructure would be made in accordance with the relevant Transport for NSW and Liverpool City Council standards and requirements.</p>

## 2.4. Future consultation

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

- local council and other stakeholders have an opportunity to provide feedback on the detailed design

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

The [TfNSW email address](#)<sup>1</sup> and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The Transport for NSW project website [www.transport.nsw.gov.au/edmondsonpark](http://www.transport.nsw.gov.au/edmondsonpark)<sup>2</sup> would also include updates on the progress of construction.

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

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

### **3. Consideration of the environmental impacts**

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#### **3.1. NSW 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 section 171 of the EP&A Regulation, an assessment is provided in Chapter 6 and Appendix B of the REF.

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

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

#### **3.2. Commonwealth 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.

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

## **4. Conditions of Approval**

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

## 5. Conclusion

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Having regard to the assessment in the REF and 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 (EIS) 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 Proposal would provide the following benefits:

- additional commuter parking in close proximity to Edmondson Park Station facilitating improved opportunities to change modes of transport
- increasing accessibility and convenience to and from Edmondson Park Station potentially increasing the use of public transport
- improved customer experience by providing modern car parking facilities with weather protection, electric vehicle charging facilities, security features including lighting and closed circuit television cameras
- reduction of 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 to Appendix B).

# Determination

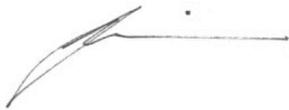
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## EDMONDSON PARK STATION (NORTH) COMMUTER CAR PARK

### APPROVAL

I, Justine Kinch, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the *Edmondson Park Station (North) Commuter Car Park Review of Environmental Factors* (May 2022) and the *Edmondson Park Station (North) Commuter Car Park Determination Report* (May 2022) in accordance with Section 5.5 of the NSW *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (May 2022), consistent with the Proposed Activity described in the *Edmondson Park Station (North) Commuter Car Park Review of Environmental Factors* (May 2022).



Justine Kinch,  
Director  
Western Parkland City  
**Transport for NSW**

Date: 13 May 2022

## References

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Transport for NSW, 2022, *Edmondson Park Station (North) Commuter Car Park - Review of Environmental Factors*, Sydney

New South Wales. Department of Planning, 1995, *Is an EIS Required?*

# Appendix A      Review of Environmental Factors

Please refer to the TfNSW website to access the Edmondson Park Station (North) Commuter Car Park REF (Desksite #6669139)

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

# Appendix B      Conditions of Approval

## CONDITIONS OF APPROVAL

### Edmondson Park Station (North) Commuter Car Park

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the Edmondson Park Station (North) Commuter Car Park Review of Environmental Factors.

#### Schedule of acronyms and definitions used:

Acronym	Definition
AFC	Approved For Construction
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLP	Community Liaison Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
CTMP	Construction Traffic Management Plan
dBA	Decibels (A-weighted scale)
DES	Director Environment and Sustainability
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
ISC	Infrastructure Sustainability Council
ISO	International Standards Organisation
OEH	Former NSW Office of Environment and Heritage
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Work Protocol
PECM	Pre-Construction Environmental Compliance Matrix
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
TfNSW	Transport for NSW
TMP	Traffic Management Plan
TTIA	Traffic and Transport Impact Assessment
UDLP	Urban Design and Landscaping Plan

Acronym	Definition
<b>VIA</b>	Visual Impact Assessment

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Term	Definition
<b>Construction</b>	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW DES 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 DES).
<b>Contamination</b>	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
<b>Designated Works</b>	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact work including jack hammering and compaction, for Construction.
<b>Emergency Work</b>	Includes work to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (Aboriginal or non-Aboriginal) item.
<b>Environmental Impact Assessment (EIA)</b>	The documents listed in Condition 1 of this approval.
<b>Environmental Management Representative (EMR)</b>	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
<b>Feasible</b>	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
<b>Noise Sensitive Receiver</b>	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the Environmental Impact Assessment.
<b>Project</b>	The construction and operation of the Edmondson Park Station (North) Commuter Car Park as described in the Environmental Impact Assessment.
<b>Proponent</b>	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.
<b>Reasonable</b>	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) *Edmondson Park Station (North) Commuter Car Park – Review of Environmental Factors* (Transport for NSW, May 2022)
- b) *Edmondson Park Station (North) Commuter Car Park – Determination Report* (Transport for NSW, May 2022).

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, and any additional requirements from the assessment of the Project modification must be complied with.

#### 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 terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.

#### 4. 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
- 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

#### 5. 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 and Place (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during the construction of the Project.

## CoA Condition

### 6. Community Notification and Liaison

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

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

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

### 7. 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*.

### 8. Complaints Management

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

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 hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.

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

## Environmental Management

### 9. 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) bushfire risk
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures

## CoA Condition

- n) 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 Director Environmental Management (DES) (or delegate), 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.

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

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### 10. 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 DES (or delegate), prior to commencement of construction of the Project (or such time as otherwise agreed by the DES).

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

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### 11. Environmental Management Representative

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

The EMR shall provide advice to the DES 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 DES, 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 DES
- d) reporting weekly to TfNSW, or as required by the DES

## CoA Condition

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

### 12. Environmental Controls Map

An Environmental Controls Map (ECM) shall be prepared and implemented in accordance with TfNSW's *Guide to Environmental Controls Map* (SD-015) prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages, as set out in the CEMP.

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

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 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

### 13. 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 DES (or delegate)
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any other work as agreed by the DES (or delegate) and considered essential to the Project, or as approved by EPA (where an EPL is in effect).

### 14. High Noise Generating Activities

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

**Noise and Vibration****15. 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* (ST-157) plus addendum 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 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 12 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 DES 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* (ST-157)
- 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.

**16. Vibration Criteria**

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

- a) for structural damage vibration German Standard *DIN 4150: Part 3 – 1999: Structural Vibration in Buildings: Effects on Structures*
- 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 DES through the CEMP.

**17. 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.

**18. Piling**

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

**19. 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.

**20. Operational Noise and Vibration**

An Operational Noise and Vibration Management Plan (ONVMP) shall be prepared to confirm the final mitigation measures for operational noise and vibration that will be implemented.

## CoA Condition

The ONVMP shall be prepared by a suitably qualified and experienced Acoustic Advisor, in consultation with Sydney Trains and other stakeholders. The ONVMP shall:

- a) confirm that the findings of the EIA noise and vibration assessment are still valid, based on the detailed design and/or operations plan, and update the assessment as required
- b) examine all reasonable and feasible noise and vibration mitigation measures consistent with the *Noise Policy for Industry* (EPA, 2017) and *NSW Road Noise Policy* (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 minimise the occurrence of operational noise from typical use of the car park such as wheel squeal
- e) seek feedback from directly affected receivers on the final mitigation measures proposed in the review.

A copy of the ONVMP shall be submitted to the EMR for review and endorsement. The EMR is to be given a minimum period of seven days to review and endorse the ONVMP. Following receipt of the EMR's endorsement, the ONVMP shall be submitted to the DES for approval, at least one (1) month prior to commencement of construction of the infrastructure that will generate the operational noise or the construction of physical noise mitigation structures (or such time as is otherwise agreed by the DES).

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

### 21. 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, unless otherwise agreed with the DES. 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 in the ONVMP, additional reasonable and feasible mitigation measures shall be implemented in consultation with affected property owners.

## Contamination and Hazardous Materials

### 22. Contamination Investigation

Prior to construction, an investigation of the Project site shall be undertaken by a suitably qualified Environmental Consultant, in accordance with the level of assessment and requirements stipulated by the *National Environment Protection (Assessment of Site Contamination) Amendment Measure* (NEPM) 2013. The assessment shall also be generally undertaken in accordance with:

- a) *Contaminated Sites - Sampling Design Guidelines* (EPA, 1995)
- b) *AS 4482 (2005) Guide to the investigation and sampling of sites with potentially contaminated soil.*

The investigation report shall be prepared in accordance with the *Guidelines for Consultants Reporting on Contaminated Sites* (Office of Environment and Heritage, 2011) and shall also include a preliminary waste classification in accordance with the *Waste Classification Guidelines* (EPA, 2014).

Specific requirements for further investigation (including requirements for a Site Auditor), remediation or management of any contamination shall be included in the CEMP (or supporting Contamination Management Plan) as appropriate.

**Note:** Nothing in this condition removes any obligation to adhere to the requirements under the *NSW Contaminated Land Management Act 1997* (or other legislation).

### 23. 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

## CoA Condition

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 DES for consideration upon completion of the EMR review period. The DES 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 23 and Condition 24.*

### 24. Asbestos Management

If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately. The TfNSW Senior Manager Health and Safety is to be contacted for further advice. 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 23 and Condition 24.*

### 25. 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* (SD 066) and Australian and ISO standards. These measures shall include:

- a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment 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.

## Erosion and Sediment Control

### 26. Erosion and Sediment Control

An Erosion and Sediment Control Plan (including all 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).

## CoA Condition

### Heritage Management

#### 27. 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* (SD-115) 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 re-commence until clearance has been received from TfNSW Specialist (Heritage) and/or the Heritage Advisor.

### Flora and Fauna

#### 28. Removal of Trees or Vegetation

Separate approval, in accordance with TfNSW's *Removal or Trimming of Vegetation Application* (FT-078), 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.

#### 29. Replanting Program

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

### Lighting

#### 30. 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) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and
- h) ensuring security and warning lighting is not directed at neighbouring properties.

The proposed lighting scheme is to be submitted to TfNSW's technical (design) team for acceptance.

### Property

#### 31. 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.

## CoA Condition

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

#### 32. Sustainability Officer

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

Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the TfNSW Director Sustainability prior to the preparation of the Sustainability Management Plan.

#### 33. 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) a completed electronic checklist demonstrating compliance with the TfNSW *Sustainable Design Guidelines Version 4.0* (ST-114)
- b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments
- c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project
- d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets
- e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of ISO 20400: 2017 – Sustainable Procurement in the selection of all materials, products and services
- f) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events.

A copy of the SMP shall be submitted to the TfNSW Director Sustainability for review and approval, within 30 days of the date of contract award (or such time as is otherwise agreed by the TfNSW Director Sustainability).

#### 34. Sustainable Design Guidelines

The Project shall aim to achieve a silver rating under the TfNSW *Sustainable Design Guidelines Version 4.0* (ST-114).

#### Pre-operation Sustainability Report

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

## CoA Condition

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 Proponent shall submit a copy of the POSR to the TfNSW Director Sustainability for approval, at least 14 days post the completion of construction (or within such time as otherwise agreed to by the TfNSW Director Sustainability).

## Traffic, Transport and Access

### 35. Traffic Management Plan

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

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

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

### 36. Road Condition Reports

Prior to construction commencement, road condition surveys and reports on the condition of roads and footpaths to be affected by construction shall be prepared. 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.

### 37. Road Safety Audit

A Road Safety Audit shall 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 entering and exiting the car park and mitigation measures proposed.

The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit shall be provided to Liverpool City Council for information.

## Urban Design and Landscaping

**38. Urban Design and Landscaping Plan**

The following mitigation measures shall be implemented to reduce the visual impacts of the Proposal:

An Urban Design Plan and Landscaping Plan is to be submitted to TfNSW and endorsed by the Place and Urban Design team. The Urban Design Plan is to address the fundamental design principles as outlined in 'Around the Tracks' – urban design for heavy and light rail, TfNSW, Interim 2016. 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 'Around the Tracks', including consideration of Crime Prevention through Environmental Design Principles

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

- a) Landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art
- b) Materials Schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping
- c) An Artist's Impression or Photomontage to communicate the proposed changes to the precinct

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

- a) *TAP Urban Design Plan, Guidelines*, TfNSW, Draft 2018
- b) *Commuter Car Parks, urban design guidelines*, TfNSW, Interim 2017
- c) *Managing Heritage Issues in Rail Projects Guidelines*, TfNSW, Interim 2016
- d) *Creativity Guidelines for Transport Systems*, TfNSW, Interim 2016
- e) *Water Sensitive Urban Design Guidelines for TfNSW Projects*, 2016

Endorsement of the Urban Design Plan and Landscaping Plan will demonstrate compliance with the Conditions of Approval in the Review of Environmental Factors (REF) Determination Report.

The Urban Design Plan and Landscaping Plan shall be:

- i) Prepared prior to concept design and finalised
- ii) Prepared in consultation with Liverpool City Council and relevant stakeholders
- iii) Prepared by a registered Architect and/or Landscape Architect

**Site-specific Conditions****39. Construction Environmental Compliance Report**

A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:

- a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions
- b) compliance with any approvals or licences issued by relevant authorities for the construction of the Project
- c) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)
- d) environmental monitoring results, presented as a results summary and analysis
- e) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused

## CoA Condition

- f) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)
- g) details of any review and amendments to the CEMP resulting from construction during the reporting period
- h) any other matter as requested by the DES.

The CECR shall:

- i) be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review and provide any comments to TfNSW in relation to the CECR
- ii) be submitted to the DES for approval upon completion of the EMR review period.

The first CECR shall report on the first three months of construction and be submitted within four weeks of expiry of that period (or at any other time interval agreed to by the DES). CECRs shall be submitted no later than three months after the date of submission of the preceding CECR (or at other such periods as requested by the DES) for the duration of construction.

The final CECR shall detail compliance with all Conditions of Approval, mitigation measures, licences and permits required to be obtained under any other legislation for the Project.

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### 40. Stormwater Management

An on-site water quality treatment system to treat the stormwater generated from the site, prior to discharging it to the receiving land/water bodies shall be incorporated in the design and installed to meet Liverpool City Council standards and requirements.

Once Council stormwater reticulation is introduced, connections to the stormwater and drainage infrastructure shall be made in accordance with the relevant Transport for NSW and Liverpool City Council standards and requirements.

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END OF CONDITIONS