



Transport  
for NSW

# Wentworthville Station Easy Access Upgrade Determination Report



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# Glossary & abbreviations

<b>BCA</b>	Building Code Australia
<b>CCTV</b>	Closed Circuit Television
<b>CEMP</b>	Construction Environmental Management Plan
<b>DDA</b>	<i>Disability Discrimination Act 1992</i>
<b>EPA</b>	Environment Protection Authority
<b>EP&amp;A Act</b>	<i>NSW Environmental Planning and Assessment Act 1979</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Commonwealth)
<b>EPL</b>	Environment Protection Licence
<b>NSW</b>	New South Wales
<b>OEH</b>	NSW Office of Environment and Heritage
<b>Proposed Activity</b>	The construction and operation of the Wentowrthville Station Easy Upgrade Project
<b>REF</b>	Review of Environmental Factors
<b>TAP</b>	Transport Access Program
<b>TfNSW</b>	Transport for NSW (the proponent)

# Executive summary

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 Wentworthville Station Easy Access Upgrade (the Proposed Activity), which forms part of the Transport Access Program (TAP).

## Overview of the project

The Proposed Activity is designed to improve pedestrian access to and from the station, increase Wentworthville Station's ability to cope with the predicted future customer demands, improve pedestrian flow, passenger information services and wayfinding between transport modes.

TfNSW prepared a Review of Environmental Factors (REF), which details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared by TfNSW in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Clause 228 of the *Environmental Planning and Assessment Regulation 2000*.

## Modifications to the project

No modifications have been made to the Proposed Activity, however, modifications may be considered during the detailed design phase. In particular, TfNSW would further investigate options for reducing the visual impacts of the Proposed Activity.

Should design modifications be required as detailed design is undertaken, these modifications would be appropriately assessed and additional mitigation measures and/or consultation undertaken if necessary.

## Purpose of this report

The purpose of this Determination Report is for TfNSW, as proponent of the Wentworthville Station Easy Access Upgrade, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Part 5 of the EP&A Act.

## Conclusion

Based on the assessments in the REF and analysis of the submissions received from the community and stakeholders, it is recommended that the Proposed Activity be approved, subject to the mitigation measures in the REF and the proposed Conditions of Approval. TfNSW will continue to liaise with the community and other stakeholders as the Proposed Activity continues through detailed design and into the construction phase.

# 1 Introduction

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## 1.1 Background

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

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

On 23 April 2012, the Minister for Transport announced the Transport Access Program (TAP). The program provides a better experience for public transport customers across the State by ensuring infrastructure improvements are delivered in a co-ordinated and integrated way.

TAP ensures the integrated planning and delivery of works with the aim of providing:

- stations that are accessible to people with a disability, those who are less mobile and parents with prams
- modern buildings and facilities for all modes that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers
- safety improvements including extra lighting, help points, 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.

## 1.2 Wentworthville Station Easy Access Upgrade

TfNSW is the Proponent for the Wentworthville Station Easy Access Upgrade (the Proposed Activity). As part of the NSW Government's Transport Access Program, the objectives of the Proposed Activity are to:

- improve accessibility in accordance with the *Disability Discrimination Act 1992* (DDA), Building Code of Australia (BCA) requirements
- upgrade the station, interchange facilities and equipment to current Sydney Trains design standards
- promote interchange with other modes of transport
- minimise pedestrian conflict points, queuing and crowding points
- maximise real and perceived safety and security
- improve customer experience and amenity
- accommodate growth in patronage and changing travel patterns

- improve integration with the surrounding precinct
- minimise construction impacts to passengers and station operations
- minimise the cost of ownership and maintenance.

Key features of the Proposed Activity include:

- retention, repairs and repainting of the existing footbridge structure
- retention of the existing ramps
- installation of four new lifts:
  - one at each station entrance
  - one to Platform 1/2
  - one to Platform 3/4
- replacement of all stairs with new stairs
- widening of the existing footbridge between the new platform lifts
- provision of passenger information displays and ticket vending machines
- demolition of the existing retail concession on the footbridge to allow for the platform lift
- station building upgrades to provide accessible customer and staff areas and facilities including waiting rooms, family accessible toilet, and new male/female amenities
- pedestrian access and transport interchange improvements in the Kingsway and Wentworth Avenue.

Construction is anticipated to commence in mid 2015 and would take up to two years to complete.

### 1.3 Wentworthville Station Easy Access Upgrade Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by TfNSW in accordance with sections 111 and 112 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation). This ensures 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 Wentworthville Easy Access Upgrade REF details the scope of works and environmental impacts associated with the Proposed Activity, and the REF is included at **Appendix A**. The REF concluded that the Proposed Activity would that the Proposal is not likely to have a significant impact on the environment including threatened species, populations, endangered ecological communities and their habitats. Accordingly, an environmental impact statement is not required for the Proposal, nor is the approval of the Minister for Planning.

The REF was placed on public display from Monday 8 December to Monday 22 December 2014, with eight submissions received, including submissions from Parramatta City Council and Holroyd City Council. The issues raised in these submissions are addressed in Section 3.4.

## 1.4 Purpose of this Determination Report

In order to proceed with the Proposed Activity, the Director General of TfNSW must make a determination in accordance with Part 5 of the EP&A Act.

The objectives of this Determination Report are to:

- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the environmental impact assessment
- 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.

## 2 Description of the Proposed Activity

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### 2.1 Description of the Proposed Activity in the REF

The Proposed Activity is designed to improve pedestrian access to and from the station, increase Wentworthville Station's ability to cope with the predicted future customer demands, improve pedestrian flow, passenger information services and wayfinding between transport modes. The proposed works have been grouped into four main elements:

#### Lifts, stairs, footbridge, canopies and associated works

- retention of the existing footbridge and access ramps
- demolition and removal of existing stairs, associated structures and canopies, existing retail outlet on the footbridge, brick walls and fencing at new entrance areas, and other demolition works as required
- new station access incorporating lift and stair access to both The Kingsway and Wentworth Avenue station entrances, with associated landings and supports structures, and canopies to stairs, base of stairs, and entrance areas
- new lifts and stair access to both island platforms with associated landings and support structures
- creation of a new station concourse area between the platform lifts, including services provision for a future small retail concession on the new concourse
- bridge structure repairs and repainting, including:
  - surface preparation including abrasive blast and painter-painting of steelwork for all exposed areas of the bridge substructure, including trestles and main girders
  - minor steel repairs
  - repairs to the underside of the deck where required
- new extended platform canopies to match in with full width of existing station building canopies to the underside of the footbridge, with associated drainage provisions
- incorporation of anti-throw screens within canopies as required to full length of the footbridge, the widened concourse and lift landing areas, and on the stairs to both The Kingsway and Wentworth Avenue
- works to achieve BCA compliance including treatment for fire rating of existing structures, potential fire hydrant system and other fire safety provisions.

#### Station interchange, streetscape work and facilities

- improvements to the Wentworth Avenue and Railway Street intersection, including enhancement to the existing pedestrian crossing provisions and traffic calming measures (as required and in consideration of the new pedestrian crossing installed by Council in 2014)
- enhancement to interchange facilities in Wentworth Avenue including:
  - provision for accessible car parking spaces (existing to be retained or additional provided), and a kiss and ride car parking zone within close proximity to the station entrance



- weather protected storage for approximately ten (10) bicycles
- upgrade to the bus stop area with new street furniture including seating and rubbish bins
- treatment of The Kingsway and Station Street intersection, including enhancement to the existing pedestrian crossing provisions and traffic calming measures, and maintaining vehicular access to private property adjacent to the rail corridor
- enhancement to interchange facilities in The Kingsway including:
  - removal of existing and provision of new full width footpath from the station entrance to the end of the shelter structure on the western side of the station entrance
  - reconfigured parking to provide a formal kiss and ride zone, taxi rank, and time restricted parking for any displaced parking from Station Street
  - removal of existing bicycle rack, and provision for new weather protected storage for approximately ten (10) bicycles close to the station entrance, with modifications to the existing boundary brick wall
  - upgrade of the interchange area with new street furniture including seating to replace existing, rubbish bins, removal of the shelter backing board and replacement with suitable see-through material to improve visibility, and repainting of the shelter structure
- provision for continuous accessible paths of travel between the station entrances and adjacent streets, accessible parking, kiss and ride areas, taxi rank, and the bus stop area
- relocation of the Wentworthville Memorial Fountain and adjacent 'First Train to Stop at Wentworthville' plaque and 'Train Wheel' in The Kingsway as required and in accordance with heritage approval and stakeholder requirements
- upgrade of existing and provision of new wayfinding signage and provision of other signage including statutory / regulatory signage..

#### **Platform works, ticketing facilities and rail systems**

- provision for passenger information systems and ticketing facilities in the new concourse, including relocation of the existing two ticket vending machines on the platform to the new concourse area
- Platform 1/2 building modifications (and required services, finishes and fit-out) to provide accessible customer and staff areas and facilities including accessible ticket window, new family accessible toilet, new staff toilet and new public amenities
- collision protection to existing and new structures adjacent to the tracks as required
- modifications to provide DDA compliant access to the existing waiting room on Platform ¾
- adjustment of station platforms to provide compliant cross falls (where required) and provision of tactile ground surface indicators along platform edges, for stairs and other required locations, and other works to achieve DDA compliance.

### Utility works include:

- services diversion and/or relocation, including stormwater drainage adjustments, to accommodate the new infrastructure
- potential relocation of the Sydney Trains 11kV aerial feeder on the southern side (adjacent to The Kingsway) of the corridor, and the Endeavour Energy high voltage aerial feeder on Wentworth Avenue, clear of the new infrastructure
- station power supply and electrical upgrade works, including new platform substation and adjustment to lighting
- augmentation and relocation of station communication systems associated with the new infrastructure, including CCTV security, passenger information displays, ticketing and other station communication systems
- relocation of existing station communications equipment on Platform 1/2 to the existing communications equipment room on Platform 3/4.

## 2.2 Design modifications

No changes have been made to the design outlined in the REF; however, some design modifications may result from the detailed design phase. In addition, TfNSW is committed to further investigating options for reducing the impacts of the Proposed Activity.

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

# 3 Consultation and assessment of submissions

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## 3.1 Initial consultation prior to the REF public display

Initial consultation was undertaken with key stakeholder groups prior to public display of the REF. These activities included:

- Holroyd Council received a briefing on the Proposed Activity and provided the opportunity to discuss initial feedback and any potential issues
- consultation with Sydney Trains during the development of design.

## 3.2 REF public display consultation

The Wentworthville Station Easy Access Upgrade REF was on public display from Monday 8 December to Monday 22 December 2014. The consultation activities undertaken for the public display included:

- distribution of approximately 6,500 flyers to residents and local businesses notifying them about the REF public display period and feedback opportunities. Distribution included:
  - flyer handout to customers at the station entrance during morning and afternoon peaks on Tuesday 9 December 2014
  - letterbox drops to residents within a radius of approximately 500 metres to the station on Tuesday 9 December 2014
- an advertisement for the REF public display was published in the Parramatta Advertiser and the Parramatta Sun (The Sun) on Tuesday 9 December 2014
- project information, including the REF and supporting technical studies were published on the TfNSW website and hard copies of the REF were displayed at:
  - Wentworthville Library  
2 Lane Street Wentworthville, NSW 2150
  - Parramatta City Library  
Civic Place, Parramatta, NSW 2150
  - Holroyd City Council Customer Service Centre  
16 Memorial Avenue, Merrylands, NSW 2160
  - Transport for NSW Community Information Centre  
388 George Street, Sydney NSW 2000.

## 3.3 REF submissions

A total of eight submissions were received by TfNSW as a result of the above activities. These included submissions from private residents as well as Holroyd City Council and Parramatta City Council.

Submissions included feedback on a range of issues in relation to the Proposed Activity. Feedback received was reviewed and categorised into the following key issues:

- general comments
- additional works

- traffic and transport
- alternate options
- accessibility
- heritage
- visual amenity, built form and urban design
- noise and vibration.

### 3.4 Consideration and response to submissions

#### Community submissions

The following table outlines the issues raised in the submissions received from the community during the public display of the REF and TfNSW's response to these issues.

Issue no.	Submission no.	Issue/s raised	TfNSW response
<b>1</b>		<b>General comments</b>	
1.1	WV1 WV2 WV5 WV6	Support for the Proposal.	Noted.
1.2	WV4	Platform toilets are often locked and inaccessible	The operation of the platform facilities is the responsibility of Sydney Trains. Toilets can be opened by Sydney Trains staff upon request, if the toilets are closed for cleaning or security reasons. Toilets may also be locked outside station staffing hours for security reasons.
1.3	WV1	Proposed start and finish dates.	Construction is anticipated to commence in mid-2015 and would take up to two years to complete.  The community will be notified prior to the commencement of construction and prior to works likely to impact specific stakeholders.
<b>2</b>		<b>Additional works</b>	
2.1	WV3	Currently there are insufficient covered areas on the platforms of Wentworthville Station.	The Proposed Activity provides additional covered areas on the station platforms between the station buildings and the footbridge.

Issue no.	Submission no.	Issue/s raised	TfNSW response
2.2	WV4	The existing toilet facilities are in poor condition and require an upgrade.	The Proposed Activity includes the refurbishment of the existing male and female toilets on platform 1/2 as well as waiting rooms on both platforms. The Proposed Activity will also include the provision of an additional family accessible toilet on platform 1/2.
2.3	WV5	Additional commuter parking is required on the northern side of the station along Wentworth Avenue.	The Proposed Activity is an Easy Access Upgrade, focused on providing safe and equitable access to the station to achieve DDA compliance and the scope of works does not extend to providing additional commuter carparking.

### Parramatta City Council submissions

The following table outlines issues raised by Parramatta City Council in their submission, along with TfNSW's response.

Issue no.	Issue/s raised	TfNSW response
<b>1</b>	<b>Traffic and transport</b>	
1.1	The raised intersection treatment in Wentworth Avenue at Railway Street is not supported. This gives pedestrians a false sense of priority to cross the road over motorists and compromises pedestrian safety.	Noted. The Wentworth Avenue and Railway Street intersection will not be raised.
<b>2</b>	<b>Alternate options</b>	
2.1	Raised pedestrian crossings could be installed in Wentworth Avenue on both east and west sides of Railway Street and TfNSW should give consideration to installing a refuge island in Railway Street at Wentworth Avenue.	Noted. Further consideration to traffic calming measures would be undertaken during the detailed design phase in consultation with Parramatta City Council.

## Holroyd City Council submissions

The following table outlines the issues raised in the submission received from Holroyd City Council during the public display of the REF and TfNSW's response to these issues.

Issue no.	Issue/s raised	TfNSW response
<b>1</b>	<b>General comments</b>	
1.1	Holroyd City Council supports the proposed station upgrades and welcomes the improvements that will benefit the existing and future population in these localities.	Noted.
1.2	The proposed design of the station upgrade should reflect the importance of the station as an anchor for the Centre, but maintain the unique local character and sense of community the station, memorials and surrounding buildings currently provided.	<p>Noted. Prior to the finalisation of the Project's detailed design, an urban design and landscaping plan will be prepared in accordance with Condition 37.</p> <p>As detailed in Section 6.5.3 of the REF, a suitably qualified and experienced heritage architect/consultant would be engaged to provide input into, and review the detailed design of the Proposed Activity.</p> <p>In addition, the detailed design of the Proposed Activity would aim to be as sympathetic as possible to the existing character of the area in order to minimise visual impacts.</p> <p>Wentworthville is designed in the Inter-War Period Stripped Functionalist style, and additional items would echo these architectural philosophies by incorporating minimalist designs, curved corner details and horizontal lines, and respond to the existing colour schemes and material palette to those associated with the precinct today. The use of unobtrusive, modern, light materials, such as glass panelling and slim frame elements would reduce the bulk of the Proposed Activity, reducing the visual impact of the new elements.</p>
1.3	The upgraded station facilities should be able to cater for population growth within the Centre and surrounding areas.	The Proposed Activity has been designed to cater for the predicted station patronage growth predicted by the Bureau of Transport Statistics for 2036 + 15%.

Issue no.	Issue/s raised	TfNSW response
1.4	The visual strength of the existing station entrance with the needle pines and memorials should be maintained.	Noted. Due to spatial constraints with the rail corridor, the needle pines and memorial would need to be removed to accommodate the new station access. Additional trees would be planted to offset the removal of these trees. The Wentworthville Memorial Fountain located at the station entrance would be incorporated into the station access design to ensure that it is relocated in consultation with council to a prominent position close to the station entrance.
1.5	Fencing around the railway station should be upgraded in such a way to reduce their appearance as visual barriers.	The existing brick fencing would be retained and reinstated with similar materials in any locations where modifications are required as a result of the works. The existing chain-wire fencing is consistent with fencing used along the Sydney Trains network and would also be retained.
1.6	The incorporation of street furniture in the street plaza upgrade should be pursued.	<p>The Proposed Activity will include the provision of new street furniture within the interchange area including new seating, new rubbish bins, the removal of shelter backing boards and their replacement with suitable see-through materials to improve visibility, and repainting of the shelter structures.</p> <p>Prior to the finalisation of the detailed design, an urban design and landscaping plan will be developed which will determine the location and type of any street furniture (refer Condition 37).</p>
1.7	The design of the station upgrade works should promote and not limit future works to integrate the railway station with Dunmore and Station Streets.	<p>The Proposed Activity is an Easy Access Upgrade of the station, focused on providing safe and equitable access to the station to achieve DDA compliance.</p> <p>Notwithstanding, the easy access works have been designed not to preclude any potential future upgrades to integrate the railway station with Dunmore Street and Station Street.</p> <p>The positioning of key infrastructure, such as lifts, will not preclude potential future extension of the footbridge across The Kingsway.</p>
<b>2 Traffic and transport</b>		
2.1	Any removal of on-street parking is not supported by Council, as it will affect the residents, businesses and customers in the area	Noted. The Proposal will involve the removal of two spaces on Station Street however additional spaces would be provided on The Kingsway to offset this loss.

Issue no.	Issue/s raised	TfNSW response
2.2	Taxi Council should be consulted regarding the removal of the two 'Taxi Zone' spaces. Evidence from Taxi Council supporting the reduction of 'Taxi Zone' spaces should be submitted to Holroyd City Council.	Consultation with the Taxi Council, Holroyd City Council and the Holroyd Traffic Committee would be undertaken during the detailed design phase, in accordance with the Community Liaison Plan (refer to Condition 7 and 43).
2.3	Safety concerns regarding location of the proposed access stairs as they are located too close to the proposed pedestrian crossing and traveling lane. This would force pedestrians to walk around the stairs and near the travelling lane	<p>The detailed design of the Proposed Activity would be undertaken in accordance with the relevant Australian design standards to ensure sufficient clearance is provided between the base of the stairs and road to ensure the safety of pedestrians and patrons.</p> <p>The design would consider minimising the encroachment of the new station entrance into the road reserve.</p>
2.4	A shared zone is identified in Council's Section 94 Contributions Plan for the eastern part of The Kingsway and northern part of Station Street and this should be considered as part of any works affecting vehicle or pedestrian movement in this location.	Consultation with Holroyd City Council and the Holroyd Traffic Committee would be undertaken during the detailed design phase in accordance with the Community Liaison Plan (refer to Condition 7) and where suitable any works undertaken would not preclude the conversion of The Kingsway into a shared zone in the future.
2.5	If it is not possible to establish a shared zone in this location, then pedestrian fencing should be provided on the northern side of The Kingsway and on the eastern side of Station Street to prevent any road safety issues (i.e. pedestrian walking on raised threshold which will cause traffic conflict).	<p>Noted. This would be taken into consideration during detailed design development. However, any fencing would need to be designed to maintain access to the adjacent private driveway on the corner of The Kingsway and Station Street.</p> <p>A Road Safety Audit would be undertaken during detailed design and design amendments made as required to ensure the Proposed Activity meets design safety standards. The findings of the audit would be provided to Council for information (refer Condition 43).</p>
2.6	Concern regarding the validity of the provided swept path analysis for heavy vehicles.	<p>Swept Path Analysis as provided in the Traffic, Transport and Access Impact Assessment (GTA, 2014) was undertaken by a qualified traffic engineer and made public available on the TfNSW Website during the REF public display period.</p> <p>Further swept path analysis would be undertaken during the detailed design phase to ensure that vehicles have sufficient clearances. Any inconsistencies identified during this analysis would likely result in modification to the proposed kerb lines.</p>



Issue no.	Issue/s raised	TfNSW response
2.7	Concern that vegetation located at the corner of The Kingsway and Station Street could reduce sight distance and cause a safety issue.	Suitable vegetation would be selected as part of the Urban Design and Landscaping Plan to ensure that lines of sight are not obstructed at the road intersection to ensure the safety of motorists and pedestrians (refer Condition 37).
2.8	Council proposes the speed limits on The Kingsway and Station Street north of Dunmore be reduced to 40 km/hr.	The management of the Kingsway and Station Street is the responsibility of Holroyd City Council.  TfNSW would support council reducing the speed limits on The Kingsway and Station Street.
2.9	A street lighting audit should be undertaken by a qualified professional in accordance with Australian Standards, Endeavour Energy requirements and relevant guidelines.	A qualified lighting designer will assess the level of street lighting at all locations affected by the works and upgrades would be made where necessary to ensure compliance with Australian Standards.
2.10	Accessible ramps gradients should be in accordance with Australian Standards and relevant guidelines.	The Proposed Activity will not involve any regrading of the ramps and therefore the current gradient will remain. DDA compliant access will be achieved through the provision of four new lifts. The Proposed Activity will be designed in accordance with relevant Australian Standards and guidelines
2.11	The proposed works should be undertaken by TfNSW at no cost to Council.	The scope for the Wentworthville Station Easy Access Upgrade would be undertaken by TfNSW at no cost to council.
2.12	Due to concern regarding potential traffic impacts on adjacent streets, particularly the Dunmore Street corridor, further study should be undertaken to identify potential treatments and measures to mitigate traffic.	A Road Safety Audit would be undertaken during detailed design and design amendments made as required to ensure the Proposed Activity meets design safety standards. The findings of the audit would be provided to Council for their information (refer Condition 43).  The Road Safety Audit would be confined to roads directly impacted by the Proposed Activity and would not assess impacts to the Dunmore Street corridor as it is considered that any impacts would be minor in nature as predicted in the Traffic, Transport and Access Assessment (GTA, 2014).
2.13	Concern regarding insufficient commuter parking with a high utilisation rate coupled with predicted station patronage growth.	The Proposed Activity is an Easy Access Upgrade, focused on providing safe and equitable access to the station to achieve DDA compliance and does not extend to constructing additional parking facilities.

Issue no.	Issue/s raised	TfNSW response
2.14	Consultation with Holroyd Council and the Holroyd Traffic Committee should be undertaken for all works that impact on traffic devices, signs or linemarking on public roads.	Consultation with Holroyd Council and the Holroyd Traffic Committee would be undertaken by the Contractor during the detailed design development regarding any works that would impact on traffic devices, signs or linemarking on council roads.
2.15	A traffic management plan should be submitted to Council prior to the construction works.	As detailed in Section 6.1.3 of the REF and Condition 30, a Traffic Management Plan would be developed as part of the CEMP and submitted to Council prior to the commencement of works.  The Traffic Management Plan would be prepared and consultation undertaken in accordance with legislative requirements.
<b>3 Accessibility</b>		
3.1	Ramped access should be retained.	The Proposed Activity includes the retention of ramped access to the station.
3.2	Sufficient circulation space should be provided around lift entrances to allow wheelchairs or prams to pass each other.	The detailed design of the Proposed Activity would be undertaken in accordance with Australian design standards to ensure sufficient circulation space is provided at lift entrances.
3.3	Seeking clarification on the design capacity of the proposed lifts and would like to confirm if they are being sized to account for population growth and for the aging population.	Station entrance lifts would have 17 persons lift capacity while the platform lifts would have 27 persons lift capacity.  The lift size was identified following modelling of the 2036 + 15% projections for station patronage growth produced by the Bureau of Transport Statistics, which also accounts for an aging population.
3.4	Seeking clarification if staff would be available to assist with wheelchair access between the platform and the train.	The provision of wheelchair access between the platform and train would be undertaken by Sydney Trains once the Proposed Activity is operational. Sydney Trains has established processes and procedures for providing wheelchair access to and from the trains including during periods where stations are unstaffed.  To assist in boarding or alighting from the train safely, portable platform to train boarding ramps are available at all stations. The ramp can be used by customers with prams, those with mobility impairment or for any other valid need, on request.  If assistance with boarding the train is required, individuals should contact their departure station and advise staff of their requirements and travel plans, so they are ready to assist. Individuals should arrive at the station well before their train is scheduled and make themselves known to staff.

Issue no.	Issue/s raised	TfNSW response
3.5	Seeking clarification if accessible bus services would be regularly provided to the station.	<p>The operation of buses to Wentworthville Station is the responsibility of Hillsbus and Transit Systems (regular services) or Sydney Trains (NightRide).</p> <p>Most NightRide services are already accessible and the Hillsbus website indicates that they plan to increase the number of accessible buses in the future.</p>
<b>4 Heritage</b>		
4.1	Concern that the Proposal does not incorporate design features that would allow for the architectural interpretation of the original size and scale of rooms that are to be modified in the Platform 1/2 building.	As specified in Section 6.5.3 of the REF and Condition 45, a suitably qualified and experienced heritage architect/consultant would be engaged to provide input to, and review the detailed design of the Proposed Activity to ensure that the heritage values of the building are retained including making recommendations regarding how best to incorporate the original size and scale of the rooms into the architecture and design.
4.2	Concern that the impact of the new accessible ticketing window to the heritage value of the Platform 1/2 building was not adequately assessed in the Statement of Heritage Impact (SoHI).	The SoHI assessed the impact of the new accessible ticketing window and concluded the impact is regarded as being acceptable to the local heritage significance of Wentworthville Railway Station.
4.3	Concern that the SoHI does not adequately assess the architecture, design and materials of the Proposal with respect to the heritage item.	<p>Concern that the SoHI does not adequately assess the architecture, design and materials of the Proposal with respect to the heritage item.</p> <p>As specified in Section 6.5.3 of the REF and Condition 45, a suitably qualified and experienced heritage architect/consultant would be engaged to provide input to, and review the detailed design of the Proposed Activity. This process would seek to address details of the architecture, materials and finishes associated with the heritage item.</p> <p>In addition, the detailed design of the Proposed Activity would aim to be as sympathetic as possible to the existing character of the study area in order to minimise visual impacts (see TfNSW response 1.2).</p>
4.4	Council would welcome further consultation regarding the proposed architecture, design and materials used in the Proposal.	Noted. Prior to the finalisation of the Project's detailed design, an Urban Design and Landscaping Plan would be prepared outlining the architecture, design and materials used in the Proposal. The Plan would be prepared in consultation with Council, relevant stakeholders and accepted by the Transport for NSW – Assurance Team in consultation with the Transport for NSW – Transport Projects Urban Design Team (refer Condition 37).

Issue no.	Issue/s raised	TfNSW response
4.5	An archival recording of the existing footbridge, as detailed in the REF, is supported.	Noted (refer Condition 46).
4.6	Council is not opposed to the relocation of the memorial fountain provided the new position maintains the heritage significance of the item by reflecting the prominence and importance of its location, being an entrance and gateway to the station. The proposed location of the fountain memorial is not supported by Council.	Noted. The Wentworthville Memorial Fountain located at the station entrance would be incorporated into the station access design to ensure that it is relocated in consultation with council to a prominent position close to the station entrance.
4.7	The impact assessment does not appear to fully examine the impact of the proposed relocation of the fountain on its heritage significance in relation to retaining its visual and social significance as part of the entrance or gateway of the station.	<p>The SoHI concludes “the Proposal is considered to respect the heritage significance of the Wentworthville Memorial Fountain in that the fountain will be carefully dismantled and rebuilt. The location is just metres away from the existing one and ensures that the Wentworthville Memorial Fountain remains associated with the main entry to Wentworthville Railway Station, as it has been since it’s unveiling in 1935.”</p> <p>The Wentworthville Memorial Fountain located at the station entrance would be incorporated into the station access design to ensure that it is relocated in consultation with council to a prominent position close to the station entrance.</p>
4.8	The visual impact assessment does not appear to assess the importance of the view from Station Street (looking north) and the fountain and associated trees as key entrance and landmark features.	<p>Section 8.5 of the Visual Impact Assessment (GBD, 2014) included an assessment of visual significance of the Proposed Activity from various viewpoints including from the corner of Station Street and The Kingsway looking north. The assessment concluded that the visual impacts as a result of the Proposed Activity would have low significance.</p> <p>In addition, Section 8.6 of the Visual Impact Assessment concluded that ‘The majority of receivers... including road corridors... have been determined to have an overall negligible to low visual significance with regard to the Proposal and its associated infrastructure’.</p>
4.9	Council requests that the Fountain be restored and is in working order.	TfNSW will ensure the Wentworthville Memorial Fountain is restored to working order as part of the relocation process in consultation with Holroyd Council.

Issue no.	Issue/s raised	TfNSW response
4.10	A conservation strategy (or similar) should be prepared by a suitably qualified person that will guide the reconstruction and restoration of the Fountain.	An archival recording of the Wentworthville Memorial Fountain would be undertaken prior to its dismantling and relocation (refer to Condition 46). The methodology proposed for the relocation would be approved by TfNSW and developed in consultation with a suitably qualified and experienced heritage professional. The methodology would consider any feedback provided by Holroyd City Council.  The fountain and associated garden and railway commemorative plaque would be relocated by a suitably experienced and qualified craftsman.
4.11	Recommendations 2 and 3 from the SoHI are supported by council.	Noted.
4.12	The provision of a heritage interpretation strategy, as indicated in the REF, is supported.	Noted. These requirements are included in the mitigation measures in the REF and the Conditions of Approval (refer Condition 44).
<b>5 Visual amenity, built form and urban design</b>		
5.1	The Proposal has no legible frontage to The Kingsway.	The Proposed Activity is currently in the concept design phase and The Kingsway station frontage would be further developed during the detailed design phase. The Proposal would include wayfinding signage and a prominent frontage on The Kingsway.
5.2	The proposal does not address the opportunity provided to integrate all modes of transport effectively.	The Proposed Activity involves upgrades to the transport interchange facilities including taxi rank, bus stands and kiss and ride on The Kingsway with the aim of further integrating modes of transport.
5.3	The proposal lacks clear pedestrian routes from all modes of transport whilst achieving separation from bus, taxi, truck and car movements.	As outlined in the scope of works in Section 3.1.1 of the REF, the Proposed Activity will provide for continuous accessible paths of travel between the station entrances and adjacent streets, accessible parking, kiss and ride areas, taxi rank, and the bus stop area.  The detailed design of the Proposed Activity would be undertaken in accordance with the relevant Australian design standards to ensure sufficient clearance is provided between pedestrian and vehicle areas to ensure the safety of pedestrians and patrons. The design would consider minimising the encroachment of the new station entrance into the road reserve.

Issue no.	Issue/s raised	TfNSW response
5.4	There are no designated cycle routes servicing the station.	The Proposed Activity provides additional bicycle storage facilities and TfNSW would support any proposal by local council to establish designated cycle routes servicing the station.
5.5	There are insufficient functional gathering spaces within the precinct.	<p>The Proposal is an Easy Access Upgrade, focused on providing safe and equitable access to the station to achieve DDA compliance. The scope of works does not extend to providing additional gathering spaces within the station precinct.</p> <p>However, an Urban Design and Landscaping Plan would be prepared outlining the provisions of street furniture, opportunities for public art and landscaping requirements (refer Condition 37).</p>
5.6	The location of the memorial fountain is not integrated within the precinct design, which diminishes its heritage significance.	Refer to TfNSW response 4.7 and 4.8.
5.7	The existing trees adjacent to the memorial fountain are a landmark feature of the precinct and assist with pedestrian navigation. The removal of the trees should be reconsidered.	<p>Noted. Due to spatial constraints with the rail corridor, the needle pines would need to be removed to accommodate the new station access. Additional trees would be planted to offset the removal of these trees.</p> <p>New wayfinding signage will be provided to assist with pedestrian navigation to the station entrance.</p>
5.8	Given that vehicles will be required to turn around at the roundabout to exit the precinct, queuing is anticipated on The Kingsway.	<p>A Traffic, Transport and Access Impact Assessment (GTA, 2014) was undertaken by a qualified traffic engineer and made public available on the TfNSW Website during the REF public display period and did not identify potential congestion issues in The Kingsway during operation of the Proposal. However, this would be taken into consideration during detailed design development. The detailed design of the Proposal would be developed to limit any potential traffic and congestion impacts.</p> <p>A Road Safety Audit would be undertaken during detailed design and design amendments made as required to ensure the Proposed Activity meets design safety standards. The findings of the audit would be provided to Council for their information (refer Condition 43).</p>

Issue no.	Issue/s raised	TfNSW response
5.9	<p>The architectural expression of the proposed station building is not considered compatible with the surrounding precinct and does not provide a seamless integration with the Memorial Fountain or the public domain. The scale, massing and building materials are not in harmony with the immediate environment.</p>	<p>As specified in Section 6.5.3 of the REF and Condition 45, a suitably qualified and experienced heritage architect/consultant would be engaged to provide input to, and review the detailed design of the Proposal.</p> <p>In addition, the detailed design of the Proposal would aim to be as sympathetic as possible to the existing character of the study area in order to minimise visual impacts (refer Condition 37).</p> <p>Wentworthville is designed in the Inter-War Period Stripped Functionalist style, and additional items would echo these architectural philosophies by incorporating minimalist designs, curved corner details and horizontal lines, and respond to the existing colour schemes and material palette to those associated with the precinct today. The use of unobtrusive, modern, light materials, such as glass panelling and slim frame elements would reduce the bulk of the Proposed Activity, reducing the visual impact of the additional items.</p>
<p><b>6 Alternate options</b></p>		
6.1	<p>For buses to effectively service the station and to provide a functioning facility buses should access the Station Precinct and pass as close to the station building as possible. Proposed option to change The Kingsway into a one way loop with a second exit on to Dunmore Street at the commuter car park end.</p>	<p>The Proposed Activity is an Easy Access Upgrade, focused on providing safe and equitable access to the station to achieve DDA compliance. The scope of works does not extend to the modification of the local road network or acquisition of private property.</p> <p>Road narrowing is only currently proposed at the corner of The Kingsway and Station Street. Further swept path analysis would be undertaken during the detailed design phase to ensure that vehicles have sufficient clearances.</p>
6.2	<p>Movement throughout the area is not easy and the access ways are not considered legible to all as most of the vehicles (public transport, taxis and cars using the kiss and ride area) will be turning around at the roundabout and existing via The Kingsway. The current design will create more conflict between vehicles and pedestrians. Taxis should be marshalled away from the kiss and ride area and could be located along the southern edge of The Kingsway along the bus stop.</p>	<p>The Proposed Activity is currently in the concept design phase. Traffic impacts and pedestrian safety would be considered during the detailed design development and the Proposed Activity would be designed in accordance with relevant Australian Standards and guidelines.</p> <p>Council has previously indicated that they would not support the removal of any on-street parking such as that on the southern side of The Kingsway.</p>

Issue no.	Issue/s raised	TfNSW response
6.3	The major entrance off The Kingsway is not designed to be functional or inviting with the extension of the weather protection dominating the forecourt with its horizontality.	Improving customer experience and amenity at Wentworthville Station through the provision of weather protection is an aim of the project.
6.4	The new addition of straight flight stair to access the existing steps to the overhead bridge are considered bulky, not integrated with the overall pedestrian movement pattern, not sympathetic to the memorial heritage fountain and does not orient pedestrian movement.  The proposed colours and materials do not enhance the heritage value of the precinct.	The Proposed Activity includes the widening of the stairs to cater for the forecast patronage growth and therefore straight flight stairs were considered the most suitable option due to spatial constraints.  As specified in Section 6.5.3 of the REF and Condition 45, a suitably qualified and experienced heritage architect/consultant would be engaged to provide input to, and review the detailed design of the Proposal.
6.5	Option 1: An option should be considered to retain the existing memorial fountain, pedestrian crossing and the two trees which provide an important landmark. The entry steps should be redesigned to provide a stronger approach to the station, address the memorial fountain, be more inviting and direct pedestrian movement.	Option 1 as indicated would not achieve DDA compliant stairs and therefore would not be consistent with the objectives of the proposal.  The Proposed Activity includes the widening of the stairs to cater for the forecast patronage growth and therefore the option presented would be unachievable due to spatial constraints. Refer to Section 2.2 of the REF for information regarding the different options considered. Through an options assessment process it was determined that the current design best meets the objectives of the project.
6.6	Option 2: Relocating the steps to the west of the lift structure should be considered. This would provide a more usable entry plaza with the lift structure designed using light materials incorporating a kiosk. This would enable extension of the pedestrian link.	The Proposed Activity includes the widening of the stairs to cater for the forecast patronage growth and therefore the Option 2 design would be unachievable due to spatial constraints.  Furthermore, Option 2 does not take into consideration vehicular access to the adjacent private driveway.



Issue no.	Issue/s raised	TfNSW response
6.7	<p>The lift shaft should be designed as a landmark building with appropriate height that would be visible from some distance. The visual identity of the precinct can be reinforced by making the memorial fountain the focus of the precinct by extending the plaza to The Kingsway and making it more inviting by providing landscaping and seating.</p>	<p>Council's suggestion to increase the lift shaft height involves significant modifications to a Sydney Trains heritage station and it is considered that the request would not be sympathetic to the heritage values of the station.</p> <p>The Wentworthville Memorial Fountain located at the station entrance would be incorporated into the station access design to ensure that it is relocated in consultation with council to a prominent position close to the station entrance.</p> <p>Further consultation with Council regarding the positioning of the fountain would be undertaken during detailed design development (refer condition 7 and 37).</p>
6.8	<p>Wider footpaths could be provided which would activate the retail frontages on The Kingsway and reinforce the public realm with enhanced pedestrian connections and creating safe zones.</p>	<p>The Proposed Activity is an Easy Access Upgrade, focused on providing safe and equitable access to the station to achieve DDA compliance. The scope of works does not extend to providing wider footpaths adjacent to the retail outlets.</p>
<b>7</b>	<b>Noise and vibration</b>	
7.1	<p>Holroyd City Council supports the implementation of mitigation measures outlined in the Noise and Vibration Impact Assessment throughout the duration of the proposal.</p>	<p>Noted. Mitigation measures outlined in the Noise and Vibration Assessment would be implemented throughout the duration of the proposal as specified in Section 6.3.3 of the REF.</p>

### 3.5 Future consultation

Should TfNSW proceed with the Proposal, consultation activities would continue, including consultation with Holroyd City Council and Parramatta City 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 ensure that::

- local council has an opportunity to provide input into 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 ([projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)) and TfNSW Infoline (1800 684 z490) 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 would also include updates on the progress of construction.

## 4 Consideration of the environmental impacts

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The REF and Determination Report have been examined and considered, as follows:

### ***Environmental Planning and Assessment Act 1979***

The REF addresses the requirements of Section 111 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 contained in clause 228 of the *Environmental Planning and Assessment Regulation 2000*, an assessment is provided in Section 6.16 of the REF.

The likely significance of the environmental impacts of the Proposed Activity have been assessed. The Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats.

### ***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. A summary of this is provided in Appendix 2 of the REF.

It is considered that the Proposed Activity described in the REF is not likely to have a significant impact on any Commonwealth land or on any NES matters.

### **Other legislation**

The REF and Determination Report have been prepared with regard to all relevant Commonwealth and NSW legislation.

## 5 Conditions of Approval for Wentworthville Station Easy Access Upgrade

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If approved, the Proposed Activity will be allowed to proceed subject to compliance with the Conditions of Approval included in **Appendix B** of the Determination Report.

## 6 Conclusion

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Based on the assessments in the REF 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. Additionally, the proposed Conditions of Approval within this Determination Report would further strengthen the mitigation and management of key impacts of the Proposed Activity.

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

In considering the environmental impacts, proposed mitigation and broader project benefits it is recommended that the Proposed Activity be approved. The approval should be subject to the mitigation measures within the REF and the Conditions of Approval contained in this Determination Report.

ENVIRONMENTAL IMPACT ASSESSMENT

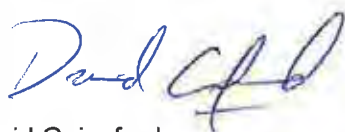
## Wentworthville Station Easy Access Upgrade

### REVIEW OF ENVIRONMENTAL FACTORS & DETERMINATION REPORT

#### APPROVAL

I, DAVID GAINSFORD, as delegate for the Deputy Director General, Transport for NSW, state as follows:

- 1 I have examined and considered the Proposal in the Wentworthville Station Easy Access Upgrade Review of Environmental Factors (December 2014) and Wentworthville Station Easy Access Upgrade Determination Report (March 2015) in accordance with s111 of *the Environmental Planning and Assessment Act 1979*.
  
- 2 I determine on behalf of the Transport for NSW (the Proponent) that the Proposal may be carried out in accordance with the Conditions of Approval in this Determination Report, consistent with the proposal described and mitigated in the Wentworthville Station Easy Access Upgrade Review of Environmental Factors (December 2014) as amended by the mitigation and management measures included in the Conditions of Approval.



David Gainsford

Technical Director, Planning and Environment Services  
Transport Projects  
Transport for NSW

Date: 4/3/15.

# **Appendix A**

## Wentworthville Station Easy Access Upgrade Review of Environmental Factors (December 2014)

Please refer to the Transport for NSW website to access the REF and specialist studies:

**<http://www.transport.nsw.gov.au/projects-tap/current-works/wentworthville>**

## **Appendix B**

Wentworthville Hill Station  
Easy Access Upgrade  
Conditions of Approval  
(March 2015)



# Conditions of Approval

## For Wentworthville Station Easy Access Upgrade

Note: these conditions of approval must be read in conjunction with the final mitigation measures.

### Schedule of Acronyms and Definitions used:

#### Acronyms

<b>CECR</b>	Construction Environmental Compliance Report
<b>CEMP</b>	Construction Environmental Management Plan
<b>CIR</b>	Contamination Investigation Report
<b>CLP</b>	Community Liaison Plan
<b>CNS</b>	TfNSW <i>Construction Noise Strategy</i>
<b>CoA</b>	Condition of Approval
<b>ECM</b>	Environmental Controls Map
<b>EPA</b>	NSW Environment Protection Authority
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979</i>
<b>EPL</b>	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
<b>EMR</b>	Environmental Management Representative
<b>ISO</b>	International Standards Organisation
<b>OEH</b>	NSW Office of Environment and Heritage
<b>ONVMP</b>	Operational Noise and Vibration Management Plan
<b>PCSR</b>	Pre-Construction Sustainability Report
<b>PECM</b>	Pre-Construction Environmental Compliance Matrix
<b>POCR</b>	Pre-Operational Compliance Report
<b>PMEM</b>	TfNSW Principal Manager Environmental Management (or nominated delegate)
<b>PMEIA</b>	TfNSW Principal Manager Environmental Impact Assessment (or nominated delegate)
<b>PMS</b>	TfNSW Principal Manager Sustainability (or nominated delegate)
<b>RAP</b>	Remedial Action Plan
<b>RBL</b>	Rating Background Level
<b>REF</b>	Review of Environmental Factors
<b>TfNSW</b>	Transport for NSW
<b>TMP</b>	Traffic Management Plan
<b>UDLP</b>	Urban Design and Landscaping Plan

## Definitions

**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 Environmental Management Representative to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction sites (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected).

**Contamination** The presence in, on or under land or any other aspect of the environment of a substance at a concentration above the concentration at which the substance is normally present in, on or under land or any other aspect of the environment in the same locality.

**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** The documents listed in Condition 1 of this approval.

**EMR** Environmental Management Representative. An independent environmental representative appointed to the project or a delegate nominated by Transport for New South Wales.

**Noise Sensitive Receiver** In addition to residential dwellings, noise sensitive receivers include, but are not limited to, pre-schools and day care facilities, educational institutions (e.g. school, TAFE college), health care facilities (e.g. nursing home, hospital), recording studios and places of worship/religious facilities (e.g. church).

**Project** The construction and operation of the Wentworthville Station Easy Access Upgrade Project works as described in the Environmental Impact Assessment.

**Proponent** A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, Transport for NSW (TfNSW)

**Reasonable and feasible** Consideration of best practice taking into account the benefit of proposed measures and their technological and associated operational application in the New South Wales 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.

**General****1. Terms of Approval**

The Project shall be carried out generally in accordance with the:

- a) Environmental Impact Assessment (EIA) (including all identified mitigation measures); and
- b) Conditions of Approval.

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

The EIA for this Project comprises the following documents:

Wentworthville Station Easy Access Upgrade – Review of Environmental Factors, TfNSW, December 2014

Wentworthville Station Easy Access Upgrade – Determination Report, TfNSW, March 2015

**2. Project Modifications**

Any modification to the project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval by the Principal Manager, Environmental Impact Assessment (PMEIA).

**3. Statutory Requirements**

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.

**4. Pre-Construction Environmental Compliance Matrix**

A pre-construction environmental compliance matrix (PECM) for the Project (or such stages of the Project as agreed to by the Environmental Management Representative (EMR)) shall be prepared detailing compliance with all relevant conditions 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.

The PECM shall include details demonstrating how the design and construction of the Project will be in compliance with the *Sustainable Design Guidelines Version 3.0*.

The Proponent shall:

- a) submit a copy of the PECM to the EMR and PMS for review. The EMR and PMS are to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the PECM
- b) upon completion of the EMR and PMS review period, submit a copy of the PECM to the PMEM for approval, at least 14 days (or within such time as otherwise agreed to by the PMEM) prior to commencement of construction of the Project.

**5. Construction Environmental Compliance Report**

The Proponent shall prepare a construction environmental compliance report (CECR) which addresses the following matters:

- a) compliance with the construction environmental management plan (CEMP) and these conditions
- b) compliance with the *Sustainable Design Guidelines Version 3.0* compliance checklist
- 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
- 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)
- h) details of any review and amendments to the CEMP resulting from construction during the reporting period
- i) any other matter as requested by the PMEIA and PMEM.

The Proponent shall:

- 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
- b) submit a copy of the CECR to the PMEM (or nominated delegate) for approval upon completion of the EMR review period
- c) make publicly available a copy of the CECR by posting the CECR on the TfNSW website within 7 days of approval of the CECR by the PMEM.

The first CECR shall report on the first six months of construction and be submitted within six weeks of expiry of that period (or at any other time interval agreed to by the PMEM). 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 PMEM) for the duration of construction.

CoA number	Type
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**6. Pre-Operation Compliance Report**

A pre-operation compliance report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all the conditions and the *Sustainable Design Guidelines Version 3.0* compliance checklist (refer to condition 39).

The Proponent shall:

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

**Community**

**7. Community Liaison Plan**

The Proponent shall develop and implement a community liaison plan (CLP) 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 CLP shall provide a single, consistent consultation framework for proactive communications management for the duration of the construction period. The CLP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

- 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 the community liaison team appointed to manage and implement the plan
- c) stakeholder and issues identification and analysis
- d) identification of opportunities where community feedback will be sought throughout the project (including sustainability initiatives)
- e) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number
- f) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLP.

Sub-plans to the CLP will be developed as required. These sub-plans will detail site-specific consultation and communication requirements for construction works that impact residents, other stakeholders and businesses. They will also identify further mitigation measures and processes to reduce construction impacts.

The CLP shall be prepared to the satisfaction of the Technical Director Project Communications at least 14 days prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.

**8. Community Notification and Liaison**

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

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

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

**9. Website**

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:

- a) a copy of the documents referred to under condition 1 of this approval
- b) details of construction information
- c) 24 hour contact telephone number for information and complaints.

Detailed updates of work progress and construction activities shall be regularly provided on the website.

**10. Complaints Management**

The Proponent shall set up a 24 hour construction response line number.

Details of all complaints received during construction are to be recorded on a complaints register.

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

Information on all complaints received during the previous 24 hours and response times shall be forwarded to the EMR each working day.

**Property****11. Property Condition Surveys**

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

- a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works
- b) all heritage listed buildings and other sensitive structures within 50 metres from the edge of the Designated Works unless otherwise determined following geotechnical and vibration assessment as endorsed by a qualified geotechnical engineer and as approved by the PMEM as not likely to be adversely affected.

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

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

All owners of assets to be surveyed, as defined above, are to be advised of the scope and methodology of the survey and the process for making a claim regarding property damage within a reasonable time (not less than 14 days) prior to commencement of the surveys.

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

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

**Environmental Management****12. Environmental Induction**

Prior to the commencement of construction, all contractors shall be inducted by the Proponent on the key Project interfaces and associated environmental risks and procedures.

**13. Environmental Management System**

Construction works shall be undertaken in accordance with the Proponent's environmental management system (EMS) which has been accredited as ISO14001 compliant.

**14. Environmental Management Representative**

Prior to the commencement of construction, the PMEM shall appoint an EMR who is independent of the design and construction personnel of the Project, for the duration of the construction period for the Project.

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

- a) considering and advising the Proponent on matters specified in these conditions and compliance with such
- b) reviewing and where required by the PMEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation
- c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the PMEM;
- d) reporting weekly to the Proponent
- e) 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
- f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts
- g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections
- h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary
- i) where required by the PMEM, providing advice on the content and implementation of the CEMP and Environmental Controls Map (ECM) in accordance with the conditions.

The EMR shall be available during construction activities to inspect the site(s).

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**15. Construction Environmental Management Plan**

The Proponent shall prepare a CEMP prior to commencement of construction which addresses the following matters:

- a) traffic and pedestrian management (in consultation with the relevant roads authority)
  - b) noise and vibration management, including TfNSW's *Construction Noise Strategy* and EPA's *Interim Construction Noise Guideline* (July 2009)
  - c) water and soil management including TfNSW's *Water Discharge and Reuse Guidelines* (7TP-ST-146)
  - d) air quality management (including dust suppression)
  - e) indigenous and non-indigenous heritage management
  - f) flora and fauna management
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- g) storage and use of hazardous materials
- h) contaminated land (including acid sulphate soils)
- i) weed management
- j) waste management
- k) light spill
- l) sustainability initiatives
- m) environmental incident reporting and management procedures including TfNSW's *Environmental Incident Classification and Reporting Procedure* (9TP-PR-105)
- n) non-compliance and corrective/preventative action procedures.

The CEMP shall:

- a) 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
- b) be prepared in accordance with the *Guideline for Preparation of Environmental Management Plans* (Department Infrastructure, Planning and Natural Resources, 2004)
- c) include a site specific environmental policy.

The Proponent shall:

- a) consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP
- b) submit a copy of the CEMP 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 CEMP
- c) submit a copy of the CEMP to the PMEM (or nominated delegate) for approval upon completion of the EMR review period, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the PMEM)
- d) review and update the CEMP at minimum 6-monthly intervals, and in response to any actions identified as part of the EMR's audit of the document
- e) 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.

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

**16. Environmental Controls Map**

The Proponent shall prepare an ECM in accordance with TfNSW's *Guide to Preparing ECMs 2010* 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.

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 PMEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the PMEM).

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

Updates to the ECM shall be made within 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.

**Hours of Work**

**17. Standard Construction Hours**

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

- a) any works which do not cause noise emissions to be more than 5dBA higher than rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers
- b) 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 PMEM
- c) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- d) any other work as agreed by the PMEM (or nominated delegate), in accordance with TfNSW's Out of Hours Work Procedure, and considered essential to the Project, or as approved by EPA (where an EPL is in effect).

Any work undertaken outside of the standard construction hours shall be subject to approval in accordance with TfNSW's *Construction Noise Strategy (CNS)* and *Out of Hours Work Procedure*.

**Noise and Vibration**

**18. High Noise Generating Activities**

Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall only be scheduled between the following hours unless otherwise agreed to by the PMEM (or nominated delegate), or as approved by EPA (where relevant to the issuing of an EPL), unless inaudible at nearby residential properties and/or other noise sensitive receivers:

- 8:00am to 12:00pm, Monday to Saturday
- 2:00pm to 5:00pm Monday to Friday.

**19. Construction Noise and Vibration**

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

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers. This includes further assessment of airborne noise impacts associated with tunnel construction
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the REF)
- 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 17 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 PMEM or nominated delegate) or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW *Construction Noise Strategy* and *Out of Hours Work Assessment Procedure* (2011)
- 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.

**20. Vibration Criteria**

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

- a) for structural damage vibration – *German Standard DIN 4150:Part 3 – 1999: Structural Vibration in Buildings: Effects on Structures*
- b) for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (DEC 2006).

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

**21. Non-Tonal Reversing BEEPERS**

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

**22. Noise Impact on Educational Facilities**

Not applicable.

**23. Operational Noise and Vibration**

Not applicable.

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**24. Operational Noise Compliance Monitoring**  
Not applicable.

**25. Piling**  
Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the EMR or PMEM shall be obtained prior to commencement of piling activities.

**Contamination and Hazardous Materials**

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

**27. Unidentified Contamination (other than Asbestos)**  
If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with EPA Guidelines for *Consultants Reporting on Contaminated Sites*.  
The Proponent shall:  
a) submit a copy of any contamination report 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 report  
b) submit a copy of the report to the PMEM for consideration upon completion of the EMR review period. The PMEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.  
**Note:** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both condition 27 and condition 28.*

**28. Asbestos Management**  
If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and 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.  
Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.  
**Note:** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both condition 27 and condition 28.*

**29. Storage and Use of Hazardous Materials**

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

- 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 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 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.

**Traffic and Access**

**30. Traffic Management Plan**

The Proponent shall prepare a construction traffic management plan (TMP) as part of the CEMP which addresses, as a minimum, the following:

- 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.

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	<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>
<b>31.</b>	<p><b>Road Condition Reports</b></p> <p>Prior to construction commencing, the Proponent shall prepare 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>
	<p><b>Lighting</b></p>
<b>32.</b>	<p><b>Lighting Control</b></p> <p>All permanent lighting for the Project must be designed, installed and operated in accordance with the requirements of <i>AS 1158 Road Lighting</i> and <i>AS 4282 Control of the Obtrusive Effects of Outdoor Lighting</i>.</p>
	<p><b>Flora and Fauna</b></p>
<b>33.</b>	<p><b>Replanting Program</b></p> <p>All cleared vegetation shall be replaced and/or offset in accordance with TfNSW's – Transport Projects <i>Draft Vegetation Offsetting Guide</i>. All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the PMEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>
<b>34.</b>	<p><b>Removal of Trees or Vegetation</b></p> <p>Approval is required in accordance with TfNSW's <i>Application for Removal or Trimming of Vegetation</i> 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.</p>
	<p><b>Erosion and Sediment Control</b></p>
<b>35.</b>	<p><b>Erosion and Sediment Control</b></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 in accordance with <i>Managing Urban Stormwater; Soils and Construction 4th Edition</i> (Landcom, 2004).</p>
	<p><b>Heritage</b></p>
<b>36.</b>	<p><b>Indigenous and Non-Indigenous Heritage</b></p> <p>If previously unidentified indigenous or non-indigenous heritage/archaeological items are uncovered during construction works, all works in the vicinity of the find shall cease and appropriate advice shall be sought from a suitably qualified heritage consultant (and in consultation with the OEH Heritage Branch where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from the heritage consultant.</p>

**Urban Design and Landscaping**

**37. Urban Design and Landscaping Plan**

Prior to the finalisation of the Project's detailed design, the Proponent shall prepare an urban design and landscaping plan (UDLP) which addresses the following matters:

- 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 furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment
- c) landscape treatments and street tree planting to integrate with surrounding streetscape
- d) design detail that is sympathetic to the amenity and character of the local heritage items
- e) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project
- f) total water management principles to be integrated into the design where considered appropriate
- g) design measures included to meet the *Sustainable Design Guidelines Version 3.0*
- h) identification of design and landscaping aspects that will be open for community input
- i) any other matters which the conditions require the UDLP to address.

The UDLP shall be prepared in consultation with Council, relevant stakeholders and accepted by the Transport for NSW - Assurance Team in consultation with the Transport for NSW - Transport Projects Urban Design Team.

**Sustainability**

**38. Sustainability Officer**

The Proponent shall appoint a Sustainability Officer who is responsible for implementing sustainability objectives for the Project.

Details of the Sustainability Officer, including defined responsibilities consistent with the Proponent's sustainability objectives, included in the Project's REF, are to be submitted to the satisfaction of the Principal Manager Sustainability prior to preparation of the Pre-Construction Sustainability Report.

**39. Pre-Construction Sustainability Report**

Prior to commencement of construction, a pre-construction sustainability report (PCSR) shall be prepared to the satisfaction of the PMS. The Report shall include the following minimum components:

- a) a completed electronic checklist demonstrating compliance with the *Sustainable Design Guidelines Version 3.0*
- b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc
- c) a section specifying any areas of innovation that will be explored and/or implemented on the Project during the course of the construction period.

The Proponent shall submit a copy of the PCSR to the PMS for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMS).

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**Additional Conditions**

- 40. Graffiti and Advertising**
- Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures 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:
- a) offensive graffiti will be removed or concealed within 24 hours
  - b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week
  - c) graffiti that is neither offensive or highly visible will be removed or concealed within a month
  - d) any unauthorised advertising material will be removed or concealed within 24 hours.

- 41. Authorised Water Servicing Coordinator**
- Not applicable.

**Site Specific Conditions**

- 42. Taxi Council Consultation**
- Consultation with the Taxi Council, Holroyd City Council and the Holroyd Traffic Committee shall be undertaken during the detailed design process for the Project to provide an opportunity to discuss any potential impacts associated with the removal of two of the taxi rank spaces.

- 43. Road Safety Audit**
- A Road Safety Audit would be undertaken during the detailed design phase and design amendments would be made as identified to ensure any traffic impacts are mitigated. The findings of the audit would be provided to Holroyd City Council for information.

- 44. Heritage Interpretation Strategy**
- Prior to the commencement of construction, a heritage interpretation strategy shall be prepared and recommendations included into the detailed design of the Project. The strategy shall include recommendations regarding the installation heritage interpretive signage. The strategy is to be submitted to the PMEM for approval, at least 14 days (or within such time as otherwise agreed to by the PMEM) prior to commencement of construction of the Project.

- 45. Heritage architect**
- A suitably qualified and experienced heritage architect/consultant shall provide input to, and review the detailed design of the Project to ensure that the heritage values of the station buildings are retained.

- 46. Archival recording**
- Archival recording of the Wentworthville Memorial Fountain and Wentworthville Station Bridge and their relationship to the surrounding station precinct shall be undertaken in accordance with Heritage Division Guidelines prior to their removal.
- A copy of the archival recording shall be placed in Holroyd City Council Library so that a complete record of the original location of the Wentworthville Memorial Fountain is available for public access.

END OF CONDITIONS