



Transport Access Program **Fairy Meadow Station Upgrade** Determination Report



Artist's impression of the proposed Fairy Meadow Station Upgrade, subject to change during detailed design.



Fairy Meadow Station Upgrade Determination Report

**Transport Access Program
Ref - 6287841**

Contents

- Glossary and abbreviations 4
- Executive summary 5
- 1 Introduction 6
 - 1.1 Background..... 6
 - 1.2 Review of Environmental Factors 6
 - 1.3 Determination Report..... 7
 - 1.4 Description of the Proposed Activity in the REF 8
- 2 Consultation and assessment of submissions..... 9
 - 2.1 REF public display 9
 - 2.2 REF submissions 10
 - 2.3 Consideration and response to submissions 10
 - 2.4 Future consultation 16
- 3 Consideration of the environmental impacts 18
- 4 Conditions of Approval 19
- 5 Conclusion 20
- Determination 21
- References 22

- Appendix A Review of Environmental Factors
- Appendix B Conditions of Approval

Figures

Figure 1: Planning approval process7

Tables

Table 1: Response to community submissions received10

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Glossary and abbreviations

Term	Meaning
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the Construction Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance).
Construction Contractor	The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
Detailed design	Detailed design broadly refers to the process that the 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>
ISCA	Infrastructure Sustainability Council of Australia
IS	Infrastructure Sustainability
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 Division 5.1 of the EP&A Act – in this instance, TfNSW
Proposed Activity	The construction and operation of the Fairy Meadow 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 Fairy Meadow 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 construction of two new lifts to provide access from the Elliotts Road overpass to existing platforms and commuter car park, a new ramp and stairs to access Platform 2, new accessible pathways throughout the station precinct and improved amenities such as new ambulant toilets and family accessible toilets.

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

Modifications to the Proposed Activity

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 Fairy Meadow Station Upgrade, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

Conclusion

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

1 Introduction

1.1 Background

The NSW Government is committed to facilitating and encouraging the use of public transport, such as trains, by upgrading stations to make them more accessible, and improving interchanges around stations with other modes of transport such as buses, bicycles and cars.

The Transport Access Program is an initiative targeted at achieving compliance with the *Disability Standards for Accessible Public Transport 2002* (DSAPT) Regulations across the network.

Fairy Meadow Station has been identified for an accessibility upgrade as it currently does not meet key requirements of the DSAPT or the Commonwealth *Disability Discrimination Act 1992* (DDA).

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, limited mobility, parents/carers with prams and customers with luggage
- 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.

TfNSW is the Proponent for the Fairy Meadow 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 5.5 and 5.7 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), to ensure that TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included at Appendix A.

The Fairy Meadow Station Upgrade REF was placed on public display between 30 April and 14 May 2019, with 12 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3 Determination Report

Prior to proceeding with the Proposed Activity, the Secretary for TfNSW must make a determination in accordance with Division 5.1 of the EP&A Act (refer Figure 1).

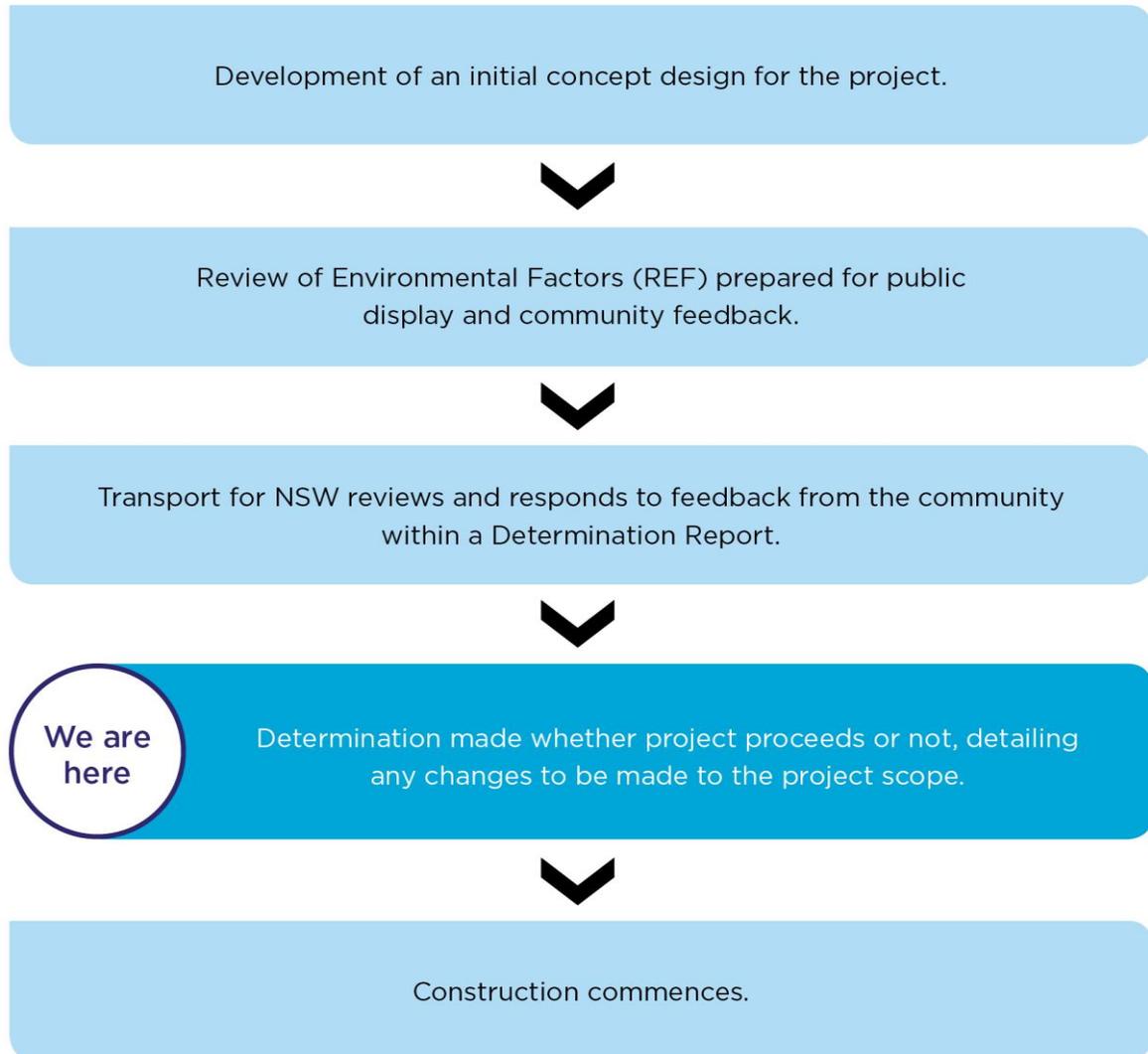


Figure 1: Planning approval process

The purpose of this Determination Report is to address the following and 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*:

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

1.4 Description of the Proposed Activity in the REF

The Proposed Activity would include work at Fairy Meadow Station, located in the Wollongong Local Government Area. The station is located in the suburb of Fairy Meadow, about 65 kilometres south of the Sydney central business district.

- two new lifts from the Elliotts Road overpass to provide access to Platform 1, Platform 2 and the Montague Street commuter car park
- new ramp and stairs to access Platform 2
- new accessible pathways throughout the station precinct
- improved amenities such as new ambulant toilets and family accessible toilets.

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

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

2 Consultation and assessment of submissions

2.1 REF public display

The Fairy Meadow Station Upgrade REF was placed on public display from 30 April until 14 May 2019 at three locations, as well as on the [TfNSW corporate website](#)¹ and [TfNSW Your Say website](#)². It was also advertised on the [NSW Government Have Your Say website](#)³.

Community consultation activities undertaken for the public display included:

- community information session on Monday 6 May at Corrimal District Library and Community Centre, Myrtle Room between 4 pm and 6 pm
- distribution of approximately 1,600 flyers to customers at the station/nearby residents and/or businesses on Tuesday 30 April
- installation of project signage at Fairy Meadow Station
- public display of the REF at:
 - Wollongong Central Library, 41 Burelli Street, Wollongong 2500
 - Corrimal District Library and Community Centre, 15 Short Street, Corrimal 2518
 - Transport for NSW Office at Level 5, Tower A, Zenith Centre, 821 Pacific Highway, Chatswood
- placement of ads in the Illawarra Mercury on Tuesday 30 April and Tuesday 4 May 2019
- placement of information online at:
 - [NSW Government, Have Your Say webpage](#)
 - [Transport for NSW Your Say webpage](#)
 - [Transport for NSW current projects webpage](#)
- email updates to:
 - Wollongong City Council
 - NSW Trains
 - Multicultural Communities Council of Illawarra
 - Corrimal Chamber of Commerce
 - Illawarra Local Aboriginal and Land Council
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies, along with details on how to make a submission was sent to Wollongong City Council as per the consultation requirements under clause 13 of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP).

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

² <https://yoursay.transport.nsw.gov.au/>

³ <http://www.haveyoursay.nsw.gov.au>

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

- meeting with NSW Trains, Fairy Meadow station staff
- email correspondence with the Accessible Transport Advisory Council
- email updates to Neighbourhood Forum 4 – Corrimal Area
- email updates to the Association of Relatives and Friends of the Mentally Ill, Wollongong
- email updates to Illawarra Shoalhaven Local Health District.

2.2 REF submissions

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

- support for the Proposed Activity and/or improving accessibility at the station
- requesting retention of the level crossing or provision of alternative accessible path when lifts are not working
- toilet opening hours and provision of scent free amenities.

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	FM001 FM004 FM009 FM011	Support for the Proposed Activity, and/or for improving accessibility at the station.	Noted.
1.2	FM001 FM009	Would like the retention of the level crossing.	The existing pedestrian track level crossing between the two platforms is to be removed in accordance with the TfNSW <i>Level Crossing Closures Policy</i> . Due to the safety risk associated with these crossings, where alternative access exists or has been created, level crossings are to be closed where possible. As the Proposed Activity would provide lifts to access the station platforms the level crossing would be removed in line with this policy.

No.	Submission no.	Issue/s raised	TfNSW response
1.3	FM006 FM007	Requests accessible upgrade at Unanderra Station prior to Fairy Meadow.	Planning is underway for an accessibility upgrade at Unanderra Station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Unanderra Station fully accessible. The upgrade may include new lifts, accessible pathways, and new accessible amenities such as a family accessible toilet. The Transport for NSW website, key stakeholders and local communities will be updated when Unanderra Station Upgrade progresses to public display for community feedback. The current proposal for Unanderra Station is shown on the TfNSW website.
1.4	FM007	Disagrees that the Proposed Activity at Fairy Meadow is needed due to infrequent train services and customers tending to use other stations with more frequent services.	<p>Noted.</p> <p>The Proposal aims to provide a station precinct that is accessible to people with a disability, limited mobility, parents/carers with prams, and customers with luggage.</p> <p>The Proposal will ensure that Fairy Meadow Station meets legislative requirements under the <i>Disability Discrimination Act 1992</i> (DDA) and the <i>Disability Standards for Accessible Public Transport 2002</i> (DSAPT), as well as the objectives of the <i>Future Transport Strategy 2056</i> by providing an accessible station.</p> <p>The proposed station accessibility upgrades and program for these projects are selected by TfNSW to meet State government priorities and to accommodate forecast patronage growth on trains as discussed in section 2.1 of the REF. Further information on how TfNSW prioritises upgrades is available on the website.</p>
1.5	FM007	Requests more frequent rail services at Fairy Meadow, including more direct services to Sydney.	<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>This feedback would be passed onto NSW Trains for consideration in future planning.</p>

No.	Submission no.	Issue/s raised	TfNSW response
1.6	FM005 FM012	Requests a scent-free and chemical-free environment in the accessible toilets and corresponding signage.	Station facilities are managed by NSW Trains. This feedback would be passed onto NSW Trains for consideration.
1.7	FM008 FM011	Notes that the toilets at the station are currently locked during the day. Requests both toilets and waiting rooms be kept open.	Operational hours and station facilities are managed by NSW Trains. This feedback would be passed onto NSW Trains for consideration.
1.8	FM002	Notes that station toilets are closed between 9.30am and 2pm due to staffing arrangements and that construction crews would have to make alternative arrangements.	Noted. Toilets will also be available within the construction compound for use by construction staff.
1.9	FM002	Requests the proposed construction start date.	The construction of the Proposed Activity is scheduled to commence in late 2019 and take approximately 12 months to complete. Construction timing would be managed by the Construction Contractor once appointed. Regular community updates would be provided prior to and during construction. Updates would also be provided on the Transport for NSW website.
1.10	FM011	Requests the completion date for the works.	The construction of the Proposed Activity is scheduled to commence in late 2019 and take approximately 12 months to complete. Construction timing would be managed by the Construction Contractor once appointed. Regular community updates would be provided prior to and during construction. Updates would also be provided on the Transport for NSW website.
1.11	FM004	Requests earlier construction date.	Prior to construction commencing, detailed design would need to be completed by the Construction Contractor. Construction timing would be managed by the Construction Contractor once appointed.

No.	Submission no.	Issue/s raised	TfNSW response
2	Design		
2.1	FM003 FM008	Questions what the alternative wheelchair access to Platform 1 would be if the proposed lift is out of order.	Lifts have been identified by TfNSW as a reliable form of access, with breakdowns being a rare occurrence when regularly serviced. A lift service contract will be in place and servicing would occur out of peak times. In the unlikely event of a lift breakdown, alternative arrangements would be made for any affected customers who are unable to exit the station via the station stairs. NSW Trains will implement a lift management strategy for Fairy Meadow Station prior to the operation of the new lifts which would ensure a quick response in the event of a breakdown.
2.2	FM008	Requests additional weather protection to be included in the design.	<p>The proposal includes the installation of canopies at the lift entrances for weather protection. New platform seating and provision of new weather protection shelters are also proposed at the Boarding Assistance Zone on both platforms.</p> <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>This feedback has been passed onto NSW Trains for consideration in future planning.</p>
2.3	FM008	Notes that Montague Street collects puddles of water after light rain.	<p>Existing stormwater assets will be assessed for capacity as part of detailed design.</p> <p>Stormwater and drainage arrangements around the Proposed Activity would be confirmed and upgraded as required to minimise any flooding issues.</p> <p>Any other stormwater management issues along Montague Street would be the responsibility of Wollongong City Council. This feedback will be passed onto Council for their consideration.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.4	FM011	Requests clarification regarding access on and off the trains from the platform for wheelchair users.	An accessible boarding zone is proposed along the station platforms which lines up with the relevant accessible carriage on trains stopping at the station. Station staff will also deploy boarding ramps so that wheelchairs can get on and off the trains. When the station is not staffed then this task is performed by the train guard.
2.5	FM010	Requests an accessible pathway where the current footpath links to Rann Street under the bridge.	An access path to link the Platform 2 entrance with the footpath at the end of Rann Street will be provided as part of the Proposed Activity.
3 Community			
3.1	FM001	Suggestion of including 'street art' along the pylons in the Montague Street car park as they are currently subject to graffiti.	The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . TfNSW is working with the asset owners to consider this suggestion.
3.2	FM001	Each train station could host one or many artists based on the spaces available. The trail could start at Kiama and end at Helensburgh, highlighting the culture and history of the areas.	The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . This feedback has been passed onto NSW Trains for consideration in future planning.
3.3	FM001	Suggests a community notice board at the station entrance to notify of upcoming local events.	The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . This feedback has been passed onto NSW Trains for consideration in future planning.

No.	Submission no.	Issue/s raised	TfNSW response
3.4	FM010	Notes that the Corrimal location for public display was too far from the station and site of the Proposed Activity and therefore resulted in less feedback from local residents. Suggests that a closer location is required to view the Proposed Activity.	<p>Noted.</p> <p>The public display of the Review of Environmental Factors was held at Corrimal District Library and Community Centre, a five minute drive from Fairy Meadow Station.</p> <p>This location was decided upon in consideration of:</p> <ul style="list-style-type: none"> • shelter to counteract weather conditions • adequate lighting to fit the late afternoon timeframe • community recognition and familiarisation of venue as Wollongong City Council have previously held community engagement events at the same location • the venue is accessible for those with limited mobility/a disability, and Wollongong City Council have documents available to assist those with a disability in accessing the centre • a virtual tour of the venue is also available online to assist the community with navigating the centre's rooms • the location is a hub for regular, residential activities including children's activities, religion and faith services, lifestyle and exercise opportunities and social group gatherings • adequate parking availability <p>Fairy Meadow Station is not accessible to all, including those with a disability, and therefore was not considered an appropriate location to hold the information session.</p> <p>The Community Engagement Team will consider this feedback when planning future engagement opportunities at Fairy Meadow.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.5	FM010	Requests information on the new location of the skip bin that is currently situated at the proposed lift location.	A final location for the station bin that currently sits where the lift to Platform 2 will be installed has not yet been decided. A suitable location within the station precinct will be determined during the detailed design stage and in consultation with NSW Trains and the bin operators.
4	Transport, traffic and access		
4.1	FM008	Notes that paving on the Elliotts Road overbridge needs repairs as it is currently unsafe.	The footpath along Elliotts Road overbridge is the responsibility of Wollongong City Council. This feedback would be passed onto Council for their consideration.
4.2	FM008	Questions whether the pedestrian ramp will stay on top of Montague Street.	The ramp access from Montague Street to Platform 2 will be modified and upgraded, including the removal and rebuild of part of the ramp to provide level access to the platform from the new lift, and new handrails to existing ramps on the eastern side to meet the DSAPT. No changes are currently proposed to the circular ramp from the Elliotts Road overbridge to Montague Street.
6	Landscaping		
6.1	FM008	Suggest additional vegetation planted along the platform to help with shade, act as a noise buffer between trains and residents and for environmental reasons.	The primary focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . Landscaping within the wider area around the station is managed by NSW TrainLink. This feedback would be passed onto NSW TrainLink for consideration.

2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Wollongong City Council regarding design development and construction activities. 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](#)⁴, TfNSW Infoline (1800 684 490) and 24 hour Construction Response Line (1800 775 465) would remain available throughout the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](#)⁵ would also include updates on the progress of construction.

⁴ projects@transport.nsw.gov.au

⁵ <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 5.5 of the EP&A Act. In considering the Proposed Activity, all matters affecting or likely to affect the environment are addressed in the REF and the Determination Report and associated documentation.

In accordance with the checklist of matters pursuant to clause 228(3) of the EP&A Regulation, an assessment is provided in Chapter 6 of the REF and Appendix B of the REF.

In respect of the Proposed Activity an assessment has been carried out regarding potential impacts on critical habitat, threatened species, populations or ecological communities or their habitats, under section 5.7 of the EP&A Act.

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline [*Is an EIS Required?*](#)⁶ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

Environment Protection and Biodiversity Conservation Act 1999

As part of the consideration of the Proposed Activity, all matters of national environmental significance (NES) and any impacts on Commonwealth land for the purposes of the EPBC Act have been assessed. In relation to NES matters, this evaluation has been undertaken in accordance with Commonwealth Administrative Guidelines on determining whether an action has, will have, or is likely to have a significant impact. A summary of the evaluation is provided in Chapter 6 and Appendix A of the REF.

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.

⁶ 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 Division 5.2 of the EP&A Act.

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

The Proposal would provide a series of benefits to the community including:

- two new lifts to provide access from the Elliotts Road overpass to Platform 1, Platform 2, and the commuter car park
- new ramp and stairs to provide access to Platform 2
- new accessible pathways throughout the station precinct
- improved amenities such as a new ambulant toilet and family accessible toilet on each platform.

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

Determination

FAIRY MEADOW STATION UPGRADE

APPROVAL

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

1. Have examined and considered the Proposed Activity in the *Fairy Meadow Station Upgrade Review of Environmental Factors* (March, 2019) and the *Fairy Meadow Station Upgrade Determination Report* (June, 2019) in accordance with section 5.5 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (June, 2019), consistent with the Proposal described in the *Fairy Meadow Station Upgrade Review of Environmental Factors* (March, 2019) as amended by this Determination Report (June, 2019).



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

Date: 13-6-19

References

GHD, 2019a, TAP 3-Fairy Meadow Station Noise and Vibration Impact Assessment

GHD, 2019b TAP 3- Fairy Meadow Station Landscape and Visual Impact Assessment

GHD, April 2019, Fairy Meadow Station Upgrade Review of Environmental Factors

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Fairy Meadow Station Upgrade REF:

<https://www.transport.nsw.gov.au/projects/current-projects/fairy-meadow-station-upgrade>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Fairy Meadow Station Upgrade

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Fairy Meadow Station Upgrade Review of Environmental Factors (March, 2019).

Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	Associate Director TfNSW Environmental Management (or nominated delegate)
ADSPD	Associate Director TfNSW Principal Manager Sustainability, Planning and Development (or nominated delegate)
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison 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
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RBL	Rating Background Level
REF	Review of Environmental Factors

Acronym	Definition
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 Fairy Meadow Station Upgrade as described in the Environmental Impact Assessment.
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.
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.

1 Terms of Approval

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

- a) *Fairy Meadow Station Upgrade – Review of Environmental Factors*, (GHD, 2019)
- b) *Fairy Meadow Station Upgrade – Determination Report*, (GHD, 2019).

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

2 Project Modifications

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

3 Statutory Requirements

These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.

4 Pre-Construction Environmental Compliance Matrix

A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Associate Director Environmental Management (ADEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.

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

5 Construction Environmental Compliance Report

A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:

- a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions
- b) compliance with Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability Rating Scheme (v1.2)
- c) compliance with any approvals or licences issued by relevant authorities for construction of the Project
- d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)
- e) environmental monitoring results, presented as a results summary and analysis
- f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused

CoA number	Type
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- g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)
- h) details of any review and amendments to the CEMP resulting from construction during the reporting period
- i) any other matter as requested by the ADEM.

The Proponent shall:

1. submit a copy of the CECR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the CECR
2. submit a copy of the CECR to the ADEM (or nominated delegate) for approval upon completion of the EMR review period.

The first CECR shall report on the first six months of construction and be submitted within 21 days of expiry of that period (or at any other time interval agreed to by the ADEM). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the ADEM) for the duration of construction.

6 Pre-Operation Compliance Report

A Pre-Operation Compliance Report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.

The Proponent shall:

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

7 Graffiti and advertising

Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures within the project footprint or built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:

- 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.

Communications

8 Community Liaison Management Plan

A Community Liaison Management Plan (CLMP) 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 CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

CoA number	Type
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- 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 CLMP.

The CLMP shall be prepared to the satisfaction of the Director Community Engagement (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.

9 Community Notification and Liaison

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

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

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

10 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 Version 2.0.

11 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 (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 the TfNSW Environment and Planning Manager each working day.

Environmental Management

12 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:

- 1. 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
- 2. comply with the relevant requirements of Guideline for Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004)
- 3. include an Environmental Policy.

The Proponent shall:

- i. consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP
- ii. submit a copy of the CEMP to the ADEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADEM)
- iii. review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits
- iv. 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 ADEM for approval.

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

13 Environment Personnel

Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).

Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the project (including time to be spent on-site/off-site) are to be submitted for the approval of the ADEM, at least 21 days prior

to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).

Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.

14 Environmental Management Representative

Prior to the commencement of construction, the ADEM shall appoint an EMR for the duration of the construction period for the Project.

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

- a) considering and advising the Proponent on matters specified in these conditions and compliance with such
- b) reviewing and where required by the ADEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation
- c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the ADEM
- d) reporting weekly to the Proponent, or as required by the ADEM
- e) issuing a recommendation to the Proponent for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities
- f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts
- g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections
- h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary
- i) where required by the ADEM, providing advice on the content and implementation of the CEMP and environmental controls map (ECM) in accordance with the conditions
- j) reviewing and approving updates to the CEMP.

The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.

CoA number	Type
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15	Environmental Controls Map
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The Proponent shall prepare an environmental controls map (ECM) 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. The ECM is to be endorsed by the EMR and may be prepared in stages as set out in the CEMP.

The Proponent shall submit a copy of the ECM to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).

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

Updates to the ECM shall be made within 7 days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval.

Hours of Work	
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16	Standard Construction Hours
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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:

- a) any works which do not cause noise emissions to be more than 5 dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers
- 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).

17	High Noise Generating Activities
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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 as approved by the EPA (where relevant to the issuing of an EPL).

Noise and Vibration

18 Construction Noise and Vibration

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise and Vibration 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 14 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 ADEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's *Construction Noise and Vibration 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.

19 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 ADEM through the CEMP.

20 Piling

Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.

21 Non-Tonal Reversing Beepers

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

22 Noise impact on educational facilities

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.

23 Property condition surveys

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

- (a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works
- (b) all heritage listed buildings and other sensitive structures within 100 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 property damage.

A copy of the survey(s) shall be given to each 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).

Flora and Fauna

24 Replanting Program

All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide* (9TP-SD-087). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.

25 Removal of trees or vegetation

Separate approval, in accordance with TfNSW's *Application for Removal or Trimming of Vegetation* (9TP-SD-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.

Contamination and Hazardous Materials

26 Duty to Notify

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

27 Unidentified Contamination (other than asbestos)

If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and 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 ADEM for review for a minimum period of seven days. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.

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 26 and Condition 27.

28 Asbestos Management

If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and 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 26 and Condition 27.

29 Storage and Use of Hazardous Materials

Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed 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

CoA number	Type
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construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls

- c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks
- d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.

30 Contamination investigation

If recommended by the Phase 1 preliminary site investigation report, a Phase 2 detailed site investigation shall be undertaken prior to construction commencing. The assessment shall generally be undertaken in accordance with:

- (a) *The National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013*
- (b) *Contaminated Sites - Sampling Design Guidelines (EPA, 1995)*
- (c) *AS4482 (2005) Guide to investigation and sampling of site with potentially contaminated soil (2005)*.

The report shall be prepared in accordance with the DECCW's *Guidelines for Consultants Reporting on Contaminated Sites* (Office of Environment and Heritage, 2011). The report shall include a preliminary waste classification in accordance with the NSW EPA *Waste Classification Guidelines* (EPA, 2014).

Specific requirements for further investigation, remediation or management of any contamination within the identified areas recommended in the Stage 2 Detailed Site Investigation shall be included in the CEMP as appropriate.

If contamination is identified within the Site, the Proponent is to determine whether there is a Duty to Report under section 60 of the *Contaminated Land Management Act 1997* and the OEH Guidelines.

31 Contamination Management Plan

Specific requirements for further investigation, remediation and management of any potential contamination within the identified areas recommended in the Phase 2 contamination assessment shall be included in a contamination management plan as appropriate.

Erosion and Sediment Control

32 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).

Lighting

33 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

CoA number	Type
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- d) minimising light spill by directing lighting into the station
 - 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 design submission and accepted by TfNSW's technical team.

Sustainability

34 Sustainability Officer

The Proponent shall identify a suitably qualified and experienced 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 ADSPD prior to preparation of the PCSR (if applicable).

35 Pre-Construction Sustainability Report

Prior to commencement of construction, a Pre-Construction Sustainability Report (PCSR) shall be prepared to the satisfaction of the ADSPD. The Report shall include the following minimum components:

- a) a completed electronic checklist demonstrating compliance with ISCA Infrastructure Sustainability Rating Scheme (v1.2)
- 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 ADSPD for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADSPD).

Urban Design and Landscaping

36 Urban Design Plan

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:

- 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

CoA number	Type
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- iii) integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc
- iv) integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use
- b) total water management principles to be integrated into the design where considered appropriate
- c) consideration of the design refinements listed below during design development to maximise the urban design outcomes of the Project, along with a justification if any of the below is unable to be progressed:
 - i) selection of appropriate materials and colour finishes for new elements of the Project to minimise visual impacts and enhance the overall appearance
 - ii) any other matters which the conditions require the UDP to address.

The UDP shall be:

1. prepared and submitted to TfNSW with each design submission
 2. prepared in consultation with council and relevant stakeholders, where appropriate
 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
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Traffic and Access

37 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 Fair Meadow Station and surrounding businesses 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 (this could include revising on-street parking regulations and to maximise opportunities for new on-street parking in the vicinity of the station during the construction period)
- f) parking locations for construction workers away from stations and busy residential areas and details of how this would 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 the locations of kiss and ride, taxi rank and replacement bus stops if required including appropriate signage to direct customers, in consultation with the relevant taxi/bus operator(s). 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 required under the *Roads Act 1993*. The performance of all Project traffic arrangements must be monitored during construction.

38 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.

CoA number	Type
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39	Road Safety Audit
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A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include, but not be limited to, detailed assessment of sight distances for vehicles and new kiss and ride area and identification of mitigation measures proposed.

The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit would be provided to Wollongong Council for information.

Heritage Management

40	Indigenous and Non-Indigenous Heritage
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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.

END OF CONDITIONS