



Transport
for NSW

Berala Station Upgrade

Determination Report





Transport
for NSW

Berala Station Upgrade Determination Report

Transport Access Program
Ref - 4968469

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Glossary and abbreviations

Term	Meaning
BCA	Building Code of Australia
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance).
Contractor	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
CPTED	Crime Prevention Through Environmental Design
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
Detailed design	Detailed design broadly refers to the process that the Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
OEH	NSW Office of Environment and Heritage
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, TfNSW
Proposed Activity	The construction and operation of the Berala Station Upgrade
REF	Review of Environmental Factors
Roads and Maritime	NSW Roads and Maritime Services (formerly Roads and Traffic Authority)
TfNSW	Transport for NSW (the Proponent)

Executive summary

Overview of Proposed Activity

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

TfNSW is the Proponent for the Berala Station Upgrade (the 'Proposed Activity'), which is part of the Transport Access Program. The program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

The Proposed Activity involves the construction of a new lift from the existing pedestrian underpass to the platform level (on the eastern side of the platform); extension of the canopy on the platform level to include the new lift shaft area; demolition of the existing ticket office and refurbishment of the platform building to include a family accessible toilet, staff facilities and amenities.

TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared by TfNSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

Modifications to the Proposed Activity

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

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

Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the Berala Station 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 a review of the submissions received from the community and stakeholders, it is recommended that the Proposed Activity be approved, subject to the mitigation measures included in the REF and the proposed Conditions of Approval. TfNSW will continue to liaise with the community and other stakeholders as the Proposed Activity progresses through detailed design and into the construction phase.

1 Introduction

1.1 Background

Transport for NSW (TfNSW) is the NSW Government's lead public 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 train, bus, ferry, light rail 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. 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.

The Transport Access Program 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/carers 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.

TfNSW is the Proponent for the Berala Station Upgrade (referred to as the 'Proposed Activity' for the purposes of this document).

1.2 Review of Environmental Factors

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

The Berala Station Upgrade REF was placed on public display from 15 February to 29 February 2016, with seven submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3 Determination Report

Prior to proceeding with the Proposed Activity, the Secretary for TfNSW must make a determination in accordance with Part 5 of the EP&A Act (refer Figure 1).

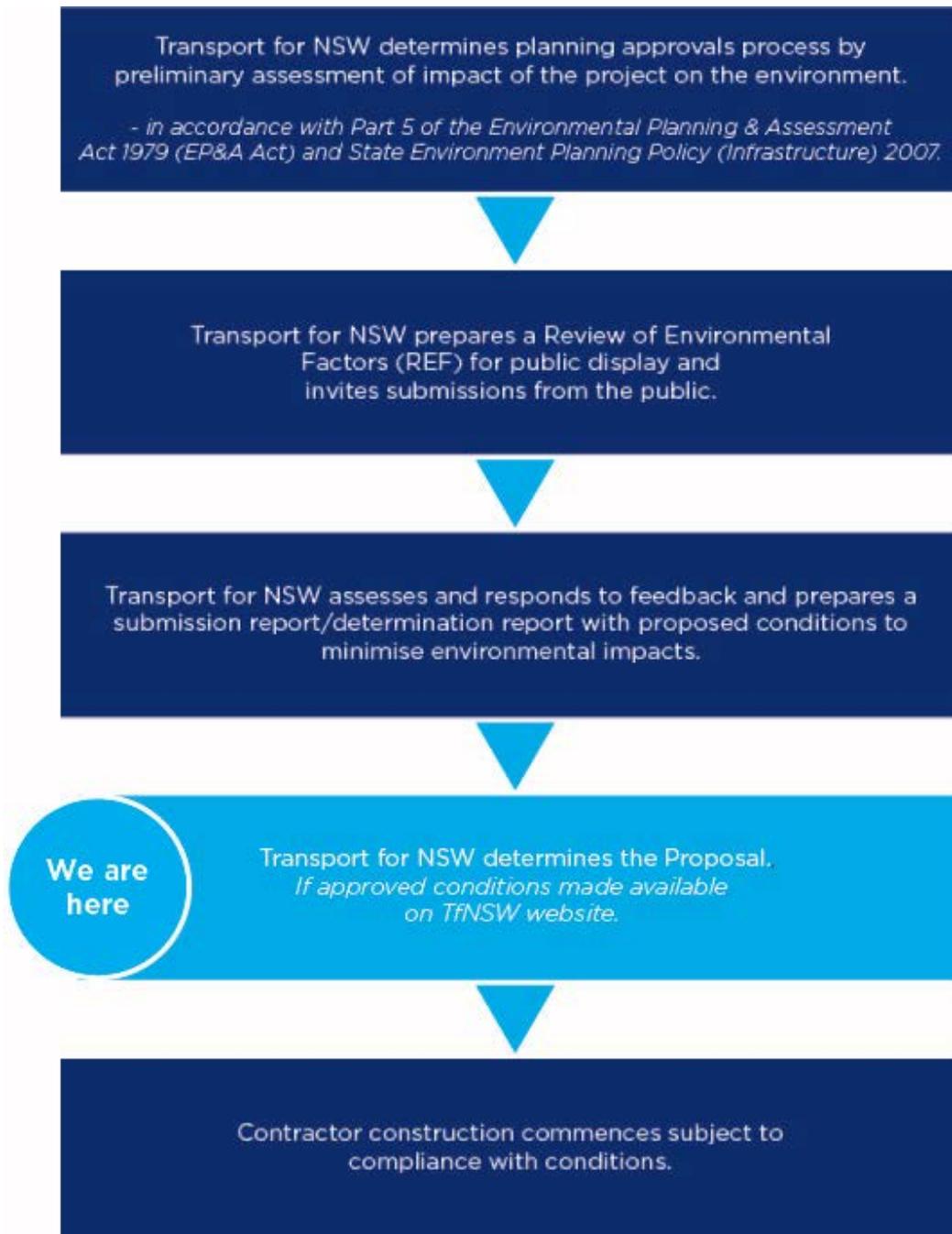


Figure 1: Planning approval process

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

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

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

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

1.4 Description of the Proposed Activity in the REF

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

- installation of a lift from the underpass level to the station platform level
- extension of the existing platform canopy to the new lift
- demolition of the existing ticket office
- refurbishment of existing platform building to include a family accessible toilet and staff facilities and amenities
- provision of interchange facilities along adjacent streets including formal kiss and ride zones, two accessible parking spaces and an upgraded bus shelter
- installation of sheltered bicycle racks at the Campbell Street entrance
- ancillary works including adjustments to lighting and ticketing machines, improvements to station communication systems with new infrastructure (including additional CCTV cameras) and improved wayfinding signage.

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

Construction is expected to commence in mid 2016 and take around approximately 18 months to complete.

Due to access constraints at the site, an option is being considered to temporarily shut down the station to customers for a period of approximately four weeks. Trains would continue to operate during the shutdown; however trains would not stop at the station.

The station shutdown would result in a reduction to the construction period by approximately six months, resulting in an overall construction period of approximately 12 months (depending on the Contractor's preferred methodology). The potential station shutdown would be considered further during detailed design and construction planning and would be subject to

further consultation with relevant stakeholders. Should a decision be made to temporarily shut the station, the community would be notified in advance of alternative transportation options being provided.

2 Consultation and assessment of submissions

2.1 REF public display

The Berala Station Upgrade REF was placed on public display from 15 February 2016 to 29 February 2016 at three locations, as well as on the [TfNSW website](http://www.transport.nsw.gov.au/projects-tap)¹ and the NSW Government [Have Your Say website](http://www.haveyoursay.nsw.gov.au)²

Community consultation activities undertaken for the public display included:

- distribution of 6000 flyers to customers at the station/nearby residents and/or businesses on 15 February 2016
- installation of project signage at Berala Station
- public display of the REF at Auburn City Library, Lidcombe Library, Regents Park Library, Auburn City Council and the TfNSW Community Information Centre at 388 George Street Sydney
- placement of advertisement in the Auburn Pictorial Review on 16 February 2016
- placement of information on the TfNSW website
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission was sent to Auburn City Council as per the consultation requirements under clauses of the Infrastructure SEPP.

2.2 REF submissions

A total of seven submissions were received by TfNSW, including one from Auburn City Council. Submissions included feedback on a range of issues in relation to the Proposed Activity.

2.3 Consideration and response to submissions

Community submissions

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

¹ <http://www.transport.nsw.gov.au/projects-tap>

² <http://www.haveyoursay.nsw.gov.au>

Table 1: Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	BER2, BER4	Support for the Proposed Activity and/or for improving accessibility at the station.	Noted.
1.2	BER3, BER5, BER6	Support for the Proposed Activity but would like improvements to train services including reinstatement of direct services to the Inner West Line.	Noted. The Proposed Activity is focused on improving accessibility and customer amenity at Berala Station. Consideration of current and future train services is outside the scope of the Proposed Activity.
2	Design		
2.1	BER1	Requested weather protection to be provided over the two Opal Card Readers on the Campbell Street station entrance (to the south) and between the underpass and the shopping centre (to the north) to improve access during wet weather.	<p>During the design development stage, the option to install canopies to improve weather protection at the Campbell Street underpass entrance and between the underpass and the shopping centre (on the Woodburn Road entrance) were considered.</p> <p>These options were not explored further due to the potential impacts on the heritage listed station; to maintain the existing natural light in the underpass; maintenance issues and interface with existing high voltage overhead wires (on the northern side of the underpass).</p> <p>The option to relocate Opal Card Readers closer to the Campbell Street underpass would be considered further during detailed design.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3	Traffic, Transport and Access		
3.1	BER6	Complete shutdown of the station should be avoided with an alternative construction plan utilised to maintain train services.	<p>As discussed in Section 3.1 of the REF, a temporary shutdown of Berala Station is being considered due to access constraints at the site. If the temporary station shutdown is pursued, the shutdown would be undertaken for a period of approximately four weeks.</p> <p>Train services would continue to operate during the potential shutdown; however trains would not stop Berala Station. Replacement shuttle buses would be provided for the duration of the shutdown with regular connecting services between Berala, Regents Park and Lidcombe stations.</p> <p>The shutdown, if required, would result in a short-term inconvenience to customers at Berala Station. However, it would reduce the construction program (by approximately six months) which would minimise construction related impacts on the local community.</p> <p>The potential station shutdown would be considered further during detailed design and construction planning. This would include a review of the potential advantages and disadvantages in consultation with transport operators before a final decision is made.</p> <p>Should a decision be made to temporarily shut the station, the community would be notified in advance of alternative transportation options being provided.</p>

No.	Submission no.	Issue/s raised	TfNSW response
	BER6	Requested adequate levels of public transport be provided during the construction period. Concerned about impacts to train services between Birrong and Lidcombe. If the station shutdown is required, requested an increase in the frequency of the 908 bus service and shuttle bus services between Regents Park, Berala and Lidcombe Stations.	<p>Noted. As discussed in Section 3.2.1 of the REF, if the temporary station shutdown is required, replacement shuttle buses would be provided for the duration of the shutdown with regular connecting services between Berala, Regents Park and Lidcombe stations. Train services would continue to operate during the potential shutdown; however trains would not stop at Berala station.</p> <p>Whilst the potential shutdown would result in a short-term inconvenience to customers at Berala Station, the shutdown, if required, would reduce the construction program (by approximately six months) which would minimise construction related impacts on the local community.</p>

Other stakeholder submissions

Table 2 outlines issues raised by Auburn City Council in their submission, along with TfNSW's response.

Table 2: Response to Auburn City Council submissions

Issue no.	Issue/s raised	TfNSW response
1	Station shutdown	
1.1	Council does not support the option to temporarily shut down the station during the construction period.	Noted. As discussed in Section 3.1 of the REF, a temporary shutdown of Berala Station may be required due to access constraints at the site. The potential station shutdown would be considered further during detailed design and construction planning and would be subject to further consultation with transport operators and Auburn City Council.

2.4 Future consultation

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

- local council and other stakeholders have an opportunity to provide feedback on the detailed design
- the community and stakeholders are notified in advance of any upcoming works and construction impacts including changes to pedestrian or traffic access arrangements, any temporary station shutdown 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](mailto:projects@transport.nsw.gov.au)³ and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](http://www.transport.nsw.gov.au/projects-tap)⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ <http://www.transport.nsw.gov.au/projects-tap>

3 Consideration of the environmental impacts

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 pursuant to clause 228(3) of the EP&A Regulation, an assessment is provided in Chapter 6 of the REF and Appendix 1 of the REF.

In respect of the Proposed Activity an assessment has been carried out regarding potential impacts on critical habitat, threatened species, populations or ecological communities or their habitats, under section 112 of the EP&A Act.

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*⁵ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Part 5.1 of the EP&A Act is not required.

Environment Protection and Biodiversity Conservation Act 1999

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

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

4 Conditions of Approval

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

5 Conclusion

Having regard to the assessment in the REF and consideration of the submissions received it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement is not required to be prepared under Part 5.1 of the EP&A Act.

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

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

References

Transport for NSW, February 2016, *Berala Station Upgrade Review of Environmental Factors*, Sydney

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Berala Station Upgrade REF:

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Berala Station Upgrade

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

Schedule of acronyms and definitions used:

Acronym	Definition
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLP	Community Liaison Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMS	Environmental Management System
ICNG	<i>Interim Construction Noise Guidelines</i> (Department of Environment and Climate Change, 2009)
INP	<i>NSW Industrial Noise Policy</i> (EPA, 2000)
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report

Acronym	Definition
PMEIA	Principal Manager Environmental Impact Assessment (or nominated delegate)
PMEM	TfNSW Principal Manager Environmental Management (or nominated delegate)
PMS	TfNSW Principal Manager Sustainability (or nominated delegate)
RAP	Remedial Action Plan
RBL	Rating Background Level
REF	Review of Environmental Factors
RING	<i>Rail Infrastructure Noise Guideline</i> (EPA, 2013)
RNP	<i>NSW Road Noise Policy</i> (Department of Environmental, Climate Change and Water, 2011)
Roads and Maritime	NSW Roads and Maritime Service
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDP	Urban Design Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW PMEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Feasible	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Project	The construction and operation of the Berala Station Upgrade 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 the case of the Project, Transport for NSW.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

**CoA
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Type

General

1

Terms of Approval

The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:

- a) *Berala Station Upgrade – Review of Environmental Factors* (TfNSW, February 2016)
- b) *Berala Station Upgrade – Determination Report* (TfNSW, March 2016).

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

2

Project Modifications

Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.

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 Principal Manager Environmental Management (PMEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.

A copy of the PECM shall be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the PMEM).

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 *TfNSW's NSW Sustainable Design Guidelines - Version 3.0* compliance checklist (7TP-FT-249)
- c) compliance with any approvals or licences issued by relevant authorities for construction of the Project
- d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)
- e) environmental monitoring results, presented as a results summary and analysis
- f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused
- 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 PMEM.

A copy of each CECR shall be submitted to the PMEM for approval. The first CECR shall report on the first six months of construction and be submitted within 21 days of expiry of that period (or at any other time interval agreed to by the 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.

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 conditions of approval, licences and permits required to be obtained under any other legislation for the project.

A copy of the POCR shall be submitted to the PMEM for approval at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the PMEM).

Communications**7****Community Liaison Plan**

A Community Liaison Plan (CLP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies and businesses). 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) stakeholder and issues identification and analysis
- c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number
- d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLP.

The CLP shall be prepared to the satisfaction of the Director Community Engagement 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 days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).

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) a list of environmental management reports that are publicly available
- c) 24 hour contact telephone number for information and complaints.

All documents uploaded to the website must be compliant with the *Web Content Accessibility Guidelines 2.0*.

**CoA
number**

Type

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

Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and PMEM each working day.

Environmental Management**11****Construction Environmental Management Plan**

A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:

- a) traffic and pedestrian management (in consultation with the relevant roads authority)
- b) noise and vibration management
- c) water and soil management
- d) air quality management (including dust suppression)
- e) indigenous and non-indigenous heritage management
- f) flora and fauna management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) sustainability
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures.

The CEMP shall:

- i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management
- ii) comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources, 2004)
- iii) include an Environmental Policy.

The Proponent shall:

1. consult with relevant government agencies and relevant service/utility providers as part of the preparation of the CEMP
2. submit a copy of the CEMP to the PMEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMEM)
3. review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits
4. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the PMEM for approval.

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

12**Environmental Management Representative**

Not applicable.

**CoA
number****Type****13****Environmental Controls Map**

An environmental controls map (ECM) shall be prepared in accordance with TfNSW's *Guide to Environmental Controls Map (3TP-SD-015)* prior to the commencement of construction for implementation for the duration of construction and may be prepared in stages as set out in the CEMP.

A copy of the ECM must be submitted to the PMEM for approval, at least 21 days (or within such time as otherwise agreed by the PMEM) prior to commencement of construction of the Project.

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

Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the PMEM for approval.

Contamination and Hazardous Materials**14****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 a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including *Guidelines for Consultants Reporting on Contaminated Sites* (OEH, 2011).

A copy of any contamination report must be submitted to the PMEM for review for a minimum period of seven days. 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 15 and Condition 16.*

15**Asbestos Management**

If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA 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 15 and Condition 16.*

**CoA
number****Type****16****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's *Chemical Storage and Spill Response Guidelines (9TP-SD-066)* and Australian and ISO standards. These measures shall include:

- a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment to be undertaken in clearly marked designated areas that are designed to contain spills and leaks
- b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls
- c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks
- d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.

17**Hazardous Materials Survey**

A hazardous materials survey in accordance with AS2601 (2001) *Demolition of Structures* would be undertaken by an appropriately qualified environmental scientist prior to demolition works commencing.

Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA and WorkCover guidelines.

Erosion and Sediment Control**18****Erosion and Sediment Control**

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 *Managing Urban Stormwater: Soils and Construction - Volume 1*, 4th Edition (Landcom, 2004).

Flora and Fauna**19****Removal of Trees or Vegetation**

Separate approval, in accordance with TfNSW's Application for Removal or Trimming of Vegetation, is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.

20**Replanting Program**

All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide (9TP-ST-149)*. 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.

**CoA
number**

Type

Heritage Management

21

Indigenous and Non-Indigenous Heritage

If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline (3TP-SD-115)* shall be followed and all works in the vicinity of the find shall cease. The PMEM shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage consultant.

Hours of Work

22

Standard Construction Hours

Construction activities shall be restricted to the hours of 7am to 6pm (Monday to Friday); 8am to 1pm (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 5 dBA higher than rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers subject to approval by the PMEM
- b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)
- c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the PMEM
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any other work as agreed by the PMEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).

23

High Noise Generating Activities

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

Lighting**24****Lighting Scheme**

All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with *AS 1158 Road Lighting* and *AS 4282 Control of the Obtrusive Effect of Outdoor Lighting*. The lighting scheme shall address the following as relevant:

- a) consideration of lighting demands of different areas
- b) strategic placement of lighting fixtures to maximise ground coverage
- c) use of LED lighting
- d) minimising light spill by directing lighting into the station and interchange
- e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving
- f) motion sensors to control low traffic areas
- g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and
- h) ensuring security and warning lighting is not directed at neighbouring properties.

The proposed lighting scheme is to be submitted prior to the first design submission (System Definition Review) and accepted by TfNSW – Precincts and Urban Design team.

Noise and Vibration**25****Construction Noise and Vibration**

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise Strategy (7TP-ST-157)* and the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 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
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints
- e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 10 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 PMEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's *Construction Noise Strategy (7TP-ST-157)*
- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.

CoA number	Type
26	<p>Vibration Criteria</p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ul style="list-style-type: none"> a) for structural damage vibration – German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> and British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i> b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) which includes British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>. <p>These limits apply unless otherwise approved by the PMEM through the CEMP.</p>
27	<p>Non-Tonal Reversing Beepers</p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.</p>
28	<p>Noise Impact on Educational Facilities</p> <p>Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.</p>
29	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the PMEM shall be obtained prior to commencement of piling activities.</p>

Property**30****Property Condition Surveys**

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

- a) all buildings/structures/roads within a plan distance of 20 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.

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

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

All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding potential property damage.

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

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

Sustainability**31****Sustainability 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 as well as duration and resource allocation throughout the appointment, consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the TfNSW Principal Manager Sustainability (PMS) prior to preparation of the Pre-Construction Sustainability Report (PCSR).

32**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 (7TP-ST-114)*
- b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc
- c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified.

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).

Traffic and Access**33****Traffic Management Plan**

A construction Traffic Management Plan (TMP) shall be prepared 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 parking
- f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance
- g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses
- h) details for relocating kiss-and-ride, taxi ranks and rail replacement bus stops if required, including appropriate signage to direct customers, in consultation with the relevant bus operator. Particular provisions should also be considered for the accessibility impaired.
- i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.

The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required and obtain any approvals as required under the *Roads Act 1993*. The performance of all Project traffic arrangements must be monitored during construction.

34**Road Condition Reports**

Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.

Urban Design and Landscaping**35****Urban Design Plan**

An Urban Design Plan (UDP) which demonstrates design excellence in the essential urban design requirements of the Project shall be prepared by the Proponent, as evident in the following matters:

- a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to:
 - i. connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown
 - ii. integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown
 - iii. integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc
 - iv. integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land-use
- b) design detail that is sensitive to the amenity and character of heritage items located within or adjacent to the Project site
- c) total water management principles to be integrated into the design where considered appropriate
- d) consideration of design refinements listed below during design development to maximise the urban design outcomes of the Project, along with a justification if any of the below is unable to be progressed:
 - i. relocate existing public telephone and vending machine to minimise clutter on the platform
 - ii. new downpipes are to consist of steel pipes with colorbond downpipe connections to gutters (ie PVC downpipes should not be used)
 - iii. new brickwork on the new lift structure is to be sympathetic with the detailing of existing brickwork on the platform and other heritage features (refer to condition of approval 39)
 - iv. access to the memorial plaque and gardens is to be re-established if feasible.
- e) any other matters which the conditions require the UDP to address.

The UDP shall be:

1. prepared prior to the first design submission (Sydney Definition Review)
2. prepared in consultation with councils and relevant stakeholders
3. prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise
4. endorsed by TfNSW's Precincts and Urban Design team.

36

Public Domain Plan

The Proponent shall prepare a Public Domain Plan (PDP) which demonstrates design excellence in the essential urban design requirements of the Project, as evident in 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 and bicycle 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) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project
- e) total water management principles to be integrated into the design where considered appropriate
- f) design measures included to meet TfNSW's *NSW Sustainable Design Guidelines - Version 3.0 (7TP-ST-114)*
- g) identification of design and landscaping aspects that will be open for stakeholder input, as required
- h) any other matters which the conditions require the PDP to address.

The PDP shall be:

1. prepared and submitted to TfNSW prior to the first design submission (System Definition Review)
2. prepared in consultation with councils and relevant stakeholders
3. prepared by a registered landscape architect
4. endorsed by TfNSW's Precincts and Urban Design team.

Additional Conditions

37

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.

**CoA
number**

Type

Site Specific Conditions

38

Selection of Final Location for Temporary Construction Compound(s)

The final location of the temporary construction compound(s) is to be selected in accordance with the following criteria where reasonably practicable to ensure environmental impacts are minimised:

- a) safe access to the local road and pedestrian network is provided
- b) no excavation works required (unless approved otherwise)
- c) the site is relatively level
- d) use of the site does not adversely impact on watercourses
- e) minimal tree removal required
- f) minimal impacts on adjacent land uses.

In accordance with the requirements of Condition 2, any works for the establishment of the temporary construction site compound(s) may not commence until the environmental impacts of the proposed works have been assessed and approved by TfNSW.

39

Minimisation of Impacts to the Heritage Fabric of Berala Railway Station

In order to minimise impacts on the heritage fabric of the station, which is listed on Railcorp's s170 Heritage and Conservation Register, the following shall be implemented during detail design:

- a) due consideration is to be given to the design of the external elements of the Project such as the lift and extended canopy, along with the proposed internal alterations to the platform building
- b) heritage recommendations provided by Paul Davies Pty Ltd (2015) and Sydney Trains Heritage are to be considered during detailed design
- c) the internal fit out of the platform building is to retain or enhance existing features and the original fabric of the building where reasonably practicable. The design of new elements shall incorporate the use of sympathetic colours, finishes and styles
- d) a suitably qualified and experienced heritage consultant, who is independent of the Contractor's personnel and approved by the PMEIA, is to provide input to the design process to ensure the design is sympathetic to the heritage values of the station. The independent heritage consultant shall undertake the following:
 - i. preparation of a detailed Heritage Impact Assessment in accordance with OEH guidelines for works that would affect the fabric of the existing station
 - ii. preparation of a register of moveable heritage objects within Berala Station and corresponding heritage assessment which considers the retention of moveable items (such as waiting room benches and the ticket office safe) in situ. Where in situ retention is not feasible, alternative options to relocate, store or archive these items shall be investigated as part of the assessment. A copy of the record is to be provided to the Local History Collection at Auburn City Council Library and Sydney Trains Heritage Unit
 - iii. preparation of a program of archival recording prior to
 - demolition of the ticket office
 - any demolition of existing walls associated with the platform building
 - relocation (if required) of moveable heritage items.

Archival recording is to include photographic records of the original context, layout, building materials and methods used during their construction. The recording is to be undertaken in accordance with the guideline *How to Prepare Archival Records of Heritage Items* (NSW Heritage Office, 1998).
- e) the final design is to be accepted by TfNSW, in consultation with the Sydney Trains Heritage Unit prior to the commencement of construction. The Sydney Trains Heritage Unit is to be provided with a copy of the detailed design and heritage documentation, and is to be given a minimum 21 days advance written notice of the construction commencement date, to allow for notification to be issued to the OEH Heritage Division of demolition works.

40

Vibration Impacts to Heritage Listed Structures

In addition to Conditions of Approval 25 and 26, the following controls are to be implemented to protect listed heritage structures within proximity to the works:

- a) attended vibration monitoring is to be undertaken at the commencement of vibration generating activities to determine site specific safe working distances
- b) vibration intensive works are not to proceed within the safe working distances unless a permanent vibration monitoring system is installed approximately one metre from the building footprint, to warn operators (via flashing light, audible alarm, SMS etc.) when vibration levels are approaching the acceptable vibration limit
- c) if an exceedance is recorded, vibratory works are to cease immediately, and less vibration intensive methods of construction or equipment implemented to achieve compliance.

41

Protection of Memorial Plaque and Garden at the Campbell Street Underpass Entrance

The sheltered bike rack is to be designed and located such that impacts to the Memorial Plaque and Garden at the Campbell Street underpass entrance are avoided.

Any unavoidable impacts to the memorial and associated gardens would be subject to further environmental assessment and approval from the PMEIA in consultation with Sydney Trains and Auburn City Council.

Appropriate controls are to be implemented to ensure that the Memorial Plaque and Garden are protected during construction activities.

42

Works within a Flood Prone Area

The following flood mitigation measures are to be implemented during detailed design:

- a) further hydrological assessment is to be undertaken to ensure that flooding impacts are appropriately managed
- b) adequate measures are to be provided to reduce flood risks and to ensure that safe access to the station is maintained
- c) flood mitigation measures and a maintenance strategy are to be developed for the lift, including emergency response procedures
- d) if any flood mitigation is proposed, flood modelling is to be undertaken to confirm that the Proposed Activity and any flood mitigation would achieve a neutral impact on upstream and downstream properties
- e) emergency response procedures are to be prepared, including identification of required actions during a flood event, and implemented during construction.

43

Temporary Station Shutdown

In the event that a temporary shutdown is proposed to be undertaken, an assessment of the environmental impacts of the temporary shutdown is to be prepared and submitted to TfNSW in accordance with the requirements of Condition 2. No activities or works associated with the temporary shutdown may commence until approved by TfNSW.

Should a decision be made to temporarily shut the station, the following are to be implemented prior to the shutdown occurring:

- a) further consultation is to be undertaken with transport operators and Auburn City Council
- b) an alternative transport strategy (with details of replacement transport services and accompanying consultation activities) is to be prepared to the satisfaction of the Director, Community Engagement
- c) the community is to be notified in advance of alternative transportation options being provided.

END OF CONDITIONS

Appendix C Environmental Impact Assessment

Berala Station Upgrade

APPROVAL

I, FIL CERONE, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the Berala Station Upgrade Review of Environmental Factors and the Berala Station Upgrade Determination Report in accordance with section 111 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report, consistent with the Proposal described in the Berala Station Upgrade Review of Environmental Factors as amended by this Determination Report.



Fil Cerone
A/Director, Planning and Environment Services
Infrastructure and Services Division
Transport for NSW

Date: 28/3/16.