



Transport
for NSW

Toongabbie Station Upgrade

Determination Report



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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>
NCC	National Construction Code
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 Toongabbie 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 Toongabbie 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 an upgrade of Toongabbie Station and transport interchange, including:

- demolition of the non-accessible ramps on the eastern and western sides of the station
- new stairs and lifts on the eastern and western sides of the station
- installation of new lifts on platforms
- refurbish existing stairs to platforms, or replacement with new stairs
- new accessible paths between interchange areas and the station entrance
- widening a section of the existing footbridge for ticketing and passenger information facilities, a staff room, and a family accessible toilet
- new family accessible toilets within the existing station buildings on both platforms
- a new accessible customer information window, staff room and a new toilet in the existing station building on platform 1/2
- a new switch room and communication room in the station building on platform 3/4
- extension of the platform canopies
- new bicycle racks near the station entrances
- new kiss and ride facilities on Portico Parade and Wentworth Avenue
- new accessible parking spaces on Wentworth Avenue
- upgrade of the intersection of Portico and Cornelia roads to Roads and Maritime Services (Roads and Maritime) standards
- relocation of the bus stop on Portico Parade
- relocation of the pedestrian crossing on Wentworth Avenue
- extension of taxi ranks at Portico Parade
- ancillary works, including minor platform resurfacing, wayfinding, anti-throw screens, minor drainage works, adjustments to lighting, modifications to station communication, and security systems with new CCTV cameras.

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 GHD on behalf of TfNSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

Modifications to the Proposed Activity

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 Toongabbie 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 would 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.

The Proposal would involve works at Toongabbie Station on land owned by RailCorp and operated and maintained by Sydney Trains. Work would also be undertaken:

- along the footpath and road reserves of Portico Parade in areas owned and managed by Cumberland Council (formerly Holroyd City Council)
- along the footpath, road reserves and road of Wentworth Avenue in areas owned and managed by Parramatta City Council.

TfNSW is the Proponent for the Toongabbie 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 GHD Pty Ltd on behalf of 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 Toongabbie Station Upgrade REF was placed on public display from 2 May 2016 to 16 May 2016, with 12 submissions received including one from Parramatta City Council. 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

The Proposed Activity is located in the suburb of Toongabbie, approximately 30 kilometres west of Sydney. Toongabbie Station stretches across two local government areas, Parramatta Council to the east and Cumberland Council (formerly Holroyd Council) to the west. The upgrades are designed to drive a stronger customer experience outcome, to deliver improved travel to and between modes, encourage greater public transport use and better integrate interchanges with the role and function of town centres. The Proposed Activity would also assist in responding to forecasted growth in the region and as such would support growth in commercial and residential development.

The Proposed Activity fulfils the program objectives by proposing to provide:

- an accessible station for those with a disability, the ageing, and parents/carers with prams
- improved customer safety and enhanced pedestrian network links by upgrading entrances, footpaths and pedestrian crossings
- improved customer experience and amenity by improving facilities, including canopies for weather protection, family accessible toilets, lifts, new ticketing and passenger information facilities and new wayfinding around the station
- transport interchange facilities with new accessible parking, kiss and ride facilities, relocation of bus stops, and new bicycle parking facilities
- a station that is sympathetic to existing heritage features
- functionality with a new communications and switch room, upgraded staff facilities, including a new toilet.

The Proposal would also ensure that Toongabbie Station would meet legislative requirements under the *Disability Standards for Accessible Public Transport 2002* (DSAPT) and the *Disability Discrimination Act 1992* (DDA).

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

- demolition of the non-accessible ramps on the eastern and western sides of the station
- new stairs and lifts on the eastern and western sides of the station
- installation of new lifts on platforms
- refurbish existing stairs to platforms, or replacement with new stairs
- new accessible paths between interchange areas and the station entrance
- widening a section of the existing footbridge for ticketing and passenger information facilities, a staff room, and a family accessible toilet
- new family accessible toilets within the existing station buildings on both platforms
- a new accessible customer information window, staff room and a new toilet in the existing station building on platform 1/2
- a new switch room and communication room in the station building on platform 3/4
- extension of the platform canopies
- new bicycle racks near the station entrances
- new kiss and ride facilities on Portico Parade and Wentworth Avenue
- new accessible parking spaces on Wentworth Avenue
- upgrade of the intersection of Portico and Cornelia roads to Roads and Maritime Services (Roads and Maritime) standards
- relocation of the bus stop on Portico Parade
- relocation of the pedestrian crossing on Wentworth Avenue
- extension of taxi ranks at Portico Parade
- ancillary works, including minor platform resurfacing, wayfinding, anti-throw screens, minor drainage works, adjustments to lighting, modifications to station communication, and security systems with new CCTV cameras.

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

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

2 Consultation and assessment of submissions

2.1 REF public display

The Toongabbie Station Upgrade REF was placed on public display from 2 May 2016 to 16 May 2016 at five locations, as well as on the [TfNSW website¹](#) and the NSW Government [Have Your Say website²](#)

Community consultation activities undertaken for the public display include:

- distribution of flyers to customers at the station/nearby residents and/or businesses on 2 May 2016
- a meeting was held with Cumberland Council (formerly Holroyd) and Parramatta City Council on 19 May 2016
- public display of the REF at:
 - Constitution Hill Branch Library, 20 Hollis Street, Constitution Hill (in Emma Crescent Shopping Centre)
 - Holroyd City Council, 16 Memorial Avenue, Merrylands
 - Wentworthville Branch Library, 2 Lane Street, Wentworthville
 - Parramatta City Council, 126 Church Street, Parramatta
 - Transport for NSW Customer Information Centre - 388 George Street, Sydney.
- placement of ads in the following local newspapers
 - Parramatta Sun on 5 May 2016
 - Parramatta Advertiser on 4 May 2016
 - Blacktown City Sun on 3 May 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 Holroyd Council and Parramatta Council as per the consultation requirements under clause 13 and 14 of the Infrastructure SEPP.

2.2 REF submissions

A total of 12 submissions were received by TfNSW, including one from Parramatta Council. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- general support of the Proposed Activity
- request the installation of passenger information display screens.

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 by members of the community and associated responses is provided in Table 1.

Table 1: Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	4, 5, 6, 7, 9	Support for the Proposal.	Noted.
2	Construction		
2.1	2	When would the works commence and when would they be completed?	As described in Section 3.2.1 of the REF, works are expected to commence in late 2016 and take around 18 months to complete.
2.2	9	Requests no noise or light impacts at night during construction.	<p>Table 20 (mitigation measure No. 26) of the REF identifies that works would generally be carried out during standard construction hours (i.e. 7.00 am to 6.00 pm Monday to Friday; 8.00 am to 1.00 pm Saturdays). Any works outside these hours may be undertaken if approved by TfNSW and the community is notified prior to these works commencing. Out of hours works would be minimised as far as practicable but may be required for certain activities such as those that need to be undertaken during station shutdown periods.</p> <p>Table 20 (mitigation measure No. 16) of the REF identifies that light spill from the rail corridor into adjacent visually sensitive properties would be minimised by directing construction lighting into the construction areas and ensuring the site is not over-lit. As works would generally be undertaken during standard construction hours, the use of construction lighting would be limited.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3	Design		
3.1	1, 6, 7, 9, 12	Requests whether passenger information display screens would be installed.	<p>As part of the upgrade, two passenger information display screens would be installed on the concourse (modified footbridge), which would display information for the next available trains travelling in each direction.</p> <p>Sydney Trains is currently implementing a program for the installation of Station Platform Information screens on the platforms along the western line stations, which would include Toongabbie Station. If Sydney Trains is not able to install Station Platform Information screens on the platforms prior to the commencement of construction for the Toongabbie Station Upgrade, TfNSW would undertake the installation of Station Platform Information screens on the platform as part of these works.</p>
3.2	3	Would the Public Announcement system be replaced as it is currently hard to hear announcements from the far end of the station?	A new Public Announcement system would be installed as part of the Proposed Activity.
3.3	9	Requests the retention of the ramps as they are easier to use than stairs in the event that the lift is broken.	<p>The grade of both existing ramps leading to the footbridge are steep, do not meet requirements of the <i>Disability Discrimination Act 1992</i> and are not considered to provide an accessible path for users of any wheeled vehicles and/or people with reduced mobility issues.</p> <p>The ramps would remain in place until the lifts and stairs are constructed and commissioned. Following the commissioning of the lifts and stairs, the ramps would be demolished.</p>
3.4	6	Provide a top-up machine to make it easier for customers.	Toongabbie Station currently has an Opal machine that allows customers to top up their Opal cards at the station. This machine would not be impacted by the works.
3.5	8	Replace the bridge which connects Toongabbie with the industrial area.	The focus of the Proposed Activity is to improve accessibility at and around the interchange to meet the standards of the <i>Disability Discrimination Act 1992</i> . The Cornelia Road bridge does not form part of the Proposed Activity.

No.	Submission no.	Issue/s raised	TfNSW response
3.6	9	Upgrade the informal car park on Cooyong Crescent.	<p>The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i>.</p> <p>Commuter car parking is outside the scope of the Proposed Activity.</p> <p>Commuter parking requirements are assessed by TfNSW on a network wide basis based on existing and future demand, proximity to other car parking spaces and the feasibility of providing parking. This feedback has been passed onto the relevant department for consideration in future planning.</p>
4 Biodiversity			
4.1	9	Requests trees are to be planted along Wentworth Avenue to screen light emitted from new sources.	<p>The Proposed Activity is surrounded by roads and commercial land uses which are already generally well-lit at night and it is not anticipated that the proposed lighting would adversely impact surrounding receivers.</p> <p>Table 20 (mitigation measure No. 17) of the REF identifies all permanent lighting would be designed and installed in accordance with the requirements of <i>AS (Australian Standard) 1158 Road Lighting</i> and <i>AS 4282 Controlling the Obtrusive Effects of Outdoor Lighting</i>.</p> <p>Replanting and landscaping is proposed along Wentworth Avenue and would be confirmed during detailed design.</p> <p>Appendix G of the REF identifies a suitable location(s) for offset planting would be identified in consultation with the local council, and/or the owner of the land upon which the vegetation is to be planted.</p>

No.	Submission no.	Issue/s raised	TfNSW response
4.2	11	Is it possible to incorporate greenery into the development?	<p>As described in Section 6.7.3 and Table 20 (mitigation measure No. 59) of the REF, trees removed as a result of the Project, regardless of whether they are native or not, would be offset in accordance with the <i>Vegetation Offset Guide</i> (TfNSW, 2013b). Based on the removal of nine planted shrubs and trees, 20 trees would be replanted.</p> <p>Suitable site(s) for offset planting would be identified in consultation with council, and/or the owner of the land upon which the vegetation is to be planted. The aim would be to plant offset vegetation as close to the area of impact as practicable.</p>

Other stakeholder submissions

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

Table 2: Response to other stakeholder submissions received

Issue no.	Issue/s raised	TfNSW response
1	Approvals	
1.1	Approval would be required from the Parramatta Traffic Committee.	<p>Section 138 of the <i>Roads Act 1993</i> requires consent from the relevant road authority for the carrying out of work in, on, or over a public road. However clause 5(1) in Schedule 2 of the <i>Roads Act 1993</i> states that public authorities (TfNSW) do not require consent for works on unclassified roads (i.e. Wentworth Avenue and Portico Parade).</p> <p>However should any works be required on Council road reserves then a Road Occupancy Licence would be obtained from Council.</p> <p>TfNSW would continue to consult with Council during design development.</p>
1.2	Approval would be required for the removal of trees under a Tree Preservation Order.	<p>The <i>Infrastructure State Environmental Planning Policy</i> (Infrastructure SEPP) 2007 enables the removal of trees without development consent, however, any trees removed from Council land would be undertaken in consultation with Council.</p> <p>TfNSW would consult with Council on the public domain plan, which would identify landscaping requirements, as well as any vegetation offsetting.</p>
2	Design	
2.1	New or reconstructed assets (kerb and gutter, footpaths, etc) should conform with Council's standard drawings.	<p>Noted. This would be considered during detailed design. New or reconstructed assets would be designed in accordance with relevant codes and standards.</p>
3	Biodiversity	
3.1	Existing street gardens should be removed from the road.	<p>The Proposed Activity does not include the removal of existing street gardens.</p>
3.2	New street gardens should have efficient subsoil drainage and be consistent with Council landscape design.	<p>TfNSW would consult with Council on the Public Domain Plan, which includes landscaping, during detailed design as per Condition of Approval (CoA) 28.</p>

Issue no.	Issue/s raised	TfNSW response
4	Post-construction	
4.1	Any new bus shelter, bins or furnishings would be maintained by TfNSW or Sydney Trains.	As described in Section 3.4 of the REF, all fixed assets on RailCorp land would be managed by Sydney Trains. Any civil assets located in the public domain (council road reserve) such as public footpaths and traffic signs, and including bus shelters, bins or furnishings, are proposed to be managed by Council. Operational and maintenance responsibilities would be discussed with Sydney Trains and Council and would be confirmed during detailed design.
4.2	After the relocation of the pedestrian crossing (pending Parramatta Transport Committee approval), the road should be repaired as required, with works agreed to by Council.	CoA 30 and 32 requires that 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.
4.3	The applicant should prepare a dilapidation report and repair all assets that are damaged as a result of works.	TfNSW would undertake road and property condition surveys, as per CoA 30 and CoA 32, prior to commencement of works and carry out rectification works should they be required as a result of the Proposed Activity.

2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Parramatta City Council and Cumberland Council (formerly Holroyd City Council) regarding design development. In addition TfNSW would notify residents, businesses and community members in the lead up to and during construction. The consultation activities would help to ensure that:

- local council and other stakeholders have an opportunity to provide feedback on the detailed design
- the community and stakeholders are notified in advance of any upcoming works, including changes to pedestrian or traffic access arrangements and out of hours construction activities
- accurate and accessible information is made available
- a timely response is given to issues and concerns raised by the community
- feedback from the community is encouraged.

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

³ projects@transport.nsw.gov.au

⁴ <http://www.transport.nsw.gov.au/projects-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 and Appendix B 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, would 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.

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.

Heritage Act NSW 1977

The Proposed Activity would be undertaken within the curtilage of the Toongabbie Railway Station Group which is listed on the Sydney Trains (formerly RailCorp) Section 170 Heritage and Conservation Register and the heritage schedule of the *Holroyd Local Environmental Plan 2013*.

The potential heritage impacts of the Proposed Activity have been assessed in the Statement of Heritage Impact (Artefact, 2016) and are summarised in Section 6.5 of the REF. The Sydney Trains Heritage department would continue to be consulted throughout the design process.

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

TfNSW, 2013d, *Vegetation Offset Guide*, Sydney

Artefact, 2016, *Toongabbie Station Upgrade - Statement of Heritage Impact*, Sydney

Appendix A Review of Environmental Factors

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

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

For Toongabbie Station Upgrade

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

Schedule of acronyms and definitions used:

Acronym	Definition
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 Environment 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
PMEIA	Principal Manager Environmental Impact Assessment (or nominated delegate)

Acronym	Definition
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 Toongabbie 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> <ul style="list-style-type: none"> a) <i>Toongabbie Station Upgrade – Review of Environmental Factors</i>, (TfNSW/GHD, May 2016) b) <i>Toongabbie Station Upgrade – Determination Report</i>, (TfNSW/GHD, June 2016). <p>In the event of an inconsistency between these conditions and the EIA, these conditions would prevail to the extent of the inconsistency.</p>
<hr/>	
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>
<hr/>	
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 and approvals.</p>
<hr/>	
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>
<hr/>	
5	<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>

CoA number	Type
	Communications
6	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:
	<ul style="list-style-type: none"> a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period b) 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. <p>The CLP shall be prepared to the satisfaction of the Director Community Engagement (or delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.</p>
7	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 delegate) or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).
8	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:
	<ul style="list-style-type: none"> a) a copy of the documents referred to under Condition 1 of this approval b) a list of environmental management reports that are publicly available c) 24 hour contact telephone number for information and complaints. <p>All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines 2.0.</p>

CoA number	Type
9	<p>Complaints Management</p> <p>The Proponent shall set up a 24 hour construction response line number.</p> <p>Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.</p> <hr/>

CoA number	Type
Environmental Management	
10	<p>Construction Environmental Management Plan</p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:</p> <ul style="list-style-type: none"> a) traffic and pedestrian management (in consultation with the relevant roads authority) b) noise and vibration management c) water and soil management d) air quality management (including dust suppression) e) indigenous and non-indigenous heritage management f) flora and fauna management g) storage and use of hazardous materials h) contaminated land management (including acid sulphate soils) i) weed management j) waste management k) sustainability l) environmental incident reporting and management procedures m) non-compliance and corrective/preventative action procedures. <p>The CEMP shall:</p> <ul style="list-style-type: none"> i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management ii) comply with the relevant requirements of <i>Guideline for Preparation of Environmental Management Plans</i> (Department of Infrastructure, Planning and Natural Resources, 2004) iii) include an Environmental Policy. <p>The Proponent shall:</p> <ol style="list-style-type: none"> 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. <p>The CEMP must be approved by the PMEM prior to the commencement of construction work associated with the Project.</p> <hr/> <p>11 Environmental Management Representative Not applicable.</p>

CoA number	Type
12	<p>Environmental Controls Map</p> <p>An Environmental Controls Map (ECM) shall be prepared in accordance with TfNSW's <i>Guide to Environmental Controls Map</i> (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.</p> <p>A copy of the ECM must 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 by the PMEM).</p> <p>The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.</p> <p>Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and submitted to the PMEM for approval.</p>
Hours of Work	
13	<p>Standard Construction Hours</p> <p>Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <ul style="list-style-type: none"> 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).
14	<p>High Noise Generating Activities</p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the PMEM (or nominated delegate), or as approved by the EPA (where relevant to the issuing of an EPL).</p>

CoA number	Type
Noise and Vibration	
15	<p>Construction Noise and Vibration</p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise Strategy</i> (7TP-ST-157) and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to:</p> <ul style="list-style-type: none"> a) details of construction activities and an indicative schedule for construction works b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA) d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 13 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 <i>Construction Noise Strategy</i> (7TP-ST-157) f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.
16	<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>
17	<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>
18	<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>

CoA number	Type
Contamination and Hazardous Materials	
19	<p>Unidentified Contamination (other than asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (OEH, 2011).</p> <p>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.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 19 and Condition 20.</i></p>
20	<p>Asbestos Management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 19 and Condition 20.</i></p>
21	<p>Storage and Use of Hazardous Materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed by the construction contractor prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's <i>Chemical Storage and Spill Response Guidelines</i> (9TP-SD-066) and Australian and ISO standards. These measures shall include:</p> <ul style="list-style-type: none"> a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment to be undertaken in clearly marked designated areas that are designed to contain spills and leaks b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.

CoA number	Type
22	<p>Hazardous materials survey</p> <p>A hazardous materials survey in accordance with AS 2601 (2001) <i>Demolition of Structures</i> shall be undertaken by an appropriately qualified environmental scientist (or equivalent) prior to the commencement of demolition works.</p> <p>Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA and WorkCover guidelines.</p>
Erosion and Sediment Control	
23	<p>Erosion and Sediment Control</p> <p>Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater: Soils and Construction - Volume 1</i>, 4th Edition (Landcom, 2004).</p>
Heritage Management	
24	<p>Indigenous and Non-Indigenous Heritage</p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage 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.</p>
Flora and fauna	
25	<p>Removal of trees or vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Removal or Trimming of Vegetation Application</i> (9TP-FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
26	<p>Replanting program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (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.</p>

CoA number	Type
	Urban design and landscaping
27	<p>Urban Design Plan</p> <p>An Urban Design Plan (UDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:</p> <ul style="list-style-type: none"> a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to: <ul style="list-style-type: none"> i) connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown ii) integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown iii) integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc iv) integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use b) design detail that is sensitive to the amenity and character of the local area and 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) any other matters which the conditions require the UDP to address. <p>The UDP shall be:</p> <ol style="list-style-type: none"> 1. prepared and submitted to TfNSW with the first design submission (System Design Review) and updated and submitted with subsequent design submissions 2. prepared in consultation with councils and relevant stakeholders 3. prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise 4. endorsed by TfNSW's Precincts and Urban Design team prior to finalisation of the design.

CoA number	Type
28	<p>Public Domain Plan</p> <p>A Public Domain Plan (PDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:</p> <ul style="list-style-type: none"> a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences b) location and design of pedestrian 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 which, at a minimum, must address the following: <ul style="list-style-type: none"> i) landscape details, including details of soil preparation, mulches, plant selection, plant sizes (planting container and expected final sizes) ii) a schedule which details the landscape maintenance requirements to be implemented for the for 12 month period following the commencement of operation d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project 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. <p>The PDP shall be:</p> <ol style="list-style-type: none"> 1. prepared and submitted to TfNSW with the first design submission (System Design Review) and updated and submitted with subsequent design submissions 2. prepared in consultation with councils and relevant stakeholders 3. prepared by a registered landscape architect 4. endorsed by TfNSW's Precincts and Urban Design team prior to finalisation of the design.

CoA number	Type	
Traffic and access		
29	<p>Traffic Management Plan</p> <p>A construction Traffic Management Plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following:</p> <ul style="list-style-type: none"> a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised b) maximising safety and accessibility for pedestrians and cyclists c) ensuring adequate sight lines to allow for safe entry and exit from the site d) ensuring access to railway stations, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made) e) managing impacts and changes to on and off street parking, and requirements for any temporary replacement 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 bus stops (and rail replacement bus stops if required), including appropriate signage to direct customers, in consultation with the relevant taxi/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 construction TMP. <p>The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required and obtain any approvals as required under the <i>Roads Act 1993</i>. The performance of all Project traffic arrangements must be monitored during construction.</p>	
30	<p>Road condition reports</p> <p>Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.</p>	
31	<p>Road safety audit</p> <p>A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction.</p> <p>The Road Safety Audit is to be submitted to and accepted by TfNSW.</p>	

CoA number	Type
Property	
32	<p>Property condition surveys</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <ul style="list-style-type: none"> a) all buildings/structures/roads within a plan distance of 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. <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding potential property damage.</p> <p>A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
Lighting	
33	<p>Lighting scheme</p> <p>All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 <i>Road Lighting</i> and AS 4282 <i>Control of the Obtrusive Effect of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <ul style="list-style-type: none"> a) consideration of lighting demands of different areas b) strategic placement of lighting fixtures to maximise ground coverage c) use of LED lighting d) minimising light spill by directing lighting into the station and 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. <p>The proposed lighting scheme is to be submitted during the first design submission (System Definition Review) and updated and submitted at subsequent design stages and accepted by TfNSW's Precincts and Urban Design team.</p>

CoA number	Type
Sustainability	
34	Pre-Construction Sustainability Report
<p>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:</p> <ul style="list-style-type: none"> a) a completed electronic checklist demonstrating compliance with TfNSW's NSW 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. <p>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).</p>	
Additional Conditions	
35	Graffiti and advertising
<p>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:</p> <ul style="list-style-type: none"> 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	
36	<p>Minimisation of impacts to the Heritage Fabric of Toongabbie Railway Station</p> <p>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:</p> <ul style="list-style-type: none"> a) The Contractor's personnel is to include a design architect with appropriate qualifications and experience working on heritage infrastructure to contribute to design development of the Project b) due consideration is to be given to the design of the external elements of the Project such as the lifts, stairs, canopies and anti-throw screens, along with the proposed internal alterations to the platform buildings with the aim of minimising visual and heritage impacts c) heritage recommendations provided by Artefact (2016), as well as the non-indigenous heritage and visual mitigation measures identified within the REF, are to be implemented during detailed design unless otherwise agreed by the PMEIA in consultation with the TfNSW Precincts and Urban Design Team d) detailed design will be developed in consultation with Sydney Trains Heritage e) the internal fit out of the platform building is to retain or enhance existing features and the original fabric of the building where practicable f) the design of new elements shall incorporate the use of sympathetic colours, finishes and styles and shall consider the following guidelines: <ul style="list-style-type: none"> i. <i>Draft Design Guide: Canopy Shelters at Heritage Railway Stations (Sydney Trains, December 2015)</i> ii. <i>Interim Managing Heritage Issues in Rail Projects Guidelines</i> (TfNSW, 2015) g) any moveable heritage items identified in the REF will be conserved or stored safely and returned back to the appropriate station building(s) following completion of construction works unless otherwise agreed by the PMEIA. <p>Archival recording of any structures to be demolished (such as existing walls within the platform building) or relocation (if required of moveable heritage items). Any archival recording is to be undertaken in accordance with the guideline How to Prepare Archival Record of Heritage Items (NSW Heritage Office, 1998).</p>
37	<p>Vibration impacts to Heritage listed structures</p> <p>In addition to Conditions of Approval 15 and 16, the following controls are to be implemented to protect listed heritage structures within proximity to the works:</p> <ul style="list-style-type: none"> 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 <p>If an exceedance is recorded, vibratory works are to cease immediately, and less vibration intensive methods of construction or equipment implemented to achieve compliance</p>

END OF CONDITIONS

Appendix C Environmental Impact Assessment

Toongabbie Station Upgrade

APPROVAL

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

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



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

Date: 20-6-16