# Appendix C

## Revised mitigation measures

# Appendix C Revised mitigation measures

Environmental management for this proposal would be undertaken through the environmental management approach as detailed in Chapter 20 (Synthesis) of the Environmental Impact Statement. This includes operational mitigation measures (where relevant) and performance outcomes for the operation and construction of this proposal.

The assessment carried out for the clarifications, and the response to submissions process, has identified the need for some new mitigation measures and adjustments to the wording of some existing measures.

Mitigation measures which have been added or changed since exhibition of the Environmental Impact Statement are detailed and presented in Section 2.14 of this Submissions Report.

The table below provides the full set of revised mitigation measures to mitigate and manage the potential impacts of this proposal and achieve the performance outcomes outlined in Section 20.7.6 of the Environmental Impact Statement.

**Table 1 Summary of mitigation measures**

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| **Transport – operation** | | | |
| EIS-TT1 | Property access | Access would be maintained to neighbouring properties. | All |
| EIS-TT2 | Active transport | Potential opportunities to connect active transport measures with the wider active transport network would be further investigated in consultation with key stakeholders. | All |
| EIS-TT3 | Impacts to parking | Measures to address potential parking impacts arising from a loss of on-street parking in the vicinity of station precincts, as well as due to potential park and ride in residential streets would be developed, where required, in consultation with relevant local councils. This could include:<br>• identifying opportunities to minimise potential parking loss during detailed design where possible, having regard to the Sydney Metro modal access hierarchy (e.g. kiss and ride spaces being available for general parking outside of the AM and PM peak periods)<br>• detailed interchange access planning including consideration of any local council initiated residential parking schemes. | WMS, PMS, SOPMS, NSMS, BNS, FDS, TBS, PS |
| EIS-TT4 | Traffic congestion | Measures to manage congestion issues in the area and improve bus service reliability along the T-way would be investigated including the potential for Alexandra Avenue, between Hawkesbury Road and Hassall Street, to be restricted to buses, taxis and emergency vehicles only. | WMS |
| EIS-TT5 | Bus access to precinct | Appropriate intersection updates to enable bus access to the station precinct would be investigated in consultation with Sydney Olympic Park Authority and Transport for NSW. | SOPMS |
| EIS-TT6 | Pomeroy Street / Queen Street / Beronga Street intersection upgrade | The upgrade of the Pomeroy Street / Queen Street / Beronga Street intersection would be determined in consultation with City of Canada Bay Council and Transport for NSW. | NSMS |
| EIS-TT7 | Operational traffic congestion | Provision of kiss and ride facilities on Robert Street to reduce the number of vehicle movements into and out of the precinct would be investigated in consultation with Inner West Council. | TBS |
| EIS-TT8 | Pedestrian access | The need for pedestrian crossing facilities at the Robert Street / new precinct street and new precinct street / Port Access Road intersections would be investigated in consultation with Transport for NSW, Inner West Council, NSW Department of Planning and Environment and Port Authority of NSW. | TBS |

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| EIS-TT9 | Future road network performance | The potential signalisation of the Robert Street / Mullens Street intersection to improve future year level of service would be investigated in consultation with Transport for NSW, Inner West Council, NSW Department of Planning and Environment and Port Authority of NSW. | TBS |
| EIS-TT10 | Property access | Further investigation, including a safety assessment, would be carried out so that safe access is maintained to 48-50 Robert Street. | TBS |
| EIS-TT11 | Pyrmont Bridge Road / Union Street intersection performance | Measures to improve overall performance for both pedestrians and vehicles at the Pyrmont Bridge Road/ Union Street intersection would be investigated in consultation with City of Sydney Council and Transport for NSW. | PS |
| EIS-TT12 | Pedestrian crossing provision at Bligh Street / Hunter Street intersection | Widening of selected pedestrian crossings and/or changes to signal phasing at the Bligh Street / Hunter Street intersection to accommodate future pedestrian demands would be investigated in consultation with City of Sydney Council and Transport for NSW. | HSS |
| EIS-TT13 | Footpath capacity | The potential for minor footpath upgrades on O'Connell Street, Hunter Street and at Richard Johnson Square (corner of Bligh Street and Hunter Street) would be investigated in consultation with key stakeholders, in response to increased pedestrian demand associated with the metro station. | HSS |
| **Transport – construction** | | | |
| EIS-TT14 | Impacts to rail services | Where works are required within the rail corridor, Sydney Trains and Australian Rail Track Corporation would be consulted to minimise potential disruptions to rail services. Works would be carried out during scheduled Sydney Trains rail possessions where possible, and customers would receive advanced notification of proposed works and information on alternative travel options. | WMS, NSMS |
| EIS-TT15 | Bus priority | Opportunities to improve bus priority along the temporary detour at Westmead metro station construction site would be investigated during detailed design. | WMS |
| EIS-TT16 | Active transport | Pedestrian and cyclist access would be maintained during the temporary closure of Alexandra Avenue at Westmead. Wayfinding and customer information would be provided to guide pedestrians and cyclists to alternative routes. | WMS |

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| EIS-TT17 | Construction and operation of vehicular traffic | The design of the temporary traffic arrangements at Westmead metro station construction site would consider construction traffic, alternate bus routes and bus stops, local vehicular traffic and pedestrian safety. The design of the temporary traffic arrangements would be undertaken in consultation with Transport for NSW, Schools Infrastructure, Heath Infrastructure, relevant local councils and bus operators. | WMS |
| EIS-TT18 | Active transport | A temporary north-south pedestrian route would be provided between Macquarie Street and George Street at the Parramatta metro station construction site, although some short-term closures may be required. | PMS |
| EIS-TT19 | Active transport | Access would be maintained to the pedestrian footbridge at the existing North Strathfield Station. Any adjustments to the footbridge would be carried out in consultation with Transport for NSW. | NSMS |
| EIS-TT20 | Construction vehicle impacts | Construction site traffic generated at the Five Dock Station construction site would be managed to minimise movements during church service times at St Albans Anglican Church. | FDS |
| **Noise and vibration – operation** | | | |
| EIS-NV1 | Potential airborne noise from station and ancillary facilities | Stations and ancillary facilities would be designed to meet the applicable noise criteria derived from the *Noise Policy for Industry* (EPA, 2017).<br>Train breakout noise from the draft relief shaft would be designed to meet a noise criterion of $L_{AFmax}$ 65 dB(A) at 15 metres.<br>The noise generated by stations and ancillary facilities would be reviewed during further design development to confirm that the noise levels predicted are achievable based on the final design of this proposal. | All |
| EIS-NV2 | Potential airborne-borne rail noise | Aboveground track section connecting to the Clyde stabling and maintenance facility would be designed to meet the relevant airborne noise criteria from the *Rail Infrastructure Noise Guidelines* (EPA, 2013). | CSMF |
| EIS-NV3 | Potential ground-borne rail noise | Track form would be confirmed as part of design development in order to meet the relevant ground-borne noise and vibration criteria from the *Rail Infrastructure Noise Guidelines* (EPA, 2013). | Tunnels |

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| **Noise and vibration – construction** | | | |
| EIS-NV4 | Potential airborne and ground-borne noise | An Operational Noise and Vibration Review would be prepared during design development to confirm the mitigation measures required to manage:<br>• airborne and ground-borne noise and vibration impacts from rail operations<br>• airborne noise impacts from the stabling and maintenance facility<br>• airborne noise impacts from fixed industrial sources, including stations and services facilities.<br>The NSW Environment Protection Authority would be consulted during preparation of the Operational Noise and Vibration Review. | All |
| EIS-NV5 | Noise impacts to horses at Rosehill Racecourse Stables | Consultation with the owners and operators of the horse stables near the Clyde stabling and maintenance facility construction site would be carried out so that potential impacts to horses are appropriately managed. | CSMF |
| **Non-Aboriginal heritage – operation** | | | |
| EIS-NAH1 | Heritage interpretation | Where heritage items, including significant archaeology are impacted by this proposal, they would be considered for inclusion in the Heritage Interpretation Strategy (refer to Appendix L) or place specific interpretation plans prepared as part of this proposal. | All |

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| EIS-NAH2 | Permanent indirect (visual) impact | Detailed design for aboveground station elements, ancillary facilities and public domain and landscaping work located in or near to heritage significant items, would respond to the following heritage guidelines during design development in order to minimise indirect (visual) impacts to heritage items identified under this proposal:<br>• *The Burra Charter – The Australia ICOMOS Charter for Places of Cultural Significance* (2013), Australia ICOMOS<br>• *Better Placed – Design Guide for Heritage* (2019), prepared by the NSW Government Architect<br>• *Design in Context* (2005), prepared by the NSW Heritage Office and the Royal Australian Institute of Architects NSW Chapter<br>• *New Uses for Heritage Places* (2008), prepared by the Heritage Council of NSW and the Royal Australian Institute of Architects NSW<br>• *Draft Connecting with Country Framework* (2020b), Government Architect NSW.<br>Detailed design would also respond to guidelines and policies outlined in existing Conservation Management Plans or other relevant heritage assessment documents for relevant heritage items (State Abattoir, White Bay Power Station), with particular focus on preserving significant views towards the item. | PMS, SOPMS, TBS, PS (eastern and western sites), HSS (eastern and western sites) |
| EIS-NAH3 | Permanent indirect (visual) impact | In order to mitigate permanent indirect (visual) impacts to heritage items located adjacent to or within the Parramatta metro station site:<br>• the new Civic Link would incorporate a landscape design that enhances the heritage significant elements and features of the adjacent 'Roxy Theatre' (SHR # 00711)<br>• the design of any aboveground station elements would consider setbacks from adjacent heritage items ('Kia Ora (potential archaeological site) (Parramatta LEP item # I716), and 'Horse Parapet Façade (and potential archaeological site)' (Parramatta LEP item # I656)) in order to respect the heritage setting of these items and their visual connection to other heritage items in the vicinity<br>• the design of aboveground station elements would respond to the existing alignment and orientation of adjacent heritage items, particularly 'Horse Parapet Façade (and potential archaeological site)' (Parramatta LEP Item # I656) which is aligned with the surrounding street development. | PMS |

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| EIS-NAH4 | Direct (physical) and permanent indirect (visual) impacts | An Adaptive Reuse Strategy and Conservation Management Plan would be prepared for heritage items which would be integrated into the proposed metro station precincts. Relevant heritage items include:<br>• 'Shops (potential archaeological site)' Parramatta LEP item #I703<br>• 'Kia Ora' (Parramatta LEP item #I716)<br>• 'Skinners Family Hotel' (SHR #00584). | PMS, HSS (western site) |
| EIS-NAH5 | Permanent indirect (visual) impact | The new public domain to the west of Richard Johnson Square (SLEP 2012 Item # I1673) would incorporate a landscape design that enhances the heritage significant elements and features of the adjacent item. | HSS (eastern site) |
| **Non-Aboriginal heritage – construction** | | | |
| EIS-NAH6 | Archaeology | Non-Aboriginal archaeology at the Parramatta metro station construction site would be managed in accordance with the approved *Sydney Metro West Parramatta Station Construction Site Archaeological Research Design and Excavation Methodology* (GML Heritage, 2021) developed as required by condition of approval D25 of SSI-10038. | PMS |
| EIS-NAH7 | Archival recording and archaeological management | Prior to the removal of the Convict Drain (Parramatta LEP Item # I647) associated with the excavation for basement structures, it would be archivally recorded as part of archaeological management in accordance with relevant recording provisions outlined in the approved *Sydney Metro West Parramatta Station Construction Site Archaeological Research Design and Excavation Methodology* (GML Heritage, 2021). The convict drain must have its location precisely surveyed and integrity investigated, in accordance with condition of approval D15 of SSI-10038. | PMS |
| EIS-NAH8 | Archaeology | An addendum to the existing Archaeological Research Design/s or a new Archaeological Research Design/s would be prepared to identify the excavation methodology for predicted non-Aboriginal archaeological remains for the additional footprint area at The Bays Station construction site. This would include provision for the early investigation of areas where the 'White Bay Power Station (Inlet) Canal' may potentially be impacted within the additional footprint area. Archaeological mitigation measures recommended in the Archaeological Research Design would be carried out in accordance with Heritage NSW guidelines, and where appropriate, supervised by a suitably qualified Excavation Director. | TBS |

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| EIS-NAH9 | Archaeology | Preliminary archaeological reports would be prepared within six months of completion of works stage site specific archaeological investigations. An Archaeological Excavation Report/s would be prepared by the Excavation Director/s. An executive summary would be prepared for the purposes of publication and communication with community where significant archaeological remains are identified. The final reports would be provided to the NSW Heritage Division within twenty-four months of the completion of archaeological excavations specified in the archaeological research design(s). | TBS |
| EIS-NAH10 | Direct and indirect heritage impacts | In order to mitigate direct (physical) and permanent indirect (visual) impacts to heritage items located within The Bays Station site:<br>• the proposed culvert to the north of the White Bay Power Station would not intersect the 'White Bay Power Station (Inlet) Canal' (Port Authority of NSW s170 SHI # 4560062)<br>• the design would respond to guidelines and policies outlined in the existing Conservation Management Plan for the White Bay Power Station or as updated. Opportunities to minimise the scale or alter the siting of the proposed traction substation so that the prominence of White Bay Power Station is not obstructed on significant viewlines from the south and south-east would be explored during detailed design<br>• piling and other foundation work to install the traction substation would be sited and designed so that they do not directly impact the 'White Bay Power Station (Inlet) Canal' (Port Authority of NSW s170 4560062). | TBS |
| **Aboriginal heritage – construction** | | | |
| EIS-AH1 | Test excavation | Consistent with *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a), archaeological test excavation (and salvage if required) must be carried out where intact natural profiles with the potential to contain significant archaeological deposits are encountered or if archaeological deposits are identified within AHIMS ID#45-6-3826 (The Bays PAD 01). Excavations must be undertaken in accordance with the methodology outlined in the Aboriginal cultural heritage assessment report (Artefact Heritage Pty Ltd, 2020). | TBS |

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| **Landscape and visual amenity – operation** | | | |
| EIS-LV1 | Landscape impacts | The landscape design for this proposal would incorporate appropriate species to achieve year round flowering and support urban biodiversity. | All |
| EIS-LV2 | Landscape impacts | The landscape design for this proposal would consider the effects of climate change on the long-term viability of urban tree health and longevity. | All |
| EIS-LV3 | Landscape impacts | The landscape design for this proposal would consider opportunities to incorporate local native plant species identified in consultation with the traditional owners of the site where possible. | All |
| EIS-LV4 | Lighting impacts | Lighting at stations and ancillary facilities would be operated in accordance with AS4282-2019 Control of the obtrusive effects of outdoor lighting. | All |
| EIS-LV5 | Visual impacts | Revegetate the embankments of the rail corridor where possible to screen views from residences on Alexandra Avenue. | WMS |
| EIS-LV6 | Activation of streetscapes | Opportunities to provide temporary activation would be explored in areas of future adjacent station development (that would be delivered by others). | WMS, PMS, SOPMS, BNS, TBS |
| EIS-LV7 | Visual impacts | Engineered batters and water management measures would be designed to have a natural shape and low profile as far as is reasonable and feasible and would be designed to support vegetation that would allow for their visual integration and screening over time. | WMS, CSMF |
| EIS-LV8 | Landscape impacts | Opportunities to provide gardens within the areas adjoining the heritage listed areas of the station, or in the vicinity, would be investigated as part of design development to reflect the local values of the community and reinforce the sense of place for the North Strathfield local centre. | NSMS |
| EIS-LV9 | Visual impacts | Design of the traction substation building would have an industrial character with a high quality architectural finish and not detract from the visual prominence of the existing power station façade and silhouette of the twin stacks. | TBS |
| EIS-LV10 | Landscape impacts | Investigate opportunities with City of Sydney Council to provide public domain improvements to Richard Johnson Square. | HSS |

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| EIS-LV11 | Visual impacts | Revegetate the embankments and provide screening vegetation between the proposed surface rail (in the former T6 Carlingford rail corridor) and the Rosehill Gardens racecourse to minimise views where feasible. | CSMF |
| EIS-LV12 | Visual impacts | Opportunities to provide further vegetation screening of the stabling and maintenance facility, and realigned Unwin and Kay Street bridge from sensitive receivers, such as the M4 Western Motorway, James Ruse Drive, and residential properties to the west of James Ruse Drive, would be investigated during design development. | CSMF |
| EIS-LV13 | Visual impacts | Corridor services, including the combined services route, would be designed to reduce visual clutter and minimise visual impact ensuring these structures have a low profile and do not obstruct views across the corridor. | CSMF |
| EIS-LV14 | Visual impacts | The aboveground services infrastructure building located adjacent to James Ruse Drive would be designed to minimise its mass and scale and have a high-quality architectural form and finish. | CSMF |
| **Landscape and visual amenity – construction** | | | |
| EIS-LV15 | Activation of streetscapes | Opportunities to provide temporary activation during construction in the vicinity of the Parramatta metro station construction site and the Five Dock Station western construction site would be explored in consultation with the City of Parramatta Council and City of Canada Bay Council respectively. | PMS, FDS |
| EIS-LV16 | Landscape impacts | Any new temporary structures facing Fred Kelly Place and Richard Johnson Square would be designed with a suitable urban design and/or landscape treatment to minimise visual amenity and landscape character impact where feasible and reasonable. | FDS, HSS |
| **Soils, contamination and groundwater – construction** | | | |
| EIS-GW1 | Potential reduced baseflow to Toongabbie Creek and Domain Creek | A review of additional geotechnical and hydrogeological data from ongoing investigations would be carried out to inform the hydraulic connectivity between groundwater and surface water and whether predicted groundwater drawdown from this proposal is likely to occur in the vicinity of these creeks. | WMS |

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| EIS-GW2 | Potential reduced baseflow to Toongabbie Creek and Domain Creek. Requirements for baseline monitoring of hydrological attributes | Additional site investigations would be carried out at creeks or surface water bodies where the additional data review in EIS-GW1 shows there is a likely surface water/groundwater interaction. This would involve baseline monitoring of creek flows (streamflow gauging) prior to construction, and baseflow streamflow analysis to confirm the existing groundwater baseflow contribution to streamflow for each creek. Where a significant reduction in baseflow is predicted due to this proposal, design responses would be implemented at station and shaft excavations to reduce potential baseflow loss. | WMS |
| EIS-GW3 | Impacts to groundwater dependent ecosystems | Additional investigations and assessment completed as part of the previous Sydney Metro West planning application (mitigation measure B3) would be reviewed and updated for this proposal, to confirm the potential for impacts to groundwater dependent ecosystems due to groundwater drawdown, and to identify any required mitigation through design. | WMS, PMS, CSMF, NSMS, BNS, FDS |
| **Flooding – operation** | | | |
| EIS-HF1 | Flood protection | As part of design development, including for drainage infrastructure, consideration would be given to the flood risk at all sites. Design development would include consideration of relevant best practice guidelines and include:<br>• identification of measures to not worsen flood impacts on the community and on other property and infrastructure, up to and including the one per cent Annual Exceedance Probability (AEP) flood event<br>• metro tunnels and other critical infrastructure would be protected from the Probable Maximum Flood (PMF), or the one per cent AEP flood level with an allowance for freeboard of 0.5 metres (whichever is greater)<br>• provide flood protection for the nominated station or facility entry threshold level. Flood protection would be integrated into the architectural/urban design strategy for this proposal.<br>Not worsen is defined as:<br>• a maximum increase in flood levels of 50mm in a one per cent AEP flood event<br>• a maximum increase in time of inundation of one hour in a one per cent AEP flood event<br>• no increase in potential soil erosion and scouring from any increase in flow velocity in a one per cent AEP flood event. | All |

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| EIS-HF2 | Emergency management arrangements | Emergency management arrangements would be developed to manage flood risks to people and vehicles accessing stations and ancillary facilities.<br>Egress arrangements would consider flood hazard in nearby streets particularly where active flood measures are employed. They would be designed so that the inclusion of flood barriers at relevant access points does not interfere with the egress strategy.<br>Emergency management arrangements would also be integrated across this proposal and consider such matters as the relative degree of isolation of stations or ancillary facilities due to inundation by floodwaters. | All |
| EIS-HF3 | Residual impacts during operations | Ongoing consultation would occur with State Emergency Services and relevant councils in relation to potential impacts to existing community emergency management arrangements for flooding. | WMS, PMS, SOPMS, PS, HSS |
| **Flooding – construction** | | | |
| EIS-HF4 | Flooding behaviour impacts | Detailed construction planning for The Bays Station construction site would aim to minimise potential impacts on flood behaviour, along the north-western side of the site adjacent to low-lying property, to minimise reduction in floodplain storage and blockage to local overland flow paths. | TBS |
| **Social impacts - operation** | | | |
| EIS-S1 | Social impacts | Sydney Metro would develop a strategy to promote Sydney Metro West and educate customers on accessing and using the new public transport infrastructure. The objectives of the strategy would include to enhance understanding of Sydney Metro West and its benefits, maximise customer use, alleviate travel related stress, and support the realisation of wider economic benefits through its use. | All |
| **Social impacts – construction** | | | |
| EIS-S2 | Potential impacts on school infrastructure | Ongoing engagement would be undertaken with NSW Department of Education and other affected schools to continue to investigate feasible and reasonable mitigation measures related to construction traffic, pedestrian safety, construction noise and vibration, and air quality. | WMS, PMS, NSMS, BNS, FDS |

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| EIS-S3 | Activation of streetscapes | In addition to temporary activation measures outlined in the Construction Environmental Management Framework, temporary activation considered in the vicinity of the Five Dock Station western construction site and Parramatta metro station construction site would include opportunities to provide spaces and places for the community to gather and meet each other. | PMS, FDS |
| EIS-S4 | Social impacts (construction) | Community Communications Strategies would be prepared in accordance with the Sydney Metro West Overarching Community Communications Strategy (Appendix N). The Community Communications Strategies would identify affected communities, including vulnerable or marginalised groups and outline site-specific and proportionate mitigation measures to manage construction impacts (including cumulative impacts). This would be informed by engagement with directly affected communities and stakeholders and would be monitored and reviewed in accordance with the Sydney Metro West Overarching Community Communications Strategy to consider the appropriateness of mitigation measures and lessons learnt (Appendix N). | All |
| **Hydrology and water quality – operation** | | | |
| EIS-SSWQ1 | Stormwater design | Water quality measures such as gross pollutant traps, bio-retention swales and Water Sensitive Urban Design features would be investigated during design development and implemented where feasible and reasonable. | All |
| EIS-SSWQ2 | Wastewater discharge | The water treatment plant would be designed so that wastewater is treated during operation to a level that is compliant with the ANZG (2018) default guidelines for 95 per cent species protection and 99 per cent species protection for toxicants that bioaccumulate unless other discharge criteria are agreed with relevant authorities. | CSMF |
| EIS-SSWQ3 | Water quality monitoring | A surface water monitoring program would be implemented to observe any changes in surface water quality associated with operation of this proposal and inform appropriate management responses. The program would be developed in consultation with the EPA and relevant councils. Monitoring would occur at all waterbodies with the potential to be impacted. Water quality monitoring of all discharges from the operational water quality treatment plant would be undertaken to confirm the ANZG guideline water quality trigger values are met. | CSMF |

| Reference | Impact/issue | Mitigation measure | Applicable location(s)[1] |
|---|---|---|---|
| **Property – operation** | | | |
| EIS-P1 | Future use of residual land | The future use of residual land around the Clyde stabling maintenance facility and Rosehill services facility would be determined in consultation with the City of Parramatta Council, the NSW Department of Planning and Environment and other relevant stakeholders, taking into account the existing zoning of the land, the nature of the surrounding uses, the recreational needs of the local population, and the necessary work and remediation to make the land suitable for potential public use. | CSMF, RSF |
| EIS-P2 | Landscape masterplan for Clyde-Rosehill | A landscape masterplan for the Clyde-Rosehill precinct would be prepared by Sydney Metro, in consultation with the City of Parramatta Council, the NSW Department of Planning and Environment and other relevant stakeholders. The landscape masterplan would apply the relevant principles and guidelines set out in the Sydney Metro West Design Guidelines and identify how the facility would integrate with the master planning work for the Camellia-Rosehill precinct. | CSMF, RSF |

Notes:

1. WMS: Westmead metro station; PMS: Parramatta metro station; SOPMS: Sydney Olympic Park metro station; NSMS: North Strathfield metro station; BNS: Burwood North Station; FDS: Five Dock Station; TBS: The Bays Station; PS: Pyrmont Station; HSS: Hunter Street Station (Sydney CBD); CSMF: Clyde stabling and maintenance facility; RSF: Rosehill services facility