

Transport for NSW

Schofields Commuter Car Park

Determination Report



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

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Glossary and abbreviations

Term	Meaning
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
Construction Contractor	The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity.
CCTV	Closed Circuit Television
CPTED	Crime Prevention Through Environmental Design
CTMP	Construction Transport Management Plan
DDA	<i>Disability Discrimination Act 1992</i> (Cwlth)
Detailed design	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).
Determination Report	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.
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i> (NSW)
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwlth)
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007</i> (NSW)
LEP	Local Environmental Plan
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
ONVMP	Operational Noise and Vibration Management Plan
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW.
Proposed Activity	The construction and operation of the Schofields Commuter Car Park
REF	Review of Environmental Factors
TfNSW	Transport for NSW (the Proponent)
UDLP	Urban Design and Landscape Plan
WSUD	Water Sensitive Urban Design

Executive summary

Overview of Proposed Activity

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

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

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

The Proposed Activity would include the following key elements:

- an at-grade car park with approximately 700 commuter car parking spaces including five accessible spaces and dedicated motorcycle parking;
- conversion of 15 general parking spaces into 10 accessible spaces within the existing commuter car park on Bridge Street, outside the station;
- a new accessible path from the car park to Schofields Station;
- CCTV, lighting and wayfinding;
- Transport Park&Ride infrastructure (i.e. Opal card activated boom gates); and
- provision for future electric vehicle charging spaces.

Access to the car park has been considered under two potential operating scenarios:

- Scenario 1 – Altrove Boulevard and Calder Street completed and operational plus access/egress via Schofields Road and left in/left out from Bridge Street; and
- Scenario 2 – Altrove Boulevard and Calder Street incomplete, access/egress via Schofields Road and left in/left out from Bridge Street only.

Transport for NSW, 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 EMM Consulting 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, however modifications may be considered during the detailed design phase.

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

Purpose of this report

The purpose of this Determination Report is for Transport for NSW, as the Proponent of the Schofields 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 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, consideration of the submissions received and the design changes subsequent to the public display of 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

1.1. Background

Transport for NSW is responsible for strategy, planning, policy, procurement, regulation, funding allocation and other non-service delivery functions for all modes of transport in NSW including road, rail, ferry, light rail, point to point, cycling and walking. Transport for NSW is the proponent for the Schofields Commuter Car Park (the 'Proposal').

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

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

1.2. Review of Environmental Factors

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

Targeted consultation was carried out on the Proposed Activity between 26 March 2021 and 11 April 2021. Key themes of feedback provided by the community during this consultation phase have been addressed and summarised within the REF.

1.3. Determination Report

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

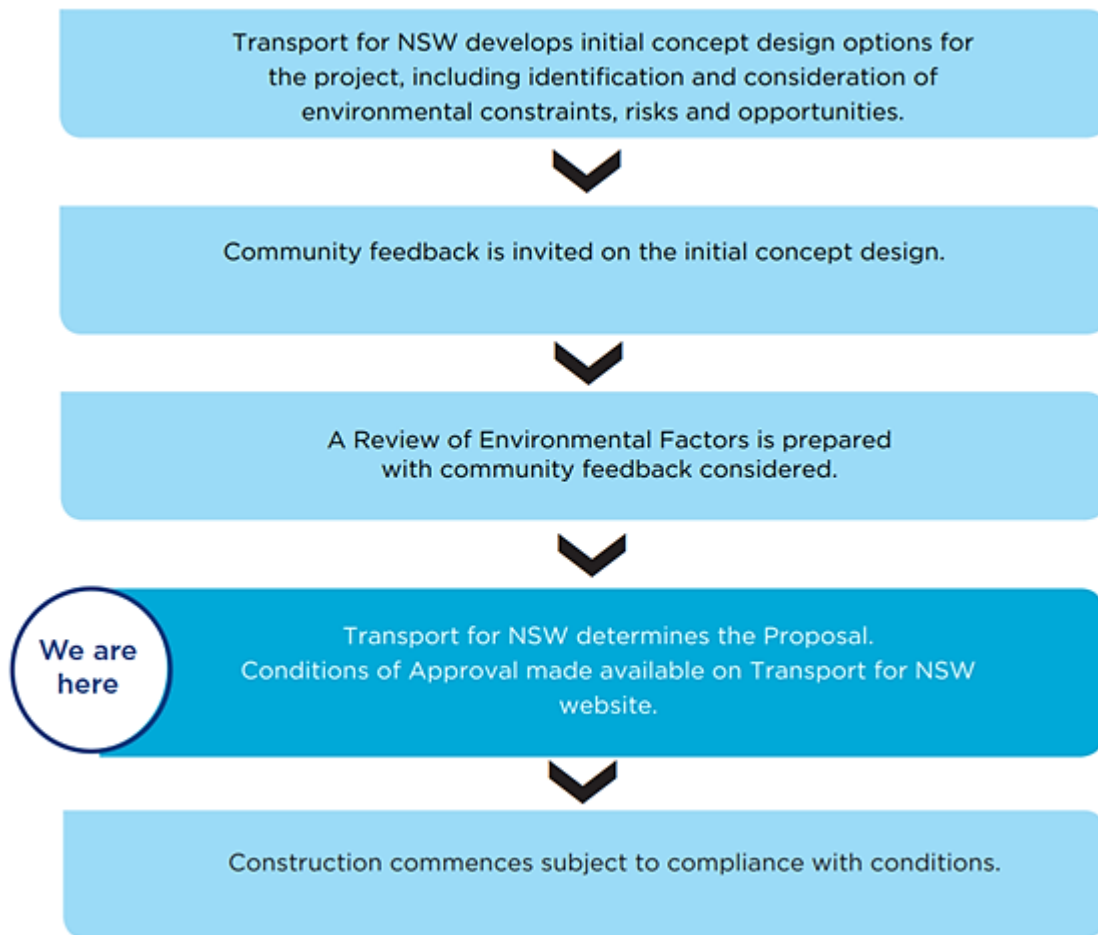


Figure 1 Planning approval process

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

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

This report has been prepared having regard to, among other things, the objectives of 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

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

The Proposed Activity would include the following key elements:

- an at-grade car park with approximately 700 commuter car parking spaces including five accessible spaces and dedicated motorcycle parking;
- conversion of 15 general parking spaces into 10 accessible spaces within the existing commuter car park on Bridge Street, outside the station;
- Enabling works including road modifications and removal of the Altrove Sales and Information Centre
- a new Accessible path from the car park to Schofields Station;
- CCTV, lighting and wayfinding;
- Transport Park&Ride infrastructure (i.e. Opal card activated boom gates); and
- provision for future electric vehicle charging spaces.

The Proposal would provide access and egress from:

- Calder Street off Schofields Road
- Calder Street from Altrove Boulevard; and
- Bridge Street

The extension of Calder Street, south of the Proposal, and Altrove Boulevard would be undertaken by Stockland. This work is expected to be complete at the time of the car park opening, however access to the car park has been assessed under the below two scenarios in the event Stockland's work is delayed.

- Scenario 1 – Altrove Boulevard and Calder Street completed and operational plus access/egress via Schofields Road and left in/left out from Bridge Street; and
- Scenario 2 – Altrove Boulevard and Calder Street incomplete, access/egress via Schofields Road and left in/left out from Bridge Street only.

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-2021 and take around 11 months to complete.



Figure 2 Key features of the Proposed Activity as described in the REF (indicative only, subject to detailed design)

1.5. Modifications to the Proposed Activity

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

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

2. Consultation

2.1. Community consultation

Targeted consultation activities for the Proposal were undertaken from 26 March 2021 to 11 April 2021.

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

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

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

- installation of signage at the station and in existing commuter car parks informing commuters of the Proposal and contact information to provide feedback
- distribution of a project update to surrounding residents and businesses outlining the Proposal and inviting feedback
- a dedicated project webpage on Transport for NSW website that includes a summary of the Proposal and information on how to provide feedback
- geographically targeted social media post to Schofields and surrounding suburbs to inform social media users of the Proposal and link to view the plans
- an email project update to project distribution list to advise the community of revised footprint and seek feedback
- consultation with Blacktown City Council and Stockland.
- Responses to community feedback were provided in Section 5.5 of the REF.

2.2. Infrastructure SEPP consultation

A letter outlining the scope of the Proposed Activity, along with details on how to make a submission was sent to Blacktown City Council in accordance with the consultation requirements under clause 13 of *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP). Council provided a written response to Transport for NSW on 16 April 2021. Responses to the Blacktown City Council's feedback were provided in Section 5.2 of the REF.

At the time of preparing this Determination Report, no written submission had been received from the Planning and Programs branch at Transport for NSW in relation to clause 104 of the Infrastructure SEPP. Should a response be forthcoming from the Planning and Programs branch subsequent to the determination of the Proposed Activity, and prior to the expiration of the 21 day response period prescribed by the Infrastructure SEPP, the response would be considered by the Infrastructure and Place division in accordance with the requirements of the Infrastructure SEPP. If necessary, further assessment would be undertaken to address any relevant issues.

2.3. Future consultation

Should Transport for NSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Blacktown City Council and key stakeholders regarding design development. In addition, Transport for NSW would notify residents, businesses and community members in the lead up to and during construction. 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 [Transport for NSW email address](mailto:projects@transport.nsw.gov.au)¹ and Transport for NSW 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](https://www.transport.nsw.gov.au/projects/current-projects/schofields-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/schofields-commuter-car-park>

3. Consideration of the environmental impacts

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 clause 228(3) 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?*](#)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.

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.

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, consideration of the submissions received and the design changes subsequent to the public display of the REF, 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 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

SCHOFIELDS COMMUTER CAR PARK

APPROVAL

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

1. Have examined and considered the Proposed Activity in the *Schofields Commuter Car Park Review of Environmental Factors* (May 2021) and the *Schofields Commuter Car Park Determination Report* (May 2021) 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 2021), consistent with the Proposed Activity described in the *Schofields Commuter Car Park Review of Environmental Factors* (May 2021).

Ben Groth
Associate Director, Environment Impact Assessment
Safety, Environment and Regulation Division
Transport for NSW

Date:

References

EMM Consulting, 2021, *Schofields Commuter Car Park REF*, Sydney NSW

TfNSW, 2016a, *Urban Design Guidelines*, Sydney NSW

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

TfNSW, 2019a, *Vegetation Offset Guide (DMS- ST-149)*, Sydney NSW

TfNSW, 2019b, *Vegetation Management (Protection and Removal) Guideline*, Sydney NSW

TfNSW, 2020b, *Unexpected Heritage Finds Guideline (DMS-SD-115)*, Sydney NSW

Appendix A Review of Environmental Factors

Please refer to the [TfNSW website](#) to access the Schofields Commuter Car Park REF (Desksite #ref no. 6535350).

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Schofields Commuter Car Park

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the Schofields Commuter Car Park Review of Environmental Factors (May 2021).

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
CIR	Contamination Investigation Report
CLMP	Community Liaison 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
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Work Protocol
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDLP	Urban Design and Landscaping Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than Enabling Works and Site Establishment Works, 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 work including jack hammering and compaction, for Construction.
Emergency Work	Includes work to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (Aboriginal or non-Aboriginal) item.
Enabling Works	Works required to enable main construction activities including survey works, road modifications to Schofields Road, Altrove Boulevard and Calder Street, and the removal of the Altrove Sales and Information Centre.
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 Schofields Commuter Park as described in the <i>Schofields Commuter Car Park – Review of Environmental Factors</i> (EMM, May 2021a).
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.
Site Establishment	Works required to establish compound sites and ancillary facilities (not including minor construction ancillary facilities)

CoA	Condition
General	
1.	<p>Terms of Approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <ul style="list-style-type: none"> a) <i>Schofields Commuter Car Park – Review of Environmental Factors</i> (EMM, May 2021a) b) <i>Schofields Commuter Car Park – Determination Report</i> (EMM, May 2021b). <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
2.	<p>Project Modifications</p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by Transport for NSW, and any additional requirements from the assessment of the Project modification must be complied with.</p>
3.	<p>Statutory Requirements</p> <p>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.</p>
4.	<p>Pre-Construction Environmental Compliance Matrix</p> <p>A pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the 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.</p> <p>A copy of the PECM shall be submitted to the ADEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p>
5.	<p>Pre-operation compliance report</p> <p>A pre-operation compliance report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all conditions of approval, licences and permits required to be obtained under any other legislation for the project.</p> <p>The Proponent shall:</p> <ul style="list-style-type: none"> a) 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) 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).

CoA Condition

6. 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
- 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 ADEM.

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 ADEM for approval upon completion of the EMR review period.

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

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

7. 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.

CoA	Condition
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Communications	
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8. 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.

9. 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 work to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.

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 work 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).

10. 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*.

CoA Condition

11. 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

12. 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) spoil management
- m) environmental incident reporting and management procedures
- n) non-compliance and corrective/preventative action procedures
- o) 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 *Environmental Management Plan Guideline – Guideline for Infrastructure Projects* (NSW Department of Planning Industry and Environment, 2020)
- (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

CoA Condition

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 ADEM prior to the commencement of construction work associated with the Project.

13. 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.

14. 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.

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15. 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 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 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

16. 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 works authorised under the *Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days No. 2) Order 2020* (whilst the Order is in effect)
- f) any other work as agreed by the ADEM and considered essential to the Project, or as approved by EPA (where an EPL is in effect).

17. 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 ADEM, or as approved by EPA (where relevant to the issuing of an EPL).

CoA	Condition
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	Noise and Vibration
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18. 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) 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 14 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the EMR and/or ADEM or 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.

19. 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* and 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 6841:2005 *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.

20. 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.

21. 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.

CoA	Condition
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Contamination and Hazardous Materials	
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22. 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 23 and Condition 24.*

23. 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 23 and Condition 24.*

24. 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* (DMS-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.

CoA	Condition
Erosion and Sediment Control	
25.	<p>Erosion and Sediment Control</p> <p>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 <i>Managing Urban Stormwater: Soils and Construction Volume 1 4th Edition</i> (Landcom, 2004).</p>
Heritage Management	
26.	<p>Aboriginal and Non-Aboriginal Heritage</p> <p>If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction works, the procedures contained in the Transport for NSW <i>Unexpected Heritage Finds Guideline</i> (DMS-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 Transport for NSW and/or the Heritage Advisor.</p>
Flora and Fauna	
27.	<p>Removal of Trees or Vegetation</p> <p>Separate approval, in accordance with Transport for NSW's <i>Removal or Trimming of Vegetation Application</i> (DMS-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.</p>
28.	<p>Replanting Program</p> <p>All cleared vegetation shall be offset in accordance with Transport for NSW's <i>Vegetation Offset Guide</i> (DMS- ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>
Lighting	
29.	<p>Lighting Scheme</p> <p>A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with <i>AS 1158 Lighting for Roads and Public Spaces</i> and <i>AS 4282 Control of the Obtrusive Effects of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <ul style="list-style-type: none"> • consideration of lighting demands of different areas • strategic placement of lighting fixtures to maximise ground coverage • use of LED lighting • minimising light spill by directing lighting into the station and pathways • control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving • motion sensors to control low traffic areas • allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements • ensuring security and warning lighting is not directed at neighbouring properties.

CoA	Condition
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Property

30. 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

31. Sustainability Manager

A suitably qualified and experienced Sustainability Manager shall be appointed who is responsible for implementing the sustainability objectives for the Project, in line with the Program's overarching Sustainability Strategic Management Plan.

Details of the Sustainability Manager including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Associate Director Sustainability, Planning & Development (ADSPD) prior to the preparation of the Sustainability Management Plan.

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

- a) the applicability test workbook identifying the requirements for TfNSW Sustainable Design Guidelines Version 4.0 (ST-114) rating and a section in the SMP identifying the activities and initiatives that will be implemented to achieve the rating
- b) a statement outlining the project specific sustainability commitments, obligations, goals and targets
- c) a description of the processes for identifying innovative sustainability outcomes on the Project, the areas targeted for innovative sustainable solutions, and copy of the project's opportunities register to be assessed and implemented on the Project
- d) a summary of strategies and initiatives to reduce carbon emissions, energy use, water use and embodied lifecycle impacts of the Project
- e) a description of the initiatives to meet the energy and carbon management objectives and targets for the Project
- f) a summary of sustainable procurement processes and alignment to the principles of practices of sustainable procurement in the selection of all materials, products and services (eg ISO 20400 or UN SDG 12)
- g) 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 ADSPD at least 30 days prior to the commencement of construction, for approval (or such time as is otherwise agreed by the ADSPD).

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

CoA	Condition
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Traffic, Transport and Access	
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34. 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
- 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 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.

35. 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.

36. 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 or exiting the new kiss and ride area, relocated taxi zone, upgraded bus stops and mitigation measures proposed.

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

CoA Condition

Urban Design and Landscaping

37. Urban Design and Landscaping Plan

An Urban Design and Landscaping Plan (UDLP) is to be submitted to TfNSW and endorsed by the Precincts and Urban Design team. The UDLP is to address the fundamental design principles as outlined in 'Around the Tracks' – urban design for heavy and light rail (TfNSW, Interim 2016). The UDLP 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 UDLP is to include the Public Domain Plan for the chosen option and shall 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. 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 UDLP for the Project:

- *TAP Urban Design Plan Guidelines* (TfNSW, Draft 2018)
- *Commuter Car Parks Urban Design Guidelines* (TfNSW, Interim 2017)
- *Managing Heritage Issues in Rail Projects Guidelines* (TfNSW, Interim 2016)
- *Creativity Guidelines for Transport Systems* (TfNSW, Interim 2016)
- *Water Sensitive Urban Design Guideline SD-106* (TfNSW, 2017).

The UDLP shall be:

- a) prepared and finalised prior to the completion of the concept design
- b) prepared in consultation with councils and relevant stakeholders
- c) prepared by a registered architect and/or landscape architect.

Site Specific Conditions

CoA Condition

38. 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 need to be implemented.

The ONVMP shall be prepared by a suitably qualified and experienced acoustic specialist, in consultation with the relevant operator (Sydney Trains) and other stakeholders. The ONVMP shall:

- a. confirm if the operational noise predictions identified in the EIA noise and vibration assessment remain valid, based on the detailed design/operations plan, and if required, update the assessment for inclusion in the ONVMP
- b. examine all reasonable and feasible noise and vibration mitigation measures consistent with applicable NSW government guidelines, including but not limited to *NSW Road Noise Policy* (Department of Environment, Climate Change and Water, 2011), and *Noise Policy for Industry* (EPA, 2017)
- c. identify specific physical and other mitigation measures for controlling noise and vibration at the source and at the receiver (if relevant) including location, type and timing of implementation of the proposed operational noise and vibration mitigation measures
- d. seek feedback from affected receivers which are predicted to exceed relevant criteria/trigger levels on the final mitigation measures proposed in the ONVMP. The feedback received is to be included on the ONVMP.

A copy of the ONVMP shall be submitted to the EMR for review and endorsement within three months of the commencement of Construction (unless otherwise agreed by the ADEM). 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 ADEM for review and approval.

39. Operational noise monitoring and mitigation

Operational noise monitoring of traffic movements along Altrove Boulevard (between Veron Road and Rosetta Street) is to be undertaken to confirm the accuracy of the noise predictions identified in the ONVMP. Where exceedances of the *NSW Road Noise Policy* (2011) are confirmed, the ONVMP is to be updated to reflect the measured noise levels, including revision of the proposed noise mitigation treatments as required.

At receiver noise treatments (e.g. upgrades to window glazing and door seals) are to be installed within 12 months of the commencement of operation of the car park, to ensure that internal noise levels for all habitable rooms are compliant with applicable standards and guidelines, unless otherwise agreed by the ADEM. Noise treatments are not required for an individual property in circumstances where the property owner declines an offer of at-receiver noise mitigation.

40. Site establishment and enabling works

Site establishment and enabling works may be undertaken prior to preparation of a CEMP and construction, but are subject to approval via a Pre-construction Minor Works Approval by the ADEM.

CoA	Condition
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41.	Operational traffic monitoring
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	An Operational Traffic Monitoring Report is to be prepared to confirm the performance of the Schofields Road/Veron Road intersection (during the afternoon peak) following the commencement of the car park operation. The Report is to provide an analysis of the level of service and/or saturation of the intersection from increased traffic originating from the car park within the following timeframes:
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| | <ul style="list-style-type: none">- Within one month prior to the opening of the car park (ie 'base case')- Between one and three months after the opening of the car park |
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	Where the monitoring identifies unacceptable levels of service and/or saturation of the intersection from increased traffic originating from the car park, the Report is to make recommendations to Transport for NSW for reasonable and feasible road and operational improvements to address the levels of service and/or saturation.
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END OF CONDITIONS