



Transport
for NSW

Harris Park Station Upgrade

Determination Report





**Transport
for NSW**

Harris Park Station Upgrade Determination Report

**Transport Access Program
Ref- 5197389**

June 2016

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Glossary and abbreviations

Term	Meaning
CBD	Central business district
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the 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 Harris Park Station Upgrade
REF	Review of Environmental Factors
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 Harris Park 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 (as described in the Review of Environmental Factors – TfNSW, February 2016) involves the retention of the existing overhead station concourse, provision of two platform lifts, new stairs and ramps at the western station entrance, new lift and stairs at the eastern station entrance, regrading of the eastern shared path to improve accessibility, and the introduction of interchange facilities for bicycles, taxis and kiss and ride.

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

As a result of community feedback, and additional investigations in how to best provide value for money and improve access; a change in scope has been proposed. The key changes include:

- replacement of the proposed lift at the eastern station entrance with an accessible ramp
- removal of the proposed lift and canopies on platform 1/2 given the minimal current and future planned use of this platform for timetabled services. Customers would still be able to access the platform via the existing stairs during rail shutdowns, if required
- no platform regrading on platform 1/2.

An assessment of the impacts associated with the design refinements was undertaken in accordance with clause 228 of the EP&A Regulation, and concluded that the change in scope would not have an adverse impact to the environment, and would result in positive visual and cost impacts.

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

Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the Harris Park 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 (as amended in Chapter 3 of this document) 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 Harris Park 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 Harris Park Station Upgrade REF was placed on public display from 3 February to 17 February 2016, with four submissions received. Issues raised in these submissions are addressed in Section 2.2 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

Harris Park Station is located in the suburb of Harris Park and in the Parramatta local government area (LGA) approximately 23 kilometres west of Sydney's central business district (CBD). The station does not currently meet key requirements of the *Disability Standards for Accessible Public Transport* (DSAPT) and the Commonwealth *Disability Discrimination Act 1992* (DDA).

The lack of a compliant ramp or lift on the western station entrance and the steep grade of the existing ramp leading to the eastern station entrance do not facilitate access for people with reduced mobility and parents/carers with prams. Furthermore, there is no ramp or lift access to the station platforms from the concourse, with stairs being the only method of gaining access to the station platforms.

An overview of the Proposed Activity, which is the subject of the Harris Park Station Upgrade, is provided in the Executive Summary of this report. Full details of the Proposed Activity are set out in Chapter 3 of the REF. In summary, the Proposed Activity as outlined in the REF comprises:

- retention and refresh of the existing station concourse including a new family accessible toilet
- new ramp and stairs at the western station entrance
- new lift and stairs at the eastern station entrance
- installation of new canopies on stairs, platforms and station entrances for weather protection
- installation of two new platform lifts
- upgrade of shared path from Station Street East to the station and a partial upgrade of the path between Cambridge Street and the station
- provision of interchange facilities along adjacent streets including kiss and ride zones and taxi waiting facilities

- installation of sheltered bicycle racks at both station entrances
- ancillary works including minor drainage works, adjustments to lighting and ticketing machines, improvements to station communication systems with new infrastructure (including additional CCTV cameras) and 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 2017 and take approximately 18 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Harris Park Station Upgrade REF was placed on public display from 3 February 2016 to 17 February 2016 at three locations, as well as on the [TfNSW website](#)¹ and the NSW Government [Have Your Say website](#)²

Community consultation activities undertaken for the public display included:

- distribution of approximately 3200 flyers to nearby residents and businesses on Wednesday 3 February 2016
- distribution of approximately 1700 flyers to customers at the Harris Park Station concourse. The flyers were handed out during peak travel times from 6am to 9:30am and from 3pm to 6:30pm on Wednesday 3 February 2016
- installation of project signage around Harris Park Station
- public display of the REF at the TfNSW Community Information Centre on George Street in the CBD, Parramatta Library and Parramatta City Council office
- placement of advertisements in the Parramatta Advertiser on Wednesday 3 February 2016 and the Parramatta Sun on Thursday 4 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 Parramatta City Council and Cumberland Council (Holroyd City Council) as per the consultation requirements under clauses of the Infrastructure SEPP.

2.2 REF submissions

A total of four submissions were received by TfNSW. Submissions included feedback on a number of issues in relation to the Proposed Activity. Two of the submissions provided general support for the proposal and two requested clarification on the design and provided further design improvements. No submissions were received from Parramatta City Council or Cumberland Council (formerly Holroyd Council).

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

² <http://www.haveyoursay.nsw.gov.au>

2.3 Consideration and response to submissions

Community submissions

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

Table 1: Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	Harris2 Harris4	Provided support for the Proposed Activity.	Noted.
1.2	Harris3	Provided support for the Proposed Activity but requested further improvements.	Noted.
2	Design		
2.1	Harris1	<p>Suggested the following be undertaken:</p> <ul style="list-style-type: none"> construct a new platform on the eastern side of the station in the vegetated area eliminate the need for the eastern ramp by extending the platforms to the south and to the north to provide direct access from Cambridge Street, Station Street East and Station Street West. 	<p>Noted.</p> <p>The option to construct and/or extend the station platform would not be feasible to explore due to the lack of sufficient space within the rail corridor and the extent of rail infrastructure that would be impacted.</p> <p>As described in Section 2.3 of the REF, three options were identified as part of the design development to meet the Transport Access Program objectives and address the key deficiencies and opportunities identified during the development of the concept design.</p> <p>The refined option as outlined in Chapter 3 has been selected as it meets all the objectives of the Transport Access Program in the most cost-efficient manner with the least environmental impacts, when compared with alternate options.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.2	Harris1	Requested clarity on the installation of the lift on the eastern side of the station as there is already level access to the footbridge.	The existing level access ramp does not meet the requirements of the DDA with respect to the steepness of the slope; however given the existing levels on this side of the station it is possible to construct a new DDA-compliant ramp within a similar footprint which would remove the need for a new lift at the eastern entrance as proposed in the REF. More information on this design refinement and associated impacts is presented in Chapter 3.
2.3	Harris3	Would like lighting in Station Street West south of the station due to safety concerns.	The installation of lighting on Station Street West is outside the scope of the Proposed Activity and is managed by Parramatta City Council. This submission will be forwarded to Council for their consideration.
3	Traffic, transport and access		
3.1	Harris3	A timetable overhaul is required to accommodate the increase in commuters. Also requested that trains stop at other inner west stations such as Ashfield and Newtown to reduce travel times to these stations.	The Proposed Activity is focused on improving accessibility at Harris Park Station. Consideration of current and future train services is outside the scope of the Proposed Activity and is managed by Sydney Trains. The submission will be forwarded to Sydney Trains for their consideration.

3 Changes to the Proposed Activity

3.1 Design changes

As a result of community feedback, and additional investigations regarding how best to provide value for money and improve access; a change in scope has been proposed. The key changes include:

- replacement of the proposed lift at the eastern station entrance with an accessible ramp
- removal of the proposed lift and canopies on platform 1/2 given the minimal current and future planned use of this platform for timetabled services. Customers would still be able to access the platform via the existing stairs during rail shutdowns, if required
- no platform regrading on platform 1/2.

In summary, the revised Proposed Activity would comprise Figure 2:

- retention and refresh of the existing station concourse including a new family accessible toilet
- new ramp and stairs at the western station entrance
- new ramp and stairs at the eastern station entrance
- installation of new canopies on stairs, platforms and station entrances for weather protection on platform 3/4
- installation of one new lift on platform 3/4
- upgrade of shared path from Station Street East to the station and a partial upgrade of the path between Cambridge Street and the station
- provision of interchange facilities along adjacent streets including kiss and ride zones and taxi waiting facilities
- installation of sheltered bicycle racks at both station entrances
- ancillary works including minor drainage works, adjustments to lighting and ticketing machines, improvements to station communication systems with new infrastructure (including additional CCTV cameras) and wayfinding signage.

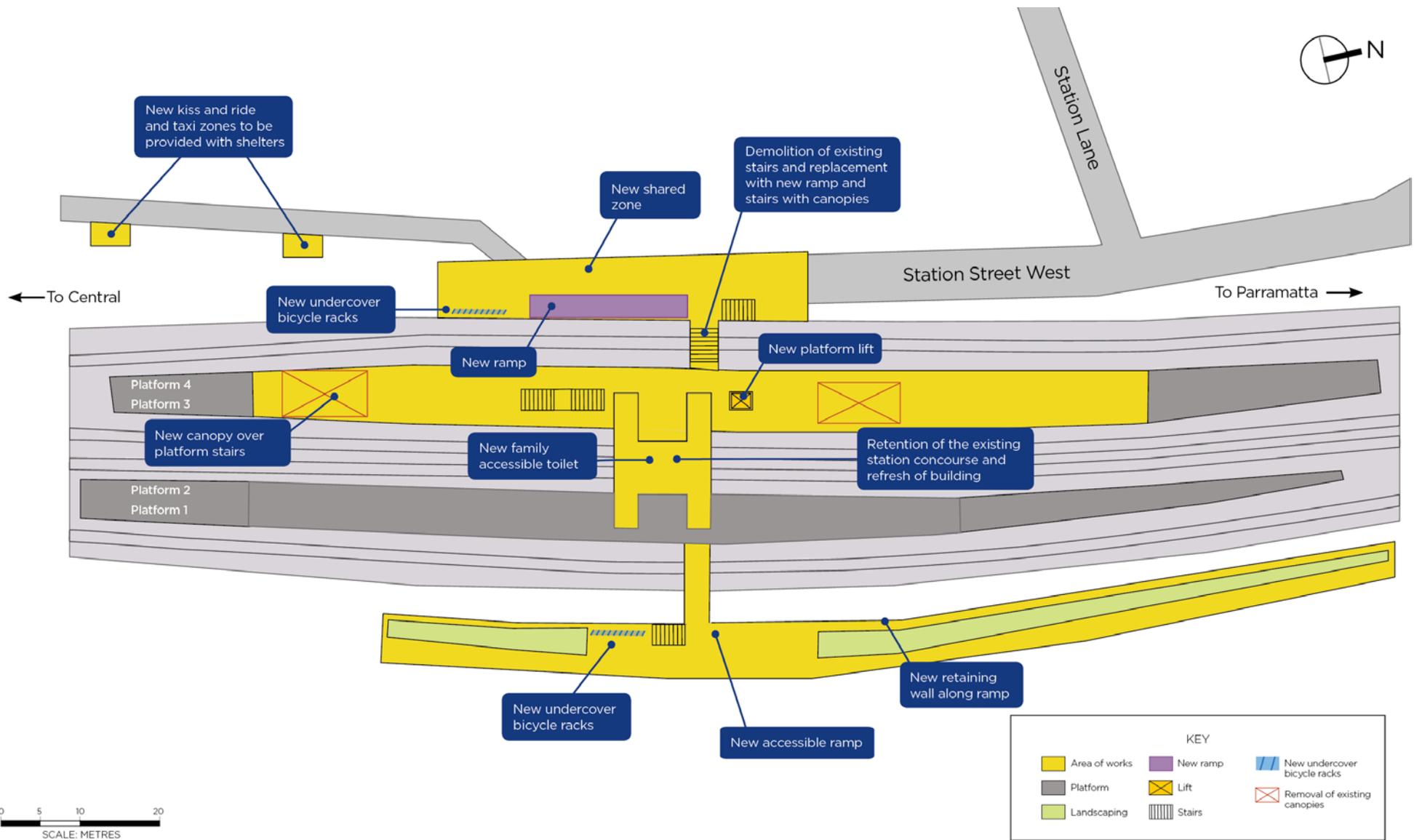


Figure 2 Schematic of the revised Proposed Activity

3.2 Assessment of design changes

The proposed design changes are assessed in the following sections. The changes are not considered to impact on other environmental and/or socio-economic aspects, unless otherwise mentioned.

The proposed design changes would result in both construction and operational cost benefits, while still improving customer amenity and accessibility in accordance with the requirements of the DSAPT and the Commonwealth *Disability Discrimination Act 1992*.

Replacement of the lift at the eastern entrance with an accessible ramp

The construction impacts associated with installing an accessible ramp would be similar to those associated with a lift (as described in the REF).

During operation, the proposed design change would provide equitable access to the eastern station entry as the new ramp would be constructed to meet DDA requirements (compliant width, slope etc.). Therefore, the positive access impacts would be consistent with those described in the REF.

There would be a minor positive visual impact through the removal of the lift which would have introduced a new structure into the visual environment, while the ramp would be less of a dominant feature in the landscape.

With respect to the Visual Impact Assessment that supported the REF (Green Bean Design, 2016), it is considered that while these changes would be a positive improvement and would result in a lower magnitude of visual change (particularly for pedestrians and adjacent receivers on Wigram Street), the overall visual impact for the Proposed Activity is still considered to fall within the 'low to low-moderate' range.

Removal of the lift and canopies from platform 1/2

The removal of the lift and canopies from platform 1/2 from the scope of the Proposed Activity would result in minor impacts to access during operation. Although this platform is not in regular use, it is possible that customers may need to access the platform infrequently, such as during rail shutdowns (around eight times per year) or other emergency scenarios. During such scenarios, information would be provided to customers on alternate options for those who are not able to use the existing stairs. It is also noted that the Proposed Activity would not preclude a lift from being provided at a later stage.

The removal of the canopies from the scope would mean that customers would have a reduced area for weather protection, however given the infrequent use of platform 1/2 (both for the current and future use of the platform) this change is considered justified.

The removal of the lift and canopies from platform 1/2 would have a minor positive visual impact, as it would introduce a lesser proportion of new infrastructure into the visual environment.

With respect to the Visual Impact Assessment that supported the REF (Green Bean Design, 2016), it is considered that while these changes would be a positive improvement and would result in a lower magnitude of visual change (particularly for pedestrians and adjacent receivers on Wigram Street and Station Street West), the overall visual impact for the Proposed Activity is still considered to fall within the 'low to low-moderate' range.

Platform regrading

Platform regrading is often undertaken as part of station upgrades to achieve a crossfall (i.e. the transverse slope from the middle of the platform to the edge) of a maximum of 1 in 40 to improve accessibility. However as per the canopies, given the infrequent use of platform 1/2 (both for the current and future use of the platform) this change in scope is considered justified and would result in only minor access impacts during operation due to the infrequent use of the platform.

3.3 Consultation regarding revised design and future consultation

Representatives from within various divisions of TfNSW and Sydney Trains were consulted to consider the proposed change in scope with respect to a number of factors, including customer service.

Moving forward, should TfNSW proceed with the Proposed Activity, consultation activities would continue including consultation with Parramatta City Council and Cumberland Council regarding design refinements and 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 councils and other stakeholders have an opportunity to provide feedback on the detailed design
- the community and stakeholders are notified in advance of any upcoming works, including changes to pedestrian or traffic access arrangements and out of hours construction activities
- accurate and accessible information is made available
- a timely response is given to issues and concerns raised by the community
- feedback from the community is encouraged.

The [TfNSW email address](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>

4 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 B of the REF. While the design changes (as described in Chapter 3), would reduce the visual impacts, the conclusions of this assessment remain unchanged.

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 A of the REF and the conclusions of this assessment remain unchanged as a result of the design changes (as described in Chapter 3)..

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

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

5 Conditions of Approval

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

6 Conclusion

Having regard to the assessment in the REF, consideration of the submissions received, and the design changes subsequent to the public display of the REF, it can be concluded that the Proposed Activity 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, *Harris Park Station Upgrade Review of Environmental Factors*, Sydney

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Harris Park Station Upgrade REF (February, 2016):

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

For Harris Park Station Upgrade

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Harris Park 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	TfNSW 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 Harris Park 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 number	Type
General	
1	<p>Terms of Approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <p>a) <i>Harris Park Station Upgrade – Review of Environmental Factors</i> (TfNSW, February 2016)</p> <p>b) <i>Harris Park Station Upgrade – Determination Report</i> (TfNSW, June 2016).</p> <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
2	<p>Project Modifications</p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.</p>
3	<p>Statutory Requirements</p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>
4	<p>Pre-Construction Environmental Compliance Matrix</p> <p>A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the 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.</p> <p>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).</p>
5	<p>Construction Environmental Compliance Report</p> <p>Not used.</p>
6	<p>Pre-Operation Compliance Report</p> <p>A Pre-Operation Compliance Report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all conditions of approval, licences and permits required to be obtained under any other legislation for the project.</p> <p>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).</p>

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 (or nominated delegate) 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 nominated delegate) 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 TfNSW Environment and Planning Manager 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 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 used..

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 or construction stages as set out in the CEMP.

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 14 and Condition 15.*

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 14 and Condition 15.*

**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 TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage 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).

Noise and Vibration**24****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 22 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.

25**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* and British Standard BS 7385-2:1993 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*
- b) for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (Department of Environment and Conservation, 2006) which includes British Standard BS 7385-2:1993 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*.

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

26**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.

27**Noise Impact on Educational Facilities**

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.

**CoA
number****Type****28****Piling**

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.

Lighting**29****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
- h) ensuring security and warning lighting is not directed at neighbouring properties.

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

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).

**CoA
number**

Type

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, 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.

A copy of the PCSR is to be submitted 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 to address:

- 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 the design refinements listed below during design development to maximise the urban design outcomes of the Project, along with a justification if any of the below is unable to be progressed:
 - i. consideration of recommendations provided in the Visual Impact Assessment (GBD, 2015) prepared as part of the REF
 - ii. refinement in the selection and location of replacement tree plantings to provide partial screening or a backdrop setting for constructed elements
 - iii. review of materials and colour finishes for selected components including the potential use of gabion walls on the underside of ramps
 - iv. refinement to the design of the canopies on the Station Street West entrance to minimise bulk
 - v. refinement to the design of the platform canopies to minimise bulk and visual impacts
 - vi. refinement of the lift structures to minimise the bulk and height of the structures.
- e) any other matters which the conditions require the UDP to address.

The UDP shall be:

1. prepared and submitted to TfNSW with the first design submission (System 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 prior to finalisation of the design.

36

Public Domain Plan

A Public Domain Plan (PDP) which demonstrates design excellence in the essential urban design requirements of the Project shall be prepared, 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. The Landscape Plan is to include, at a minimum, the following:
 - i. landscape treatments and street tree planting to integrate with surrounding streetscape
 - ii. landscape details, including details of soil preparation, mulches, plant selection, plant sizes (planting container and expected final sizes)
 - iii. details of on-going maintenance for 12 months.
- 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 with 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	<p>Construction Access to the Eastern Side of the Station</p> <p>Construction access to the eastern side of the Station and the positioning of cranes is to be confirmed (in consultation with the relevant property owner/s) and assessed via TfNSW's Environmental Impact Assessment checklist (or equivalent) and approved by the PMEIA prior to works commencing.</p>
39	<p>Protection of Non-indigenous Heritage</p> <p>The following controls are to be implemented to ensure that heritage listed items within the vicinity of the Project are not impacted:</p> <ol style="list-style-type: none"> the ECM (refer to Condition 13) is to identify heritage listed structures within the vicinity of the site (refer to Section 6.5 of the REF) and proposed measures to ensure the protection of these items throughout construction all construction workers are to be inducted on listed heritage items within the vicinity of the site and guidelines to follow if unanticipated heritage items or archaeological deposits are located during construction.
40	<p>Vibration Impacts to Non-indigenous Heritage</p> <p>In addition to the requirements of Conditions 24 and 25, the following controls are to be implemented to protect listed heritage structures within proximity to the works:</p> <ol style="list-style-type: none"> attended vibration monitoring is to be undertaken at the commencement of vibration generating activities to determine site specific safe working distances for cosmetic damage vibration intensive work must not proceed within the safe working distances for cosmetic damage 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 peak particle velocity objective 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	<p>Impacts to Parramatta Station to Parramatta Road Railway Line (Archaeological Site)/Parramatta Archaeological Management Unit 3098</p> <p>The following additional controls are to be implemented as Harris Park Station is listed as an archaeological site on RailCorp's Heritage and Conservation Register:</p> <ol style="list-style-type: none"> Sydney Trains Heritage is to be notified of the proposed works prior to the works commencing. no excavation works are to be undertaken within the potential construction compound assessed in the REF. Should construction planning determine the need for excavation within the compound location, further archaeological assessment is to be undertaken by an appropriately qualified archaeologist and an additional planning approval is to be obtained from the PMEIA.
42	<p>Removal of Vegetation within Rail Corridor between Cambridge Street and Station Street East</p> <p>The extent of tree removal along the shared ramp between Cambridge Street and Station Street East is to be minimised as far as practicable during the Detailed Design and construction planning stages.</p>

43

Accessible Car Parking Spaces

As part of the development of the first design submission (System Definition Review), the Contractor shall investigate, identify opportunities for, and provide recommendations for a suitable and safe location for accessible car parking spaces in accordance with the *Disability Standards for Accessible Public Transport (DSAPT)* and the Commonwealth *Disability Discrimination Act 1992 (DDA)*.

The above should be developed in consultation with the relevant roads authority. Should an option for accessible car parking not be feasible, then a written justification outlining the reasons must be submitted to TfNSW, prior to the finalisation of detailed design.

44

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
- a) no excavation works required (unless approved otherwise)
- b) the site is relatively level
- c) use of the site does not adversely impact on watercourses
- d) minimal tree removal required
- e) 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 the PMEIA.

END OF CONDITIONS

Appendix C Environmental Impact Assessment

HARRIS PARK STATION UPGRADE

APPROVAL

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

1. Have examined and considered the Proposed Activity in the Harris Park Station Upgrade Review of Environmental Factors (February 2016) and the Harris Park Station Upgrade Determination Report (June 2016) 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 Harris Park Station Upgrade Review of Environmental Factors (February 2016) as amended by this Determination Report.



Louise Sureda
A/Director, Planning and Environment Services
Infrastructure and Services Division
Transport for NSW

Date: 10.6.16