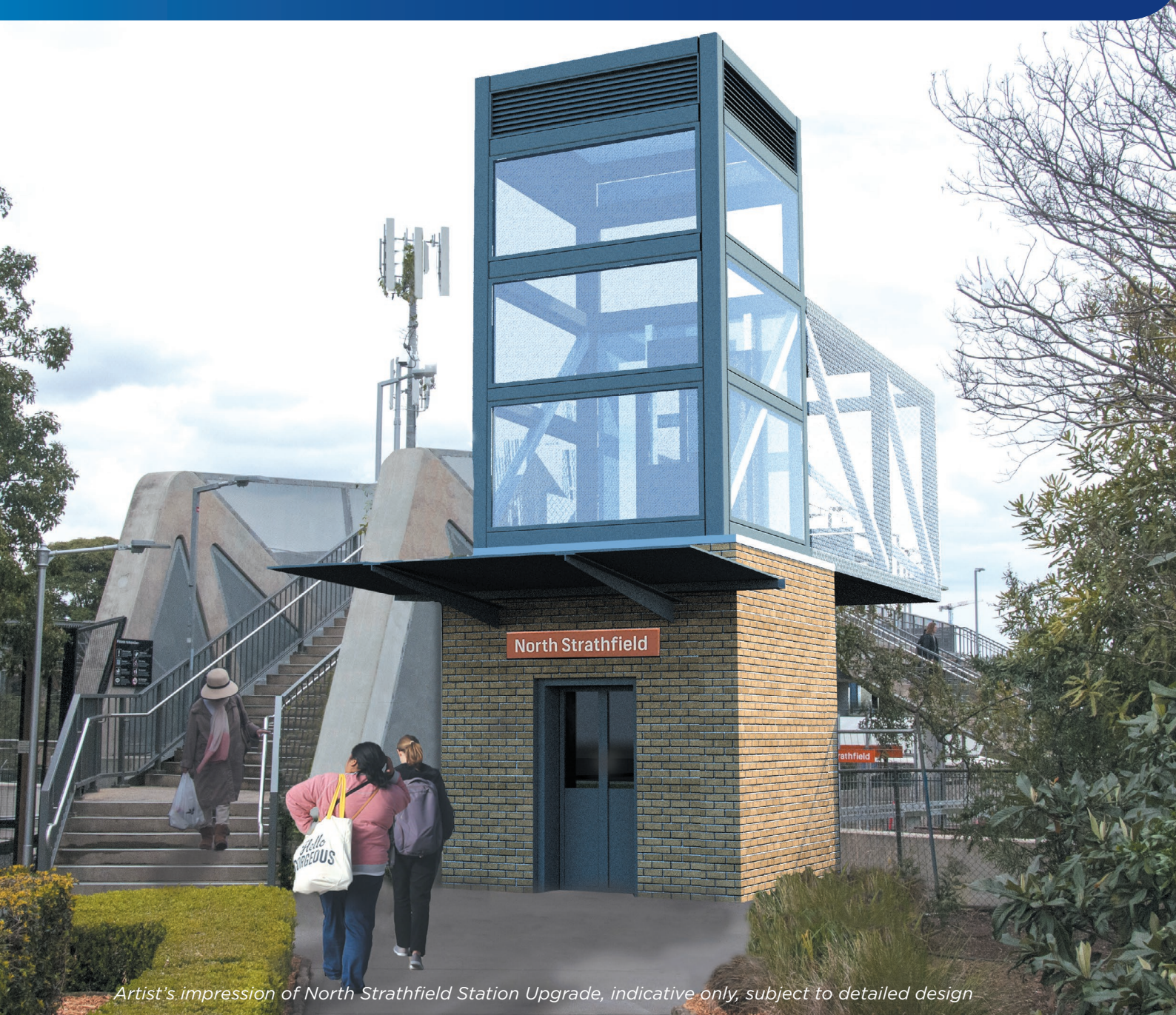


Transport Access Program

North Strathfield Station Upgrade

Determination Report



Artist's impression of North Strathfield Station Upgrade, indicative only, subject to detailed design

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Glossary and abbreviations

Term	Meaning
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the Construction Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance).
Contractor	The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSRU	North Strathfield Rail Underpass
NSW	New South Wales
OEH	NSW Office of Environment and Heritage
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 North Strathfield station upgrade
REF	Review of Environmental Factors
SoHI	Statement of Heritage Impact
TfNSW	Transport for NSW (the Proponent)
TGSI	Tactile ground surface indicators

Executive summary

Overview of Proposed Activity

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

TfNSW is the Proponent for the North Strathfield Station Upgrade (the 'Proposed Activity'), which is part of the Transport Access Program. The program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The project aims to provide a station precinct that is accessible to those with a disability, limited mobility, parents/carers with prams and customers with luggage.

The key features of the Proposal are summarised as follows:

- provision of three new lifts and associated weather canopies to allow for access to each of the station platforms and Queen Street from the existing footbridge
- footbridge connection from the lift at the Queen Street entrance to the existing pedestrian footbridge
- upgrade of existing platform surfaces (re-grading/re-asphalting) at locations across platforms to provide compliant accessible paths and ramps to station amenities and assisted boarding locations
- modifications to the existing canopies to accommodate the new lift on Platform 3
- installation of solar panels on new canopies at the Hamilton Street entrance to Platform 3
- modifications to the existing station building including:
 - upgrade of the existing unisex (ambulant) toilet
 - upgrade of the existing family accessible toilet
- installation of new combined services route from Queen Street to the Station building on island Platforms 1 and 2
- installation of stormwater drainage connection from new lifts and associated canopies to existing stormwater system
- upgrade of the existing footpaths including widening of footpaths at the Queen Street entrance
- re-grading and widening of footpaths from the Hamilton Street entrance to Platform 3
- provision of one new *Disability Discrimination Act 1992* (DDA) compliant on-street parking space and an upgrade to the kiss-and-ride space along Queen Street to the south of the station entrance, including new kerb and ramps
- landscaping and planting works within the station precinct
- ancillary works including adjustments to lighting, electrical upgrades, electronic ticketing, new seating, improvement to station communications systems (including CCTV cameras), public address, hearing loops, wayfinding signage and installation of tactile ground surface indicators (TGSIs).

Subject to approval, construction is expected to commence in early 2019 and take around 12 months to complete. A detailed description of the Proposal is provided in Chapter 3 of this REF.

TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared by WSP Australia Pty Ltd on behalf of TfNSW 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

Ongoing consultation with the community and external stakeholders as well as ongoing design development has resulted in a series of changes to the project as described in the REF including:

- amendment to the proposed site compound
- minor changes to the proposed station building works
- minor changes to the extent of excavation required for underground services
- minor changes to the footpath upgrade works on Queen Street.

The impacts associated with the design modifications have been considered in accordance with clause 228 of the EP&A Regulation (and presented in Chapter 3 of this Determination Report). Overall, these design changes have been identified to have a minimal (and in some cases, reduced) impact in comparison to the previously assessed project.

Should further 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 TfNSW, as the Proponent of the North Strathfield Station Upgrade, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

Conclusion

Based on the assessments in the REF and a review of the submissions received from the community and stakeholders, it is recommended that the Proposed Activity be approved, subject to the mitigation measures included in the REF and the proposed Conditions of Approval. TfNSW 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

The NSW Government is committed to facilitating and encouraging use of public transport, such as trains, by upgrading stations to make them more accessible, and improving interchanges around stations with other modes of transport such as buses, bicycles and cars. The Transport Access Program is an initiative targeted at achieving compliance with the Disability Standards for Accessible Public Transport (DSAPT) Regulations across the rail network.

North Strathfield Station has been identified for an accessibility upgrade as it currently does not accommodate mobility impaired access to rail services, or meet key requirements of the DSAPT or the Commonwealth *Disability Discrimination Act 1992* (DDA).

The Proposal would fulfil the Transport Access Program objectives by proposing to provide:

- stations that are accessible to customers with disabilities, customers who are less mobile, parents/carers with prams, and customers with luggage
- modern buildings and facilities that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers between transport modes for all customers
- safety improvements including extra lighting, lift alarm, fences and security measures for car parks and interchanges, including stations, bus stops and wharves
- signage improvements so customers can more easily use public transport and transfer between modes at interchanges
- other improvements and maintenance such as painting, new fencing and roof replacements.

The Proposal is consistent with NSW planning strategies, including *NSW: Making It Happen* (NSW Government 2015) and the *Future Transport Strategy 2056* (TfNSW 2018). The Proposal would also ensure that North Strathfield Station would meet legislative requirements under the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by TfNSW in accordance with section 5.5 and section 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 TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included at Appendix A.

The North Strathfield Station Upgrade REF was placed on public display from 29 October to 12 November 2018, with 64 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

A notification letter outlining the scope of the Proposed Activity was also sent to Canada Bay City Council on 29 October 2018 in accordance with the consultation requirements under clause 13 and 14 of the Infrastructure SEPP, providing 21 days to provide comment. Further consultation with Council is outlined in section 2.3 of this report.

1.3 Determination Report

Prior to proceeding with the Proposed Activity, the Secretary for TfNSW 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 TfNSW under the *Transport Administration Act 1988*:

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

1.4 Description of the Proposed Activity in the REF

The Proposed Activity would involve upgrade works to North Strathfield Station, approximately 12 kilometres west of Sydney's CBD.

North Strathfield Station has been identified for an accessibility upgrade as it currently does not meet key requirements of the Disability Standards for Accessible Public Transport (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA). It also does not allow for equitable access to the station platforms.

The Proposed Activity is required to provide safe and equitable access to the station and to improve customer facilities and amenity. The improvements would assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of the station.

The specific objectives of the North Strathfield Station Upgrade are to:

- provide a station that is accessible to those with a disability, less mobile, parents/carers with prams, and customers with luggage
- improve customer experience (better interchange facilities)
- integrate the project with the surrounding area
- improve customer safety
- improve wayfinding in and around the station
- protect and enhance heritage features and significant trees
- maximise the amenity of the public domain
- improve pedestrian connectivity between Queen Street, Hamilton Street East and Pomeroy Street
- provide an efficient and functional solution which enhances and contributes to local amenity and prosperity.

An overview of the Proposed Activity, which is the subject of the North Strathfield Station Upgrade REF, is provided in the Executive Summary with full details set out in Chapter 3 of the REF. In summary, the Proposed Activity as outlined in the REF comprises:

- provision of three new lifts and associated weather canopies to allow for access to each of the station platforms and Queen Street from the existing footbridge
- footbridge connection from the lift at the Queen Street entrance to the existing pedestrian footbridge
- upgrade of existing platform surfaces (re-grading/re-asphalting) at locations across platforms to provide compliant accessible paths and ramps to station amenities and assisted boarding point locations
- modifications to existing canopies to accommodate the new lift on Platform 3
- installation of solar panels on new canopies at the Hamilton Street entrance to Platform 3
- modifications to the existing station building including:
 - upgrade of the existing unisex (ambulant) toilet
 - upgrade of the existing family accessible toilet
- installation of new combined services route from Queen Street to Station building on island Platforms 1 and 2
- installation of stormwater drainage connection from new lifts and associated canopies to existing stormwater system
- upgrade of the existing footpaths including widening of footpaths at the Queen Street entrance
- re-grading and widening of footpaths from the Hamilton Street entrance to Platform 3
- provision of one new DDA compliant on-street parking space and an upgrade to the kiss and ride space on Queen Street to the south of the station entrance, including new kerb and gutter and kerb ramp
- landscaping and planting works within the station precinct
- ancillary works including adjustments to lighting, electrical upgrades, electronic ticketing, new seating, improvement to station communications systems (including CCTV cameras), public address, hearing loops, wayfinding signage and installation of tactile ground surface indicators (TGSIs).

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

Construction is expected to commence in early 2019 and take around 12 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The North Strathfield Station Upgrade REF was placed on public display from 29 October to 12 November 2018 at three locations, as well as on the [TfNSW website](http://www.transport.nsw.gov.au/NorthStrathfield)¹ and yoursay page².

Community consultation activities undertaken for the public display included:

- distribution of 4,400 project newsletters to customers at the station/nearby residents and local businesses on 29 October, 1 November 2018 and 8 November 2018
- public display of the REF at:
 - Strathfield Main Library at 65-67 Rochester Street, Homebush
 - City of Canada Bay (Concord) Library at 60 Flavelle Street, Concord
 - TfNSW Office at Level 5, Tower A, Zenith Centre, 821 Pacific Highway, Chatswood
- TfNSW project team conducted two information stalls at the station on 1 November 2018 and 8 November 2018 between 4 and 6pm
- placement of ad/s in the Inner West Courier on 30 October 2018
- placement of information on the TfNSW website and yoursay.transport.nsw.gov.au
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission was sent to Canada Bay City Council as per the consultation requirements under clause 13 and 14 of the Infrastructure SEPP.

The following consultation activities were undertaken with government agencies and other stakeholder groups during the preparation of the REF and public display period:

- email correspondence to Blind Citizens Australia and the DeafBlind Association
- correspondence with Sydney Metro
- briefing to Our Lady of Assumption Catholic Primary School
- offer of briefing to MacDonald College.

2.2 REF submissions

A total of 64 submissions were received by TfNSW, including one from the Blind Citizens Australia and the DeafBlind Association. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions included:

- concern regarding visual amenity impacts associated with the location of the eastern lift and proposed materials for the lift shafts
- enquiries regarding the timing of the proposed works and completion date
- request to provide a new a commuter car park, including accessible spaces, as part of the Proposed Activity

¹ <http://www.transport.nsw.gov.au/NorthStrathfield>

² <http://www.yoursay.transport.nsw.gov.au/NorthStrathfield>

- concern regarding impacts to vision-impaired patrons during construction, emphasising the need for TGSIs (stud and directional) throughout the station
- design of the Proposed Activity
- requests for additional undercover bicycle parking
- requests for canopy coverage to be provided over the pedestrian footbridge and stairs.

2.3 Consideration and response to submissions

Community submissions

A summary of all issues raised by the community and associated responses is provided in Table 1.

Table 1: Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
	Support for Proposed Activity		
	NSTRAT001, NSTRAT003, NSTRAT004, NSTRAT006, NSTRAT007, NSTRAT008, NSTRAT009, NSTRAT010, NSTRAT011, NSTRAT013, NSTRAT014, NSTRAT015, NSTRAT020, NSTRAT023, NSTRAT026, NSTRAT028, NSTRAT030, NSTRAT031, NSTRAT033, NSTRAT034, NSTRAT037, NSTRAT038, NSTRAT039, NSTRAT040, NSTRAT042, NSTRAT046, NSTRAT052, NSTRAT054, NSTRAT058, NSTRAT061	30 submissions expressed overall support for the Proposed Activity	The respondents support for the Proposed Activity is noted.

No.	Submission no.	Issue/s raised	TfNSW response
1 Consultation			
1.1	NSTRAT0039	One submission requested to be provided with updates regarding the progress of the project.	The relevant stakeholder has been added to email distribution list for the Proposed Activity.
1.2	NSTRAT001, NSTRAT003, NSTRAT004, NSTRAT007, NSTRAT008, NSTRAT009, NSTRAT010, NSTRAT013, NSTRAT014, NSTRAT026, NSTRAT029, NSTRAT033, NSTRAT051	<p>A number of submissions made enquiry regarding the consultation undertaken with Sydney Metro to coordinate and align the proposed Activity with the Sydney Metro West Project, in particular:</p> <ul style="list-style-type: none"> integration of the Proposed Activity with the Sydney Metro West Project timing of both projects to meet increasing patronage. 	<p>The Sydney Metro West project is currently considering an interchange with the T1 Northern Line at either Concord West or North Strathfield.</p> <p>Project development works are ongoing and a decision is yet to be made on the location of the interchange however, TfNSW would work closely with Sydney Metro in the event North Strathfield is selected as the preferred option to ensure both projects are coordinated and aligned.</p>
2 Design			
2.1	NSTRAT003, NSTRAT004, NSTRAT007, NSTRAT010, NSTRAT014, NSTRAT043	Six submissions expressed general support for option 3 (as outlined in section 2.3 of the REF) over the preferred option selected for progression to further design stages.	<p>The preferred design option for the Proposed Activity (as presented in the REF) was chosen following a detailed options assessment and multi-criteria analysis of Options 1, 2 and 3.</p> <p>Each option was given a weighted score based on a range of assessment criteria including both design, engineering and environmental considerations. Option 3 scored the lowest of the options and therefore was not selected to proceed to design. Additionally, as discussed in section 2.3 of the REF, Option 3 was discounted due to the potential impacts associated with providing a new / additional footbridge to the north of the station building.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.2	NSTRAT002, NSTRAT021, NSTRAT041	Three submissions raised concern that the design and materials proposed were not aesthetically pleasing / compatible with the heritage elements of the station (specifically the proposed brick materials proposed for the lifts).	<p>It is noted that North Strathfield Station is a precinct consisting of existing heritage structures on the platform and located within a garden landscaped setting of local importance.</p> <p>As described in section 3.1.1 of the REF, the proposed lift materials would consist of a face brick base with steel lift shaft and glass infill panels. The proposed material choices are considered to be appropriate as:</p> <ul style="list-style-type: none"> the proposed face brick materials would complement the material palette of the existing platform structures that have significant heritage features. The final brick type would be chosen during detailed design (in consultation with the heritage advisor in accordance with mitigation measure 36 in the REF) the proposed steel and glass lift shaft would assist in reducing the bulk and scale of the new infrastructure when viewed as part of the heritage precinct the proposed materials are robust and would require reduced maintenance generally, it is preferable to use the same material palette for all introduced infrastructure to emphasize a 'local character' and station and transport identity.

No.	Submission no.	Issue/s raised	TfNSW response
2.3	NSTRAT025, NSTRAT027, NSTRAT051	<p>Two submissions raised concerns that the lift at the Queen Street entrance does not sit on the same side of the pedestrian footbridge as the other two lifts.</p> <p>One submission also objected to this lift 'covering up' the existing concrete truss associated with the footbridge (built as part of the North Strathfield Rail Underpass (NSRU)).</p>	<p>The proposed location of the lift at the Queen Street entrance is considered to be preferred for the following reasons/benefits:</p> <ul style="list-style-type: none"> the proposed location of the lift is located on the main pedestrian desire line from Queen Street, with direct sightlines from the pedestrian crossing on Queen Street and existing footpath the lift access and stair access are co-located, providing an equitable solution to entry the proposed location of the lift is open to the park area providing safe waiting areas and entry points to the station the proposed location would result in reduced impact on the existing gardens and require limited vegetation removal the proposed location would locate the lift waiting area in an open location for safety of customers locating the lift on the southern side of the footbridge would potentially impact on existing infrastructure at this location. <p>With respect to 'covering up' the existing concrete truss, this structure is not considered to be of high visual significance. In order to provide improved views of the existing structure, the lift landing area would need to be increased, resulting in additional environmental impacts. It is not proposed to move the current lift structure at this location.</p>
2.4	NSTRAT012, NSTRAT024, NSTRAT034	<p>Three submissions sought clarification regarding the proposed design, including the functionality of the lifts and access to toilet facilities.</p>	<p>As described in Chapter 3 of the REF, the Proposed Activity would include lift access to the pedestrian footbridge from both the Queen Street entrance (lift 1) and the Hamilton East Street entrance (lift 3). Lift 2 would provide access from the pedestrian footbridge to Platforms 1 and 2.</p> <p>As described in Chapter 3 of the REF, the Proposed Activity would also include amendments to the family accessible toilet as well as the unisex (ambulant) toilet.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.5	NSTRAT005, NSTRAT035, NSTRAT041, NSTRAT048, NSTRAT056, NSTRAT058, NSTRAT060, NSTRAT062, NSTRAT063	<p>A number of submissions raised additional design issues/comments including:</p> <ul style="list-style-type: none"> • stairs are currently unsuitable for people with prams, luggage and reduced mobility • requested additional access point onto Platform 3 • design of slip tracks on stairs • distance of kiss and ride from the station • request for a pedestrian underpass • request for the lifts to have audible announcements and large print, tactile and braille numbers • improved access to the Pomeroy Street pedestrian walkway. 	<p>With respect to the comments received, the following is noted:</p> <ul style="list-style-type: none"> • the proposed lifts would provide improved accessibility for people with prams/luggage and limited mobility in and around the station • Platform 3 was recently upgraded by Sydney Trains in October 2018, this included installation of new communications/Low Voltage containment and cabling, new drainage, regrading and re-asphalting of the platform, landscaping and TGSIs. The provision for an additional access point to Platform 3 is not proposed as part of the current scope of works as it is beyond the objectives of the Transport Access Program to improve overall accessibility to the station. • concerns raised about sliptracks (stair nosings) which are located on the treads of the stairs, would be reviewed for compliance with Australian Standards. • kiss-and-ride locations have been placed as close as possible to the station. The Proposed Activity would include upgraded kiss-and-ride facilities on Queen Street • there is currently an existing footbridge that provides station connectivity and therefore an additional pedestrian underpass is not required. • braille and tactile platform numbers would be considered as part of the detailed design • final lift design and features would be considered during detailed design • the design includes regrading of the footpath in the vicinity to the stairs at Platform 3 to provide a compliant path from the new Lift 3 and Hamilton Street East access.

No.	Submission no.	Issue/s raised	TfNSW response
2.6	NSTRAT024	One submission requested the Proposed Activity include widening of the platform width to reduce the gap between the platform and the train.	<p>Transport for NSW recognises the variability in gap width between station platforms and trains at stations across the network.</p> <p>The existing gap is to allow for varying train widths as there are a diverse range of train types in operation.</p> <p>Sydney Trains staff are available at stations and on trains to assist customers boarding and alighting at the assisted boarding point locations. Ramps can be provided upon request.</p>
2.7	NSTRAT015	One submission requested the proposed Activity include ramps (either in place or in addition to the lifts)	<p>Ramps were not considered as part of the design due to the space restrictions of the station precinct. The footprint required to provide a ramp that meets requirements of the DDA is not feasible in the space available.</p>
2.8	NSTRAT017, NSTRAT032	Two submissions requested the Proposed Activity include wider stairs or an additional set of stairs from the island platform to the footbridge.	<p>The Proposed Activity would improve accessibility for all public transport customers, including those with reduced mobility or those with prams, luggage etc. Lifts have been proposed (rather than stairs) as they would increase accessibility for all transport customers.</p> <p>The existing stairs would however be retained and upgraded to meet current legislative requirements under the DSAPT and the DDA.</p> <p>Limited platform widths currently exist and widening the existing stairs would result in a reduction to customer circulation areas on the platform.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.9	NSTRAT016, NSTRAT024, NSTRAT047, NSTRAT062	<p>Four submissions requested the design include adequate TGSIs, including for locating lifts, stairs, platforms (including platform numbers), potential hazards and general guidance throughout the station.</p> <p>One submission requested sensory landmarks heading towards George Street (where Blind Citizens Australia is located).</p>	<p>TfNSW would provide TGSIs for DSAPT compliance as part of the Proposed Activity. Additional consideration would be made for inclusion of directional type TGSIs to lifts and station entrances during detailed design.</p> <p>This would include consideration of elements such as:</p> <ul style="list-style-type: none"> • TGSIs at the lifts and toilet(s) • installation of TGSIs at the top and bottom of stairs (if not already installed/compliant) <p>TfNSW would also look to include appropriate sensory landmarks as part of the Proposed Activity during detailed design.</p>
3	Project construction		
3.1	NSTRAT006, NSTRAT013, NSTRAT042, NSTRAT045, NSTRAT046, NSTRAT054, NSTRAT061	<p>Seven submissions questioned the expected delivery of the works and several submissions highlighting that the community have been waiting a long time for the project and would like to see it completed as soon as possible.</p>	<p>As described in Chapter 3 of the REF, subject to approval, construction is expected to commence in early 2019 and take around 12 months to complete.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.2	NSTRAT062	One submission noted that the construction works may be hazardous to patrons who are blind or vision impaired and a number of requests to mitigate risk during construction.	<p>Concerns regarding the potential construction hazards to customers with disabilities such as vision impairment are acknowledged.</p> <p>TfNSW would work with the nominated Construction Contractor in consultation with key stakeholders such as Blinds Citizen Australia to minimise potential hazards and develop a detailed program for the completion of the Proposed Activity. Elements which would be considered would include:</p> <ul style="list-style-type: none"> ensuring that any barriers used reach to the ground so that customers using a cane can safely locate them ensuring that TGSIs aren't removed from the platform edge, stairways or other areas. ensuring that station staff are available to provide assistance with navigating the station and its surrounds, including if there are changes to entry and exit points or to platforms.
4	Scope		
4.1	NSTRAT003, NSTRAT004, NSTRAT007, NSTRAT009, NSTRAT010, NSTRAT013, NSTRAT014, NSTRAT019, NSTRAT026, NSTRAT057, NSTRAT064	Eleven submissions requested additional under cover bicycle parking to be included as part of the works for the Proposed Activity.	<p>There are existing undercover bicycle racks and bike lockers on Queen Street.</p> <p>However, a review to reconfigure the existing bicycle facilities to increase capacity would be undertaken during the detailed design phase.</p>

No.	Submission no.	Issue/s raised	TfNSW response
4.2	NSTRAT011, NSTRAT012, NSTRAT013, NSTRAT017, NSTRAT021, NSTRAT022, NSTRAT025, NSTRAT028, NSTRAT030, NSTRAT034, NSTRAT036, NSTRAT038, NSTRAT039, NSTRAT044, NSTRAT045, NSTRAT050, NSTRAT053, NSTRAT055, NSTRAT059	Nineteen submissions requested the Proposed Activity include canopy coverage throughout the station including on Queen Street to shelter commuters waiting to be picked up and over the footbridge, stairs and platforms.	<p>The Proposed Activity would provide for weather protection at the new lift waiting areas. It is not proposed at this time to provide additional canopy coverage to other areas of the existing station including on Queen Street and over the existing footbridge, stairs or platforms.</p> <p>This work is beyond the objectives of the Transport Access Program to improve overall accessibility to the station.</p>
4.3	NSTRAT001, NSTRAT003, NSTRAT004, NSTRAT005, NSTRAT007, NSTRAT009, NSTRAT010, NSTRAT013, NSTRAT014, NSTRAT015, NSTRAT021, NSTRAT026, NSTRAT029, NSTRAT033, NSTRAT043, NSTRAT048, NSTRAT058, NSTRAT059	Eighteen submissions requested the provision of a commuter carpark, including accessible spaces as part of the Proposed Activity.	<p>The Proposed Activity is intended to increase the accessibility of the station and are not anticipated to result in overall increases in the patronage attending the station.</p> <p>The Proposed Activity would meet DSAPT compliance requirements. While a new commuter carpark is not proposed at the station as part of the current scope of works, one DDA compliant parking space and one accessible kiss and ride space would be provided on Queen Street as part of the Proposed Activity.</p>
4.4	NSTRAT050, NSTRAT053, NSTRAT055	Three submissions requested the Proposed Activity include upgrade/landscaping of the Hamilton Street East access similar to the landscaped gardens at the Queen Street entrance.	<p>Opportunities to upgrade and/or provide additional landscaping the Hamilton Street East access point would be considered during detailed design.</p> <p>Opportunities would be considered in conjunction with other constraints at this location including:</p> <ul style="list-style-type: none"> • available space • minimum circulation areas • accessible path requirements.

No.	Submission no.	Issue/s raised	TfNSW response
4.5	NSTRAT011, NSTRAT029, NSTRAT048	Three submissions requested additional lighting to be provided on Queen Street, Hamilton Street East and Welland Street.	Lighting along Hamilton Street East and Wellbank Street is outside of the scope of the Proposed Activity which is intended to provide improved station access for all customers. Transport for NSW will forward this request to Canada Bay Council.
4.6	NSTRAT031, NSTRAT032	Two submissions requested additional Opal card readers around the station, including at the lift entrance.	The Proposed Activity would include the provision of additional Opal card readers on platforms and at the new lift access/egress locations.
4.7	NSTRAT018, NSTRAT021	Two submissions noted requests for additional scope elements including: <ul style="list-style-type: none"> provision of a gate on the northern end of Platform 3 to the pedestrian walkway additional landscaping/planting throughout the station precinct. 	A gate to this platform is not considered to be required as part of the scope of works for the Proposed Activity in order to meet the objectives of the Transport Access Program. Opportunities for additional planting within the station precinct would be considered by TfNSW during detailed design.
4.8	NSTRAT017, NSTRAT029, NSTRAT049, NSTRAT062	Four submissions requested the Proposed Activity include additional signage including: <ul style="list-style-type: none"> heritage interpretation or public art no smoking signs train information boards, including boards with audible output, braille and clear lettering in contrasting colours. 	As described in section 3.1.1 of the REF, new/upgraded wayfinding signage and provision of the statutory/regulatory signage would be included as part of the Proposed Activity. Detailed design of this signage would consider: <ul style="list-style-type: none"> incorporation of potential heritage interpretation or public art elements the accessibility of this signage for all customers.
5	Other and out of scope		
5.1	NSTRAT029, NSTRAT056	Two submissions raised concerns regarding the increased patronage of the station including overcrowding and traffic impacts.	The Proposed Activity is intended to increase the accessibility of the station and is not anticipated to result in overall increase in the patronage attending the station. Transport for NSW is currently investigating, through other projects and programs, opportunities to provide increased numbers of trains/services across the whole of the transport network.

No.	Submission no.	Issue/s raised	TfNSW response
5.2	NSTRAT058	One submission noted that the existing concrete underpass associated with the NSRU amplifies noise from passing trains. It was noted by the respondent that a barrier should be built to reduce the noise.	<p>The objective of the Transport Access Program, and specifically the Proposed Activity, is to achieve DDA compliance for customers accessing train stations on the Sydney Trains and NSW Trainlink networks.</p> <p>An operational noise and vibration compliance monitoring was undertaken in accordance with the approval for the NSRU. There were 12 monitoring locations, with one either side of the underpass. It was noted that the measured noise and vibration levels are generally lower than the predictions outlined in the <i>Operational Noise and Vibration Management Plan</i>. As such the mitigation measures implemented as part of the NSRU are considered appropriate.</p> <p>Any noise impacts associated with the existing NSRU would not be expected to change as a result of the construction or operation of the Proposed Activity.</p>

Canada Bay Council

A notification letter outlining the scope of the Proposed Activity was also sent to Canada Bay Council on 29 October 2018 in accordance with the consultation requirements under clause 13 and 14 of the Infrastructure SEPP, providing 21 days to provide comment. Follow up correspondence was made with Canada Bay City Council on 21 November 2018 and 27 November 2018, with Council requesting a submission extension to 30 November.

As at the time of preparing this Determination Report, no written submission had been received from Council. However, a discussion with between TfNSW and Canada Bay City Council's Traffic Engineering Division on 17 December 2018 noted that the REF has been reviewed with no concerns raised regarding the Proposed Activity.

2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Canada Bay Council regarding design development. In addition, TfNSW 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 works, including changes to pedestrian or traffic access arrangements and out of hours construction activities
- accurate and accessible information is made available

- a timely response is given to issues and concerns raised by the community
- feedback from the community is encouraged.

The [TfNSW email address](#)³ and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](#)⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ <http://www.transport.nsw.gov.au/projects/current-projects/north-strathfield-station-upgrade>

3 Changes to the Proposed Activity

3.1 Summary of design changes

As a result of the submissions received during the public display, the following design changes have been made to the Proposed Activity. The design changes to the Proposed Activity are summarised in Table 2. Additionally, it was identified that modifications to the site compound were required (Figure 2), whilst footpath widening on Queen Street was not required.

Table 2: Design changes

Item/design element	Original design	Altered design
Site compound	The design as presented in the REF identified a proposed site compound on the eastern side of the existing rail corridor, between the tracks adjacent to Platform 1 and Queen Street. The area nominated for the compound is within the existing rail corridor, owned by Sydney Trains (refer to Figure 3.5 of the REF).	Following ongoing development of the proposed construction methodology, the proposed site compound has been extended to the north to accommodate a larger area for material laydown/storage, site compounds and vehicle storage. The compound would continue to be wholly located within the cleared area of the railway corridor (refer to Figure 2 below).
Station building works	The original scope of works as identified in Chapter 3 of the REF included modifications to the existing station building, including the installation of a new Station Services Equipment Room.	Following ongoing design development, the Proposed Activity does not require the installation of a new Station Services Equipment Room. The other modifications to the station building (such as the toilet upgrades) would remain unaltered from the design described in the REF.
Excavation for ground services	The original scope of works included the installation of a new combined services route from Queen Street to the new Station Services Equipment Room within the platform building.	Ongoing development of the design has identified that the Proposed Activity would not include the installation of a new combined services route within the station precinct. As a result, the extent of excavation required for ground services would be reduced (from that described in the REF) to only excavation/trenching between the central lift and the existing communications room within the station building.
Footpath widening at Queen Street entrance	Section 3.1.1 of the REF identified that as part of the station upgrade, the existing footpath at the Queen Street entrance would be widened between the proposed DDA accessible parking space and DDA accessible kiss and ride space to meet DDA compliance.	Following further assessment of the existing pedestrian footpaths, it has been identified that the current pedestrian footpath is compliant with DDA requirements. Widening of this path is therefore not required at this location as part of the Proposed Activity. The revised scope of works at this location would be limited to minor road drainage, kerb and gutter and kerb ramp reconfiguration (to accommodate the new DDA accessible parking space and DDA accessible kiss and ride space), line marking and signage.

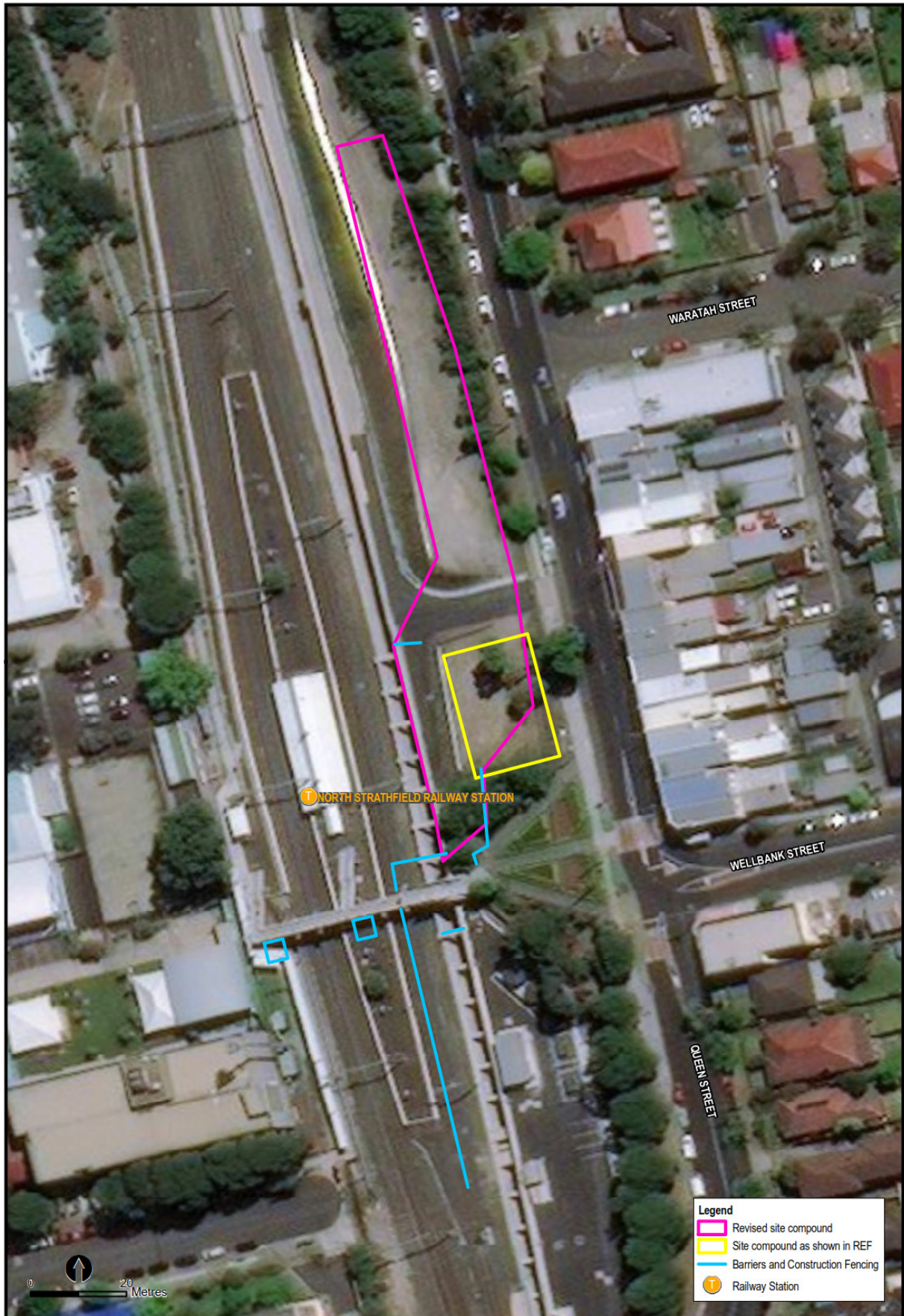


Figure 2: Revised site compound area

3.2 Assessment of design changes

Site compound

As a result of ongoing design development during the public display period, it was identified that modifications to the proposed site compound area were required to accommodate the laydown requirements and machinery.

The extended area of the proposed site compound area (Figure 2) would continue to be confined to hardstand areas previously used as a compound for the NSRU works and would not require any additional vegetation clearing. The access point for construction vehicles to the site compound area would also remain unchanged. The northern end of the revised compound would likely be utilised for storage and laydown of materials. This area would continue to be screened by existing vegetation along Queen Street).

It is not considered that the proposed change would have any noticeable additional impacts (such as impacts to ecology, heritage, noise, lighting, visual, traffic etc.) compared to those identified in the REF.

Station building works and excavation for ground services

The REF identified potential works required for the installation of a new Station Services Equipment room. As a result of ongoing design development during the public display period, it was identified that this scope of works is not required (also resulting in a reduction to the amount of trenching / excavation required to accommodate new service infrastructure to this room). The remaining proposed modifications to the station building (comprising upgrades to the existing unisex (ambulant) and family accessible toilets) would remain unaltered from the original design.

The extent of impacts to the heritage building would be reduced as a result of the proposed design change as works within this room of the heritage-listed station building would no longer be required to accommodate the previously proposed Station Services Equipment room. Additionally, the reduced requirement for trenching / excavation would also result in an overall reduced impact during construction.

Footpath widening at the Queen Street entrance

Following further assessment of the existing pedestrian footpaths, it has been identified that the current pedestrian footpath is compliant with DDA requirements. As the revised scope of works at this location would be reduced and limited to minor road drainage, kerb and gutter and kerb ramp reconfiguration, line marking and signage, the proposed design change would result in a minor reduction in impacts compared to those identified in the REF. These changes would include:

- reduced restriction to pedestrian movements around and to North Strathfield station during construction at this location
- minor improvement during the construction from a visual perspective due to a slightly smaller area of impact (although the overall project would have the same overall impact as assessed in the REF)
- minor reduction in noise impacts as works would no longer be required to construct a new footpath at this location (although the overall project would have the same overall impact as assessed in the REF)

3.3 Clarifications

Section 6.5.3 of the REF and the accompanying *Statement of Heritage Impact* prepared by Extent Heritage Advisors (2018) incorrectly included a mitigation measure stating that:

‘A heritage conservation architect should be engaged for the detailed design process and to inform the detailed design recommendations. Specifically:

...'

- *The heritage architect should advise on the design of the new upper addition of the former Booking Office. Any new materials should aim to reproduce the original as closely as possible.'*

The reference to the Booking Office was an error and is not impacted by the Proposed Activity at North Strathfield Station.

Furthermore, as part of the update to the mitigation measure in the *Statement of Heritage Impact* (Extent, 2018), an additional mitigation measure was also included to ensure archival recording of the station buildings prior to construction works. The mitigation measure stated:

‘A Photographic Archival Recording documenting the existing station buildings and elements on site, and views and settings within and around the station should be undertaken in accordance with the principles and definitions as set out in the guidelines to the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance – The Burra Charter and the latest version of the NSW Heritage Branch’s Photographic Archival Recording guidelines. It is proposed that an archival recording needs to be undertaken prior to the commencement of works, and after the works are completed, with an emphasis on views and settings to and from the station platforms, the overbridge and the surroundings namely from Queen Street.’

The archival recording mitigation measure has been reflected in Condition of Approval 43 (refer to Appendix B).

4 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

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

In accordance with the checklist of matters pursuant to clause 228(3) of the EP&A Regulation, an assessment is provided in Chapter 6 of the REF and Appendix B of the REF. The design changes would not result in additional impacts pursuant to clause 228(3) of the EP&A Regulation.

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?*⁵ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

Environment Protection and Biodiversity Conservation Act 1999

As part of the consideration of the Proposed Activity, all matters of national environmental significance (NES) and any impacts on Commonwealth land for the purposes of the EPBC Act have been assessed. In relation to NES matters, this evaluation has been undertaken in accordance with Commonwealth Administrative Guidelines on determining whether an action has, will have, or is likely to have a significant impact. A summary of the evaluation is provided in Chapter 6 and Appendix A of the REF. The design changes would not result in impacts to NES matters.

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.

⁵ Refer to the National Library of Australia's 'Trove' website
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

5 Conditions of Approval

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

6 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 (as amended by this Determination Report), is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement is not required to be prepared under Division 5.2 of the EP&A Act.

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

The Proposed Activity would provide a series of benefits to the local community including:

- a station that is more accessible to customers with disabilities, limited mobility, parents/carers with prams and customers with luggage in line with DSAPT and DDA requirements
- upgraded buildings and facilities for all modes that meet the needs of a growing population
- improved interchange and access facilities along Queen Street and Hamilton East Street for transport customers.

The environmental impact assessment (REF and Determination Report) is recommended to be approved subject to the proposed mitigation and environmental management measures included in the Conditions of Approval (refer Appendix B).

Determination

NORTH STRATHFIELD STATION UPGRADE

APPROVAL

I, LOUISE SUREDA, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the North Strathfield Station Upgrade Review of Environmental Factors (October, 2018) and the North Strathfield Station Upgrade Determination Report (December, 2018) in accordance with section 5.5 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (December, 2018), consistent with the Proposal described in the North Strathfield Station Upgrade Review of Environmental Factors (October, 2018) as amended by this Determination Report (December, 2018).



Louise Sureda
Director, Planning and Environment
Infrastructure and Place
Transport for NSW

Date: 19.12.18

References

Extent Heritage Advisors (2018), *Statement of Heritage Impact* prepared for Transport for NSW

TfNSW (October 2018), *Transport Access Program North Strathfield Station Upgrade: Review of Environmental Factors*, Sydney

NSW Department of Planning (1995), *Is an EIS required?*, Sydney

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the North Strathfield Station Upgrade REF:

- *North Strathfield Station Upgrade Review of Environmental Factors – Transport Access Program* (Desksite reference 6133957)
- <https://www.transport.nsw.gov.au/projects/current-projects/north-strathfield-station-upgrade>
- [Yoursay.transport.nsw.gov.au/NorthStrathfield](https://yoursay.transport.nsw.gov.au/NorthStrathfield)

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

North Strathfield Station Upgrade

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the North Strathfield Station Upgrade Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment
ADEM	Associate Director Environmental Management
ADSPD	Associate Director Sustainability, Planning and Development
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLMP	Community Liaison Management Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EMR	Environmental Management Representative
EMS	Environmental Management System
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
ICNG	<i>Interim Construction Noise Guidelines</i> (Department of Environment and Climate Change, 2009)
NPI	NSW Noise Policy for Industry
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage

Acronym	Definition
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RAP	Remedial Action Plan
RBL	Rating Background Level
REF	Review of Environmental Factors
RING	NSW Rail Infrastructure Noise Guideline
RNP	NSW Road Noise Policy
SOHI	Statement of Heritage Impact
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDP	Urban Design Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, unless otherwise agreed by the ADEM).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Environmental Management Representative	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Reasonable and feasible	Consideration of best practice taking into account the benefit of proposed measures and their technological and associated operational application in the NSW and Australian context. Feasible relates to engineering considerations and what is practical to build. Reasonable relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and nature and extent of potential improvements.
the Project	The construction and operation of the North Strathfield Station Upgrade as described in the Environmental Impact Assessment.
the Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.

CoA number	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>North Strathfield Station Upgrade – Review of Environmental Factors</i>, (WSP, October 2018) b) <i>North Strathfield Station Upgrade – Determination Report</i>, (WSP, December, 2018). <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 TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.</p>
3	<p>Statutory Requirements</p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>
4	<p>Pre-Construction Environmental Compliance Matrix</p> <p>A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Associate Director Environmental Management (ADEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.</p> <p>A copy of the PECM shall be submitted to the ADEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p>
5	<p>Construction Environmental Compliance Report</p> <p>The Proponent shall prepare a construction environmental compliance report (CECR) which addresses the following matters:</p> <ul style="list-style-type: none"> (a) compliance with the construction environmental management plan (CEMP) and these conditions (b) compliance with TfNSW's <i>NSW Sustainable Design Guidelines - Version 4.0</i> compliance checklist (7TP-FT-249) (c) compliance with any approvals or licences issued by relevant authorities for construction of the Project (d) 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) (e) environmental monitoring results, presented as a results summary and analysis (f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused

CoA number	Condition
	<p>(g) 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)</p> <p>(h) details of any review and amendments to the CEMP resulting from construction during the reporting period</p> <p>(i) any other matter as requested by the ADEM.</p> <p>The Proponent shall:</p> <p>(a) submit a copy of the CECR 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 CECR</p> <p>(b) submit a copy of the CECR to the ADEM (or nominated delegate) for approval upon completion of the EMR review period.</p> <p>The first CECR shall report on the first six months of construction and be submitted within 21 days 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.</p>
6	<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> <p>(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.</p> <p>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).</p>
7	<p>Graffiti and advertising</p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures within the project footprint or built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:</p> <p>(a) offensive graffiti will be removed or concealed within 24 hours</p> <p>(b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week</p> <p>(c) graffiti that is neither offensive or highly visible will be removed or concealed within a month</p> <p>(d) any unauthorised advertising material will be removed or concealed within 24 hours.</p>

CoA number	Condition
	Communications
8	<p>Community Liaison Management Plan</p> <p>A Community Liaison Management Plan (CLMP) shall be prepared and implemented by the contractor to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period b) details of any community engagement activities required to consult with relevant stakeholders during detailed design c) stakeholder and issues identification and analysis d) procedures for dealing with enquiries, complaints or disputes and response requirements, including advertising the 24 hour construction response line number e) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLMP. <p>The CLMP shall be prepared to the satisfaction of the Director Community Engagement (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.</p>
9	<p>Community Notification and Liaison</p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.</p> <p>Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement (or nominated delegate) or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>
10	<p>Website</p> <p>The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:</p> <ul style="list-style-type: none"> (a) a copy of the documents referred to under Condition 1 of this approval (b) a list of environmental management reports that are publicly available (c) 24 hour contact telephone number for information and complaints. <p>All documents uploaded to the website must be compliant with the <i>Web Content Accessibility Guidelines 2.0</i>.</p>

CoA number	Condition
	Communications
11	<p>Complaints Management</p> <p>The Proponent shall set up a 24 hour construction response line number.</p> <p>Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two 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.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.</p>
	Environmental Management
12	<p>Construction Environmental Management Plan</p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:</p> <ul style="list-style-type: none"> a) traffic and pedestrian management (in consultation with the relevant roads authority) b) noise and vibration management c) water and soil management d) air quality management (including dust suppression) e) indigenous and non-indigenous heritage management f) flora and fauna management g) storage and use of hazardous materials h) contaminated land management (including acid sulphate soils) i) weed management j) waste management k) bushfire risk l) sustainability m) environmental incident reporting and management procedures n) non-compliance and corrective/preventative action procedures. <p>The CEMP shall:</p> <ul style="list-style-type: none"> i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management ii) comply with the relevant requirements of <i>Guideline for Preparation of Environmental Management Plans</i> (Department of Infrastructure, Planning and Natural Resources, 2004) iii) include an Environmental Policy.

CoA number	Condition
	<p>The Proponent shall:</p> <ol style="list-style-type: none"> consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP submit a copy of the CEMP to the EMR for review submit a copy of the CEMP to the ADEM (or nominated delegate) for approval 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 ensure updates to the CEMP are made within 7 days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval. <p>The CEMP must be approved by the ADEM prior to the commencement of construction work associated with the Project.</p>
13	<p>Environment Personnel</p> <p>Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).</p> <p>Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the project (including time to be spent on-site/off-site) are to be submitted for the approval of the ADEM, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p> <p>Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.</p>
14	<p>Environmental Management Representative</p> <p>Prior to the commencement of construction, the ADEM shall appoint an EMR for the duration of the construction period for the Project.</p> <p>The EMR shall provide advice to the ADEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:</p> <ol style="list-style-type: none"> considering and advising the Proponent on matters specified in these conditions and compliance with such 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 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 reporting weekly to the Proponent, or as required by the ADEM issuing a recommendation to the Proponent for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts

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	<p>(g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections</p> <p>(h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary</p> <p>(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</p> <p>(j) reviewing and approving updates to the CEMP.</p> <p>The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.</p>
15	<p>Environmental Controls Map</p> <p>The Proponent shall prepare an environmental controls map (ECM) in accordance with TfNSW's <i>Guide to Environmental Controls Map (3TP-SD-015)</i> prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages as set out in the CEMP.</p> <p>The Proponent shall submit a copy of the ECM to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).</p> <p>The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.</p> <p>Updates to the ECM shall be made within 7 days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval.</p>
	Hours of Work
16	<p>Standard Construction Hours</p> <p>Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <p>(a) any works which do not cause noise emissions to be more than 5 dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers</p> <p>(b) out-of-hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)</p> <p>(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</p> <p>(d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm</p> <p>(e) any other work as agreed by the ADEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).</p>

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17	<p>High Noise Generating Activities</p> <p>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 the EPA (where relevant to the issuing of an EPL), unless inaudible at nearby residential properties and/or other noise sensitive receivers.</p>
	Noise and Vibration
18	<p>Construction Noise and Vibration</p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise and Vibration Strategy</i> (7TP-ST-157) and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to:</p> <ul style="list-style-type: none"> a) details of construction activities and an indicative schedule for construction works b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers 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 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 24 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the EMR and/or ADEM (or nominated delegate), or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's <i>Construction Noise Strategy</i> (7TP-ST-157) f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating 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	<p>Vibration criteria</p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ul style="list-style-type: none"> (a) for structural damage vibration - German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> (b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (DEC 2006). <p>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>
20	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.</p>

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21	<p>Non-Tonal Reversing Beepers</p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.</p>
22	<p>Noise impact on educational facilities</p> <p>Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.</p>
	Property
23	<p>Property condition surveys</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <ul style="list-style-type: none"> (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 100 metres from the edge of the Designated Works. <p>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.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage.</p> <p>A copy of the survey(s) shall be given to each owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
	Flora and Fauna
24	<p>Replanting program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (9TP-SD-087). 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>

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25	<p>Removal of trees or vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Application for Removal or Trimming of Vegetation Application (9TP-SD-078)</i>, is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
	Contamination and Hazardous Materials
26	<p>Duty to Notify</p> <p>If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i>, and notify the EPA in accordance with the EPA's Guidelines on the Duty to Report Contamination under the <i>Contaminated Land Management Act 1997</i> (Department of Environment and Climate Change, 2009).</p>
27	<p>Unidentified Contamination (other than asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a 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 relevant EPA guidelines, including <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (OEH, 2011).</p> <p>The proponent shall:</p> <ul style="list-style-type: none"> (a) submit a copy of any contamination report to the EMR for review. The EMR is to be given a minimum period of seven days to review and provide any comments to the Proponent in relation to the report. (b) submit a copy of the report to the ADEM for consideration upon completion of the EMR review period. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area. <p>Note: <i>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 27 and Condition 28.</i></p>
28	<p>Asbestos Management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and 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 and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p>Note: <i>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 27 and Condition 28.</i></p>

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29	<p>Storage and Use of Hazardous Materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's <i>Chemical Storage and Spill Response Guidelines</i> (9TP-SD-066) and Australian and ISO standards. These measures shall include:</p> <ul style="list-style-type: none"> (a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment to be undertaken in clearly marked designated areas that are designed to contain spills and leaks (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.
30	<p>Contamination investigation</p> <p>If recommended by the Stage 1 preliminary site investigation report, a Stage 2 detailed site investigation shall be undertaken prior to construction commencing. The assessment shall generally be undertaken in accordance with:</p> <ul style="list-style-type: none"> (a) <i>The National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013</i> (b) <i>Contaminated Sites - Sampling Design Guidelines (EPA, 1995)</i> (c) <i>AS4482 (2005) Guide to investigation and sampling of site with potentially contaminated soil (2005).</i> <p>The report shall be prepared in accordance with the DECCW's <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011). The report shall include a preliminary waste classification in accordance with the NSW EPA <i>Waste Classification Guidelines</i> (EPA, 2014).</p> <p>Specific requirements for further investigation, remediation or management of any contamination within the identified areas recommended in the Stage 2 Detailed Site Investigation shall be included in the CEMP as appropriate.</p> <p>If contamination is identified within the Site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i> and the OEHL Guidelines.</p>
31	<p>Contamination Management Plan</p> <p>Specific requirements for further investigation, remediation and management of any potential contamination within the identified areas recommended in the Phase 2 contamination assessment shall be included in a contamination management plan (CMP) as appropriate.</p>

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	Erosion and Sediment Control
32	<p>Erosion and Sediment Control</p> <p>Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared, implemented and maintained in accordance with <i>Managing Urban Stormwater: Soils and Construction - Volume 1</i>, 4th Edition (Landcom, 2004).</p>
	Lighting
33	<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 AS 1158 “<i>Road Lighting</i>” and AS 4282 “<i>Control of the Obtrusive Effect of Outdoor Lighting</i>”. The lighting scheme shall address the following as relevant:</p> <ul style="list-style-type: none"> (a) consideration of lighting demands of different areas (b) strategic placement of lighting fixtures to maximise ground coverage (c) use of LED lighting (d) minimising light spill by directing lighting into the station and platform (e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving (f) motion sensors to control low traffic areas (g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and (h) ensuring security and warning lighting is not directed at neighbouring properties. <p>The proposed lighting scheme is to be submitted to and accepted by the TfNSW Urban Design Team.</p>
	Sustainability
34	<p>Sustainability officer</p> <p>The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project.</p> <p>Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the ADSPD prior to preparation of the PCSR.</p>
35	<p>Pre-construction sustainability report</p> <p>Prior to commencement of construction, a pre-construction sustainability report (PCSR) shall be prepared to the satisfaction of the ADSPD. The Report shall include the following minimum components:</p> <ul style="list-style-type: none"> (a) a completed electronic checklist demonstrating compliance with TfNSW’s <i>NSW Sustainable Design Guidelines Version 4.0</i> (7TP-ST-114) (b) a statement outlining the Proponent’s own corporate sustainability obligations, goals, targets, in house tools, etc

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	<p>(c) a section specifying a process to identify and progress innovation initiatives on the project as appropriate. The process should identify any areas of innovation that are currently being explored and/or implemented on the Project.</p> <p>The Proponent shall submit a copy of the PCSR to the ADSPD for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADSPD).</p>
	<p>Urban design and landscaping</p>
<p>36</p>	<p>Urban Design Plan</p> <p>An Urban Design Plan (UDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:</p> <ul style="list-style-type: none"> a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to: <ul style="list-style-type: none"> i. connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown ii. integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown iii. integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc iv. integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use (b) total water management principles to be integrated into the design where considered appropriate (c) consideration of the design refinements listed below during design development to maximise the urban design outcomes of the Project, along with a justification if any of the below is unable to be progressed: <ul style="list-style-type: none"> i. minimise bulk of the replacement platform canopy and new pedestrian bridge to and ensure that the heritage station building is the dominant feature ii. selection of appropriate materials and colour finishes for new elements of the Project to minimise visual impacts and enhance the overall appearance iii. consideration of the selection and location of new tree plantings that may provide partial screening (d) protection of the existing mosaics adjacent to the bus stop throughout all stages of construction (e) any other matters which the conditions require the UDP to address.

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	<p>The UDP shall be:</p> <ol style="list-style-type: none"> 1. prepared and submitted to TfNSW with the first design submission (System Definition Review) and updated and submitted for subsequent design submissions 2. prepared in consultation with councils and relevant stakeholders 3. prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise 4. endorsed by the TfNSW Urban Design team. 5. endorsed by TfNSW Sustainability team.
37	<p>Public Domain Plan</p> <p>A Public Domain Plan (PDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:</p> <ol style="list-style-type: none"> a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences b) location and design of pedestrian pathways, street (where relevant), telephones and lighting equipment c) landscape treatments and street tree planting to integrate with surrounding streetscape <ol style="list-style-type: none"> i. landscape details, including details of soil preparation, mulches, plant selection, plant sizes (planting container and expected final sizes) ii. selection and location of new tree plantings that may provide partial screening of the station from surrounding receivers and facilitate improved amenity iii. where platform garden beds are to be relocated or replaced, use of plants of a similar species and maturity and reuse of existing stone edging iv. a schedule which details the landscape maintenance requirements to be implemented for the 12 month period following the commencement of operation d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project, including consideration of incorporating moveable heritage, or other forms of heritage interpretation, into blank street facing walls e) total water management principles to be integrated into the design where considered appropriate f) design measures included to meet TfNSW's <i>NSW Sustainable Design Guidelines - Version 4.0</i> (7TP-ST-114) g) identification of design and landscaping aspects that will be open for stakeholder input, as required h) any other matters which the conditions require the PDP to address. <p>The PDP shall be:</p> <ol style="list-style-type: none"> 1. prepared and submitted to TfNSW with the first design submission (System Definition Review) and updated and submitted for subsequent design submissions 2. prepared in consultation with councils and relevant stakeholders 3. prepared by a registered landscape architect 4. endorsed by TfNSW's Precincts and Urban Design team 5. endorsed by TfNSW's Sustainability team.

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	Traffic and Access
38	<p>Traffic Management Plan</p> <p>The Proponent shall prepare a construction traffic management plan (TMP) as part of the CEMP which addresses, as a minimum, the following:</p> <ul style="list-style-type: none"> (a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised (b) maximising safety and accessibility for pedestrians and cyclists (c) ensuring adequate sight lines to allow for safe entry and exit from the site (d) ensuring access to railway stations, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made) (e) managing impacts and changes to on and off street parking and requirements for any temporary replacement provision (f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance (g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses (h) details for relocating kiss-and-ride, taxi ranks and rail replacement bus stops if required, including appropriate signage to direct patrons, 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. <p>The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required. The performance of all Project traffic arrangements must be monitored during construction.</p>
39	<p>Road condition reports</p> <p>Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.</p>
40	<p>Road safety audit</p> <p>A Road Safety Audit would be undertaken as part of the detailed design process. The Road Safety Audit would include specific assessment of:</p> <ul style="list-style-type: none"> (a) sight distances for vehicles utilising accessible parking at on Queen Street and mitigation measures proposed (b) assessment of the Queen Street intersection and mitigation measures proposed <p>The Road Safety Audit is to be submitted to and accepted by TfNSW.</p>

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	Heritage Management
41	<p>Indigenous and non-Indigenous heritage</p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage advisor (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage advisor.</p>
42	<p>Heritage Advisor</p> <p>A suitably qualified and experienced Heritage Advisor shall be engaged by the Contractor, to the satisfaction of the ADEIA. The Heritage Consultant will provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications.</p> <p>In particular, the Heritage Advisor is required to:</p> <ul style="list-style-type: none"> (a) advise on the materials and finishes palette. (b) advise on the design of the balustrade around the platform stairs. This is with respect to the relocation of panels and the design of mesh infill additions between the rails. <p>In addition to providing specialist advice with respect to design, the Heritage advisor will also have responsibility for:</p> <ul style="list-style-type: none"> providing input into site heritage inductions; and (a) inspecting the works to ensure the design and construction impacts on heritage (a) fabric are consistent with the provisions of these Conditions of Approval, <i>Statement of Heritage Impact</i>, heritage approvals under the <i>Heritage Act 1977</i>, and the CEMP.
43	<p>Vibration Impacts to Heritage Listed Structure at the Station</p> <p>To effectively mitigate potential impacts of vibration on the heritage structures within the station, activities that cause vibration are to be managed in accordance with German Standard DIN 4150 – Part 3 (DIN 1999) heritage specifications. Real time vibration monitoring is to be conducted at commencement of relevant works to confirm compliance with the German Standard DIN 4150. If vibration levels approach the determined trigger level, then the construction activity shall cease and the heritage structure is to be assessed and alternative construction methodologies developed, where practicable, before construction.</p>
44	<p>Archival recording</p> <p>Archival recording of the station as a whole, is to be undertaken prior to the commencement of construction in accordance with the NSW Heritage Division guidelines <i>Photographic recording of heritage items using film or digital capture</i> (NSW Heritage Office, 2006) and <i>How to prepare archival records</i> (NSW Heritage Office, 1998). Copies are to be provided to Canada Bay City Council and Sydney Trains Heritage Team for future reference. In particular, the station building, platforms, footbridge and gardens are to be comprehensively included as part of the archival recording.</p>

END OF CONDITIONS