

Transport Access Program

Narara Station Upgrade

Determination Report



Artist's impression of the Narara Station Upgrade, subject to detailed design



Narara Station Upgrade – Determination Report

Transport Access Program

Ref – 6495337

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Glossary and abbreviations

Term	Meaning
AS	Australian Standards
BAZ	Boarding Assistance Zone
BC Act	<i>Biodiversity Conservation Act 2016 (NSW)</i>
CCC	Central Coast Council
CCTV	Closed Circuit Television
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Conditions 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 Proposed Activity 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.
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 Construction Contractor undertakes (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
Determination Report	This document – a report prepared by TfNSW to assess and address certain matters to allow for a determination of the Proposed Activity under, and in accordance with Division 5.1 of the EP&A Act.
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EIS	Environmental Impact Statement
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>
LEP	Local Environmental Plan
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
PDP	Public Domain Plan
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 Narara Station Upgrade
REF	Review of Environmental Factors
SES	State Emergency Service

Term	Meaning
TfNSW	Transport for NSW (the Proponent)
UDP	Urban Design Plan

Executive summary

Overview of Proposed Activity

The Transport Access 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 program provides:

- stations that are accessible to those with disabilities, are less mobile and parents/carers with prams and customers with luggage
- modern buildings and facilities that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers for all customers
- safety improvements including extra lighting, lift alarm, fences and security measures for car parks and interchanges including stations, bus stops and wharves.

Narara Station has been identified for an accessibility upgrade as it does not currently meet key requirements of the *Disability Standards for Accessible Public Transport* (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA). The proposed upgrade works would include:

- installation of two new lifts (and lift landings) connecting the existing footbridge to the two commuter car parks and the platforms
- localised surface regrading in both commuter car parks and provision of an accessible parking space and a kiss and ride space within each car park
- a new pedestrian crossing across the northern commuter car park connecting to Narara Valley Drive
- a new accessible path and stairs from the station to Narara Valley Drive
- relocation of the existing southbound bus stop on Narara Valley Drive and provision of a formalised pedestrian crossing on Narara Valley Drive
- formalised Boarding Assistance Zones (BAZ) on each platform
- provision of a localised ramp from Platform 1 into the waiting area
- new fencing and bollards
- reshaping the mound surrounding the electrical pole at the southern commuter car park to improve traffic flow
- ancillary work including electrical upgrades to support new infrastructure, service relocation, opal car reader relocation, drainage works, upgrades to lighting and public address systems, CCTV, wayfinding signage and relocation of bins and furniture.

Transport for NSW (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 SNC-Lavalin Atkins 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

Since the public display of the REF there has been a change to the proposed design. Construction of the station upgrade will now require an additional construction compound at the western end of the northern commuter car park. The new location of the construction compound is located further away from residents and will allow access to utilities, further reducing noise impacts by removing the need for a generator.

The impacts associated with the design changes have been considered in accordance with clause 228 of the EP&A Regulation (refer to Chapter 4).

Should further design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Conditions of Approval for the Proposed Activity, 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 Narara Station Upgrade, to comply with its obligations under Division 5.1 of the EP&A Act and determine whether or not to proceed with the carrying out of the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

This report also presents a summary of the submissions provided during the public display of the REF, and TfNSW's response to the issues and comments raised in these submissions.

Conclusion

Based on the assessments in the REF and consideration of the submissions received, it is recommended that the Proposed Activity be approved, subject to the mitigation measures included in the REF and the proposed Conditions of Approval (refer Appendix B). 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 Transport Access 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 program provides:

- stations that are accessible to people with disabilities, are less mobile, 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 transport 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.

Narara Station has been identified for an accessibility upgrade as it does not currently meet the key requirements of the Commonwealth *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

The station entrances to the platform do not facilitate access for people with reduced mobility, parents/carers with prams or customers with luggage. Currently, the northern ramp does not meet Australian Standards, there are no accessible parking spaces or lift facilities, and no accessible path of travel to the bus stop on Narara Valley Drive.

TfNSW is the Proponent for the Narara Station Upgrade (referred to as the 'Proposed Activity' for the purposes of this document). Also refer to Section 1.4 for a description of the Proposed Activity.

1.2. Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by SNC-Lavalin Atkins 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 Narara Station Upgrade REF is included as Appendix A.

The Narara Station Upgrade REF was placed on public display Wednesday 5 August 2020 to Wednesday 19 August 2020, with 51 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).

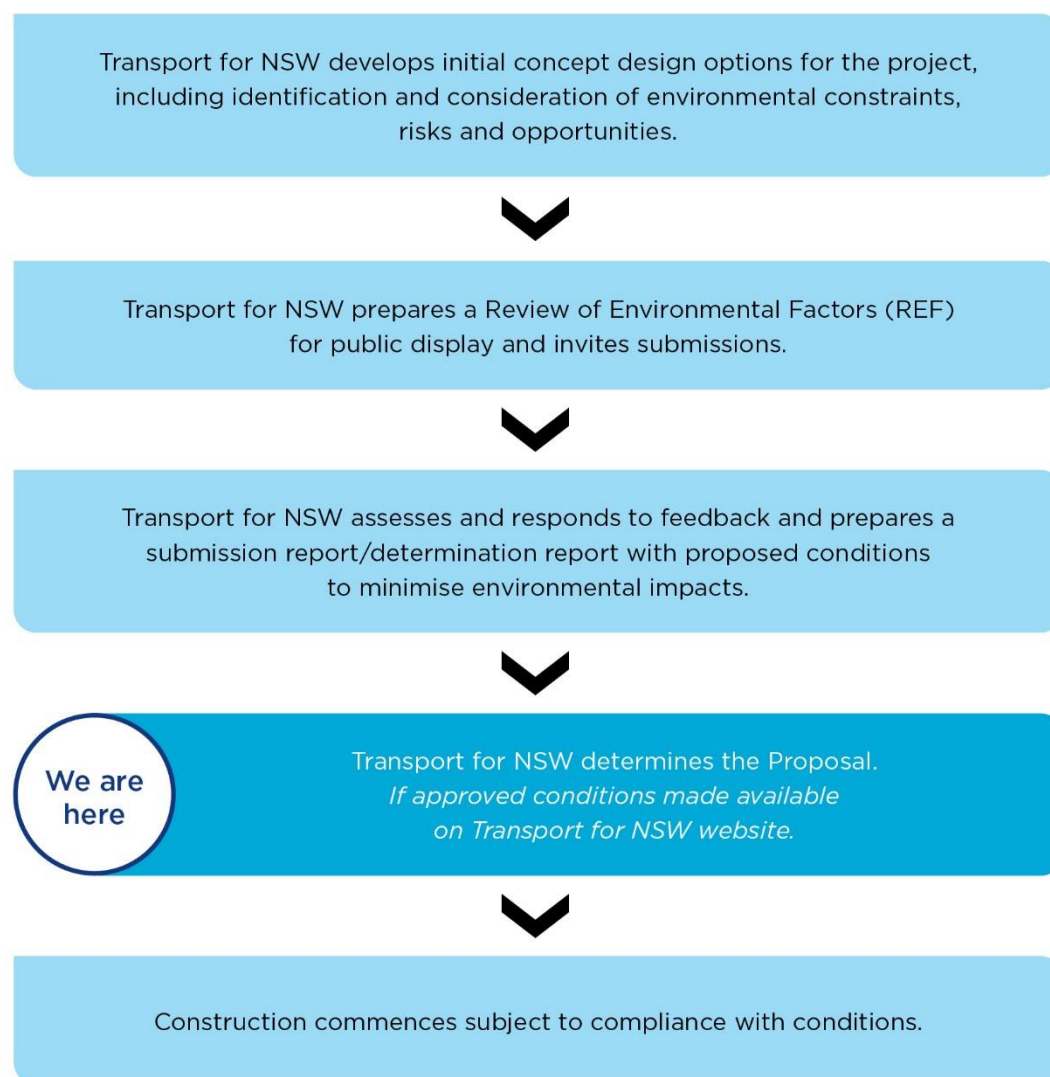


Figure 1 Planning approval process

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

- present a summary of the submissions received during the public display of the REF and TfNSW's response to the issues and comments raised in these submissions
- 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 provide an efficient and accountable framework for the governance of the delivery of transport services
- b) to promote the integration of the transport system
- c) to enable effective planning and delivery of transport infrastructure and services
- d) to facilitate the mobilisation and prioritisation of key resources across the transport sector
- e) to co-ordinate the activities of those engaged in the delivery of transport services
- f) to maintain independent regulatory arrangements for securing the safety of transport services.

1.4. Description of the Proposed Activity in the REF

The Proposal is located in the suburb of Narara, within the Central Coast Council (CCC) Local Government Area (LGA). Narara Station is approximately 80 kilometres from Central Station, Sydney, and about four kilometres north of Gosford Station. Narara Station is serviced by the Central Coast and Newcastle Line of the Intercity Trains Network.

The Proposal would provide safe and equitable access to the platforms and to the bus and pedestrian network surrounding the station. The Proposal would improve accessibility of the station in line with the requirements of the DDA and the DSAPT. The upgrades would provide an improved customer experience for existing and future users of the station.

A detailed description of the Proposed Activity is provided in Chapter 3 of the Narara Station Upgrade REF, and is summarised as follows:

- installation of two new lifts (and lift landings) connecting the existing footbridge to the two commuter car parks and the platforms
- localised surface regrading in both commuter car parks and provision of an accessible parking space and a kiss and ride space within each car park
- a new pedestrian crossing across the northern commuter car park connecting to Narara Valley Drive
- a new accessible path and stairs from the station to Narara Valley Drive
- relocation of the existing southbound bus stop on Narara Valley Drive and provision of a formalised pedestrian crossing on Narara Valley Drive
- formalised Boarding Assistance Zones (BAZ) on each platform
- provision of a localised ramp from Platform 1 into the waiting area
- new fencing and bollards
- reshaping of the mound surrounding the electrical pole at the southern commuter car park to improve traffic flow
- ancillary work including electrical upgrades to support new infrastructure, service relocation, opal card reader relocation, drainage works, upgrades to lighting and public address systems, CCTV, wayfinding signage and relocation of bins and furniture.

A schematic outlining the key features of the Proposed Activity is provided in Figure 2

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

Construction is expected to commence in late 2020 and take around 12-18 months to complete.

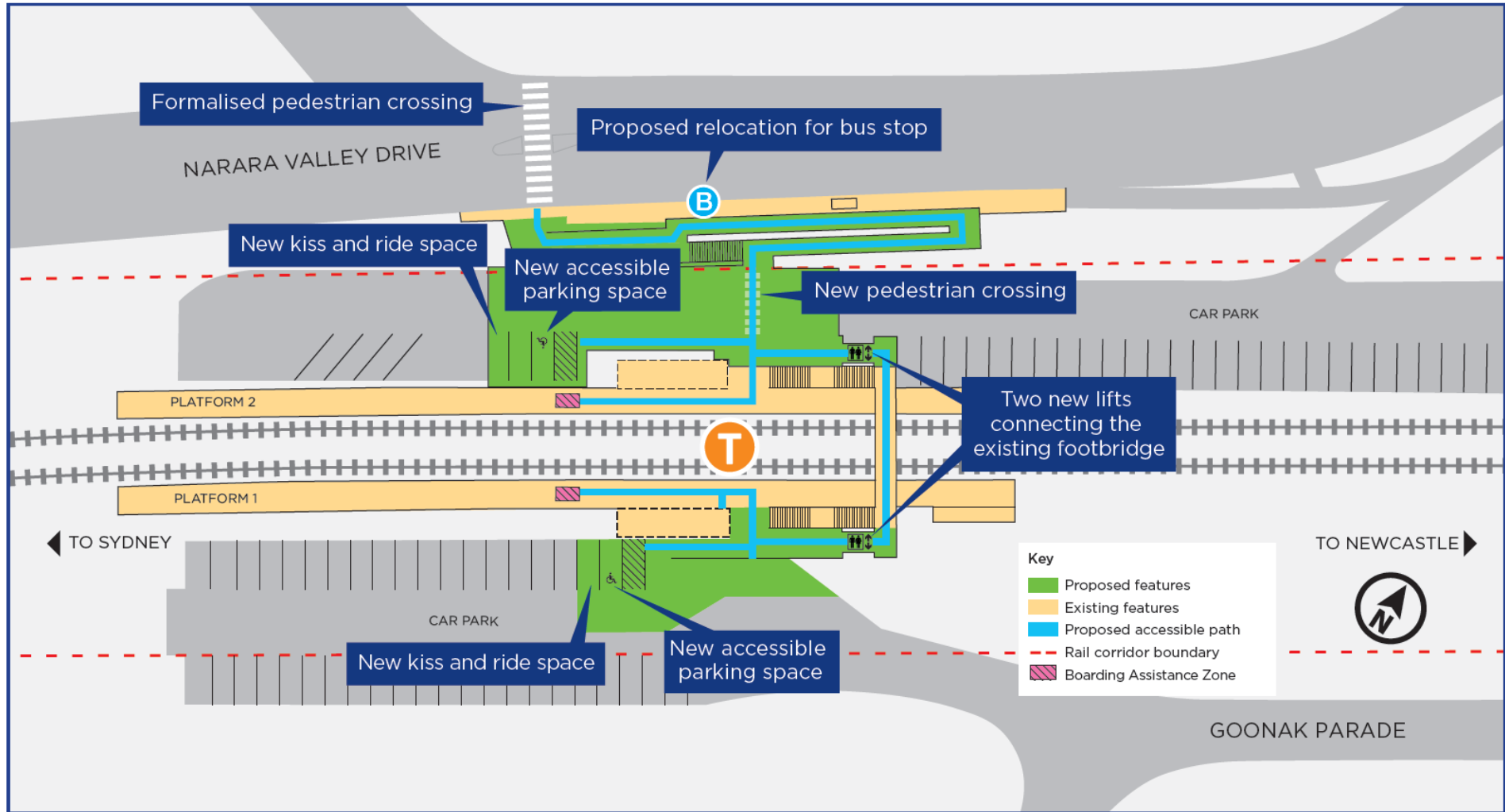


Figure 2 Key features of the Proposed Activity (indicative only, subject to detailed design)

2. Consultation and assessment of submissions

2.1. REF public display

The Narara Station REF was placed on public display from Wednesday 5 August 2020 to Wednesday 19 August 2020 on the TfNSW [corporate website](https://www.transport.nsw.gov.au/corporate-website)¹ and NSW Government [Have Your Say website](https://www.nsw.gov.au/have-your-say)².

Community consultation activities undertaken for the public display included:

- approximately 2,500 newsletters were letterbox dropped within one-kilometre radius of Narara Station on 5 August 2020
- installation of project signage at the station advising how to view the REF and how to make a submission
- placement of a geo-targeted online advertisement across the News Corp digital publications with a link to the TfNSW website
- a geo-targeted social media post on the TfNSW Facebook page for the duration of the public display period, targeting the suburbs of Narara, Holgate, Lisarow, Ourimbah, Point Clare, Somersby, Mount Elliot, Niagara Park, Springfield, West Gosford and Gosford
- a dedicated project webpage on the TfNSW website
- a briefing to Central Coast Council (CCC) on 28 May 2020
- 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 CCC as per the consultation requirements under clause 13, 15 and 15A of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP)
- 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 the NSW State Emergency Service (SES) as per the consultation requirements under clause 15AA of the Infrastructure SEPP.

Under normal circumstances Transport for NSW would hold community information sessions and distribute newsletters at the station. Due to COVID-19 social distancing restrictions, this was not possible and online, phone and email feedback mechanisms were implemented instead. Additionally, due to risk of surface transmission, printed copies of the REF were not displayed.

2.2. REF submissions

A total of 51 submissions were received via letter, email, telephone and online submissions including the posted comments on the project website. Community submissions are addressed in Table 1, while submissions received from CCC, SES, and NSW Rural Fire Service are addressed in Table 2.

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

² <https://www.nsw.gov.au/have-your-say>

Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- general support for the Proposed Activity
- concerns for safety regarding the pedestrian crossing across Narara Valley Drive
- requests for a signalised intersection at Deane Street and Narara Valley Drive
- requests for a platform extension
- requests for additional canopies and shelters
- requests for additional secure bike parking
- provision of additional commuter car parking and comments on the current parking arrangements
- improvements to lighting and security.

There were also a number of social media comments made on the TfNSW Facebook page in response to the post regarding the public display of the Narara Station Upgrade REF. Comments included support for the Proposed Activity and suggestions on further improvements for the existing station and surrounding areas.

2.3. Consideration and response to submissions

Community submissions

Table 1 Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	NARA001, NARA002, NARA004, NARA006, NARA008, NARA009, NARA010, NARA013, NARA019, NARA022, NARA023, NARA025, NARA029, NARA030, NARA031, NARA033, NARA042, NARA043, NARA048	General support for the Proposed Activity and/or for improving accessibility to the station.	Support for the Proposed Activity is noted.
2	Design		
2.1	NARA010	Questions the location of the boarding assistance zone and impacts on train delays.	The Proposed Activity would follow the relevant operational procedure on the boarding assistance zone. The location of the boarding assistance zone is consistent across the network for customers.

No.	Submission no.	Issue/s raised	TfNSW response
2.2	NARA003, NARA011, NARA014	Requests additional canopies at the station.	<p>The Proposed Activity is focused on accessibility upgrades at the station. Additional canopy coverage and platform shelters are outside of the scope of this accessibility upgrade.</p> <p>The lift landings would have new canopies for weather protection at the waiting areas to comply with TfNSW standards.</p>
2.3	NARA014,NAR A030, NARA033, NARA047, NARA048	Request for the platform to be extended to accommodate access to additional carriages.	Extension of the existing platforms is not proposed as part of the Proposed Activity, which is focused on accessibility upgrades at the station.
2.4	NARA026	Concerns for safety at the station and requests that CPTED principles are considered in detailed design.	<p>The Proposed Activity includes the installation of additional lighting and closed-circuit television (CCTV) cameras to provide coverage to meet security standards for new infrastructure.</p> <p>The Proposed Activity would also be designed with regard to Crime Prevention Through Environmental Design (CPTED) Principles A security risk assessment would be undertaken as part of detailed design.</p>
2.5	NARA027, NARA036	Requests for new lift elements to be softened and integrated into the existing landscape.	<p>The materials and finishes of the new lift would aim to ensure the new lift structures do not dominate or detract from the existing landscape. Measures taken to soften the visual impact of the lift would include:</p> <ul style="list-style-type: none"> • textured concrete on lift shafts • canopies and windows on new lift shafts to offset the visual mass of the structure • landscape plantings. <p>Offset planting and/or landscaping is required to be undertaken in accordance with the TfNSW <i>Vegetation Offset Guide</i> for all trees removed. Opportunities for low maintenance soft landscaping within the Proposal area would be explored during the preparation of the Public Domain Plan and Urban Design Plan.</p> <p>The materials and finishes would be further considered during detailed design.</p>
2.6	NARA036	Concerns for safety at the station and request for the use of more glass in lifts to increase passive surveillance.	<p>The Proposed Activity includes the installation of additional lighting and closed-circuit television (CCTV) cameras to provide coverage to meet security standards for new infrastructure.</p> <p>The Proposed Activity would also be designed with regard to the Crime Prevention Through Environmental Design (CPTED) Principles which includes opportunities to increase passive surveillance and a security risk</p>

No.	Submission no.	Issue/s raised	TfNSW response
			assessment would be undertaken as part of detailed design.
3	Traffic, transport and access		
3.1	NARA001, NARA008, NARA009, NARA014, NARA022, NARA024, NARA031, NARA033, NARA043, NARA045, NARA048	Comments on inadequate parking at the station, concern with parking loss, request for more parking/parking upgrade.	<p>During operation up to five formal car spaces and six informal car spaces would be lost within the northern commuter car park and up to five formal car spaces in the southern commuter car park. The Proposed Activity would include the addition of an accessible parking space and kiss and ride space within each car park.</p> <p>Additional car parking is not proposed as part of the Proposed Activity, which is focused on accessibility upgrades at the station. Commuter parking requirements are assessed by TfNSW on a network wide basis considering existing and future demand, proximity to other car parking spaces and the feasibility of providing parking. This feedback will be passed onto the relevant department within TfNSW for consideration in future planning.</p>
3.2	NARA001	Concern that works for the new accessible path from the station to Narara Valley Drive around the TransGrid pole would not meet the required clearances and maintenance requirements.	<p>The proposed accessible path from the station to Narara Valley Drive presented in the REF is a concept design. The design would be further developed as part of detailed design phase.</p> <p>The accessible path would be designed and constructed in accordance with the relevant standards and would not preclude maintenance activities.</p>
3.3	NARA001	Requests retention of the "island" within the southern commuter car park which acts as a roundabout and allows quick pick up and drop off.	<p>The current design does not require the removal of the "island" surrounding the electrical pole in the southern commuter car park. The scope of works is limited to some minor reshaping around the edges of the "island".</p> <p>The kiss and ride space and accessible parking space are replacing existing parking spaces and would not preclude this movement.</p> <p>Detailed design would investigate a parallel kiss and ride bay in the southern commuter car park instead of a kiss and ride space to facilitate more efficient pick up and drop off.</p>
3.4	NARA001, NARA003	Concerns for bus stop safety and request for an indented bus bay.	<p>The location of the bus stop would be assessed as part of detailed design development and would be adjusted accordingly.</p> <p>The final design would be subject to a road safety audit to confirm bus stop safety</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.5	NARA002, NARA003, NARA012, NARA016, NARA017, NARA021, NARA028, NARA031	Safety concerns regarding the proposed pedestrian crossing on Narara Valley Drive and request for a signalised intersection at Deane Street and Narara Valley Drive.	<p>The focus of the Proposed Activity is for accessibility upgrades at Narara Station to comply with the DDA and DSAPT requirements. Additional road upgrades are outside of the scope of this accessibility upgrade at the station.</p> <p>The safety of the pedestrian crossing across Narara Valley Drive would be assessed as part of detailed design development. Should the assessment conclude that this is unsafe it will be removed from scope.</p> <p>Transport for NSW is continuing to plan for a future upgrade of the Pacific Highway and Manns Road between Narara and Lissarow as part of a separate package of works. This planning activity includes ongoing investigations into the potential upgrade of the Narara Creek Drive and Deane Street intersection.</p> <p>For more information about the upgrade and for future project updates please visit www.rms.nsw.gov.au/projects/pacific-highway/narara-lissarow</p>
3.6	NARA002, NARA009, NARA022, NARA048	Request for upgrades to the northern commuter car park including changes to parking arrangements to facilitate easier vehicle movements within the car park.	<p>The focus of the Proposal is to improve accessibility at the station. As such the upgrades to the commuter car park are focused on meeting the standards of the DDA and the DSAPT and would include:</p> <ul style="list-style-type: none"> • provision of a new accessible parking space and a new kiss and ride space • provision of an accessible path within the car park from the new accessible parking space and the new kiss and ride space to the platform entry and continuing to the new lift • introduction of a pedestrian crossing from the Platform 2 entry across the commuter car park to connect to the proposed accessible path on Narara Valley Drive • localised regrading to areas of the car park. <p>Additional car park upgrades are outside the scope of the Proposed Activity.</p> <p>A safety assessment would be undertaken as part of detailed design. This would cover the commuter car parking areas and would recommend changes as required.</p>
3.7	NARA001, NARA003	Comment that footpath to the north of the station needs to be widened to	<p>The footpath would be adjusted as required to facilitate an accessible path of travel between Narara Station and the bus stops on Narara Valley Drive in line with DSAPT requirements.</p>

No.	Submission no.	Issue/s raised	TfNSW response
		accommodate wheelchair access.	
3.8	NARA004	Safety concerns about the local road network. Concerns with drivers not obeying the speed limit along Narara Valley Drive.	The focus of the Proposed Activity is for accessibility upgrades at the Station. Concerns regarding dangerous driving and speeding vehicles will be forwarded to the NSW Police Force.
3.9	NARA004, NARA012, NARA020, NARA029, NARA046	Pedestrian crossing is dangerous and too close to Deane Street intersection and will increase the risk of accidents.	A road safety assessment of the pedestrian crossing across Narara Valley Drive would be undertaken as part of detailed design development. Should the assessment conclude that this is unsafe it will be removed from scope, or an alternative design solution developed.
3.10	NARA004, NARA006, NARA046, NARA047	Request measures to improve the safety for pedestrians crossing Narara Valley Drive. Suggestions include: <ul style="list-style-type: none"> • traffic lights at the intersection, • a formal pedestrian crossing (as proposed in the REF) • retention of the current pedestrian island • introduce a pedestrian bridge • add a speed camera • move the pedestrian crossing further north. 	The focus of the Proposed Activity is for accessibility upgrades at Narara Station to comply with the DDA and DSAPT requirements. Additional road upgrades or addition of speed cameras, a pedestrian footbridge, or traffic lights are outside of the scope of this accessibility upgrade at the station. A road safety assessment of the pedestrian crossing across Narara Valley Drive would be undertaken as part of detailed design development. Should the assessment conclude that this is unsafe it will be removed from scope, or an alternative design solution developed. Transport for NSW is continuing to plan for a future upgrade of the Pacific Highway and Manns Road between Narara and Lissarow as part of a separate package of works. This planning activity includes ongoing investigations into the potential upgrade of the Narara Valley Drive and Deane Street intersection. For more information about the upgrade and for future project updates please visit www.rms.nsw.gov.au/projects/pacific-highway/narara-lissarow
3.11	NARA020	Safety concerns regarding pedestrians and cars when buses are stopped at the bus stop.	A road safety assessment would be completed as part of detailed design development. This assessment will inform any changes to bus stop locations on Narara Valley Drive.
3.12	NARA024	Concern that the proposed kiss and ride will increase traffic /	A safety assessment would be undertaken as part of detailed design. The assessment would cover all relevant road interfaces (including the commuter car parking areas

No.	Submission no.	Issue/s raised	TfNSW response
		pedestrian interaction risk.	and kiss and ride spaces) and would recommend changes as required. Detailed design would investigate a parallel kiss and ride bay in the southern commuter car park instead of a kiss and ride space.
3.13	NARA037	Comment that too many cars are parked in the turning circle at the end of the northern car park.	A safety assessment would be undertaken as part of detailed design. The assessment would cover the commuter car parking areas and would recommend changes as required, including line marking and signage to control parking.
3.14	NARA042	Request for an accessible path between Karina Drive and Goonak Parade through the park.	The focus of the Proposed Activity is for accessibility upgrades at the station. Upgrades to paths and walking trails outside of the station precinct are outside of the scope of the Proposed Activity and will be forwarded to CCC for their consideration.
3.15	NARA044	Concern with cumulative traffic impacts from nearby works.	Section 6.16 of the REF assesses the cumulative traffic impacts of nearby works and provides the relevant mitigation measures in Section 7.2 of the REF. During construction, the works would be coordinated with any construction activities associated with proposed developments nearby including TfNSW construction work (and any other relevant work). Consultation and liaison would occur with CCC, NSW TrainLink, and other stakeholders to mitigate cumulative construction impacts.
4	Landscape and visual amenity		
4.1	NARA018	Request for landscaping around the station.	Offset planting and/or landscaping is required to be undertaken in accordance with the TfNSW Vegetation Offset Guide for all trees removed. Opportunities for low maintenance soft landscaping within the Proposal area would be explored during the preparation of the Public Domain Plan and Urban Design Plan, including opportunities to complete landscaping on the embankment of Narara Valley Drive.
4.2	NARA027, NARA036	Concerns regarding visual impact of the lifts and contrast with the local setting.	The visual impact and landscape character assessment prepared as part of the REF (Envisage, 2020) concluded that overall, the Proposed Activity would result in a moderate to low impact to the landscape character of the local area during construction and low impact during operation. The report identified that during construction, local character would be temporarily affected by the introduction of large, moving equipment, and tree removal, and that during

No.	Submission no.	Issue/s raised	TfNSW response
			<p>operation the station would be more exposed, and its prominence would increase. The lift shafts and new pedestrian access would be recognisable new elements; however, they would be confined to a relatively small proportion of the wider scene and are consistent with the existing station elements, resulting in a low impact rating.</p> <p>Identification and confirmation of elements to soften the visual impact of the lift, including texturing of concrete, addition of canopies, screens and windows, and landscape planting would occur as part of the detailed design process and preparation of the public domain plan.</p>
5.	Bicycle facilities		
5.1	NARA005, NARA007, NARA034, NARA035, NARA036, NARA037, NARA038, NARA039, NARA040, NARA041, NARA045, NARA047	Request for secure bike parking e.g. bike shed activated by Opal cards.	<p>Existing bike parking facilities at Narara Station include a bike rack with provision for seven bicycles in the northern commuter car park behind the platform shelter and six secure bike lockers near the northern commuter car park entrance.</p> <p>The Proposed Activity would relocate the existing bike hoops from their current location to behind the new lift within the northern commuter car park.</p> <p>Opportunities for additional bike hoops within the southern commuter car park would be investigated as part of detailed design.</p> <p>Bike sheds do not form part of the scope of the Proposed Activity.</p>
6.	Other		
6.1	NARA015	Request for Niagara Park Station to be upgraded	<p>Construction of upgrades to Niagara Park Station is currently underway.</p> <p>Transport for NSW is continuing to upgrade all stations across the Sydney Trains and NSW Trains networks to meet the DDA legislation and DSAPT requirements.</p> <p>In the Central Coast area, planning is underway for accessibility upgrades at Narara, Lisarow and Point Clare stations. Construction is underway for Hawkesbury River, Niagara Park and Ourimbah stations. Wyee and Waratah station upgrades were completed earlier this year.</p> <p>To receive updates on these projects and other future projects, please refer to the current projects webpage: www.transport.nsw.gov.au/projects/current-projects </p>

No.	Submission no.	Issue/s raised	TfNSW response
6.2	NARA018	Concerns with anti-social behaviour at the station	<p>The Proposed Activity includes the installation of additional lighting and closed-circuit television (CCTV) cameras to provide coverage to meet security standards for new infrastructure.</p> <p>The Proposed Activity would also be designed with regard to the Crime Prevention Through Environmental Design (CPTED) Principles and a security risk assessment would be completed during detailed design which would address anti-social behaviour.</p>
6.3	NARA023	Question regarding when construction for the Proposal will start.	<p>Subject to planning approval, construction for the Narara Station Upgrade is expected to commence in late-2020 and take around 12-18 months to complete.</p> <p>To receive updates on this project, please refer to the projects webpage: https://www.transport.nsw.gov.au/projects/current-projects/narara </p>
6.4	NARA031	Comment regarding timeframes around lift maintenance if it breaks down	<p>Regular maintenance of all station facilities is carried out by NSW TrainLink to prevent breakdowns.</p> <p>Should the lift be temporarily out of operation notifications would be provided online, on trains and at the station.</p> <p>TfNSW is completing station upgrades at several nearby stations including Lisarow, Ourimbah, Niagara Park and Point Clare. In the event of a lift breakdown these stations can be used as a temporary alternative.</p>
6.5	NARA007	Request to be added to the project updates distribution list	Request will be actioned.

Other stakeholder submissions

Table 2 Response to other stakeholder submissions received

Issue no.	Stakeholder	Issue/s raised	TfNSW response
1	General		
1.1	NSW Rural Fire Service	No objections to the development.	No objection to the Proposed Activity is noted.
1.2	Central Coast Council	No objections to the development.	No objection to the Proposed Activity is noted.
1.3	Central Coast Council	General support for the Aborigicultural Impact Assessment.	Support for the assessment is noted.
1.4	NSW State Emergency Service	Confirmed that the proposed works appear to have minimal	Noted.

Issue no.	Stakeholder	Issue/s raised	TfNSW response
		risk to NSW SES response operations.	
2	Design		
2.1	Central Coast Council	Request for the provision of sufficient covered waiting areas for when buses replace trains.	<p>The Proposed Activity is focused on accessibility upgrades at the station. Additional canopy coverage at the station for waiting areas is outside of the scope of this accessibility upgrade.</p> <p>Rail shutdowns (when buses replace trains) are managed by Sydney Trains (metropolitan areas) and NSW TrainLink (intercity areas). This feedback will be provided to NSW TrainLink for consideration during rail shutdowns.</p>
2.2	Central Coast Council	Request for a safety assessment of the pedestrian crossing and consideration of lighting for the pedestrian crossing on Narara Valley Drive.	<p>A safety assessment would be undertaken as part of the detailed design process to confirm the suitability of the pedestrian crossing across Narara Valley Drive. If the audit concludes that the pedestrian crossing is unsafe it would be removed from scope, or an alternative design solution developed.</p> <p>If the pedestrian crossing is included in the scope of the Proposed Activity then it would be designed to meet all the relevant standards including but not limited to lighting.</p>
2.3	NSW State Emergency Service	Site design and stormwater management should minimise any risk to the community and should ensure commuters are aware of the flood risk (i.e. through an appropriate business emergency plan).	<p>The design has considered the potential impacts of flooding on the operation of the Proposed Activity. Further investigations would be undertaken during the detailed design stage to ensure potential risks to operational activities and equipment are addressed.</p> <p>NSW TrainLink also has a range of incident procedures for their stations which includes flooding considerations.</p>
3	Traffic, transport and access		
3.1	Central Coast Council	Provision of 15-minute car parking space/s for parents or carers to temporarily park.	<p>The Proposed Activity includes two kiss and ride spaces (one in each car park). Flexible parking restrictions for these spaces would be explored during detailed design to ascertain the practicality of implementing timed parking within the car parks.</p>

Issue no.	Stakeholder	Issue/s raised	TfNSW response
3.2	Central Coast Council	Request for clarification of the proposed bus stop location.	<p>Section 6.1 of the REF outlines details associated with the relocation of the bus stop.</p> <p>The concept design for the Proposed Activity involves relocation of the existing bus stop on the southern side of Narara Valley Drive. The relocated bus stop would be in a similar position but would be closer to the station entrance following completion of the proposed works.</p> <p>The option to alter the existing bus stop location would be assessed as part of detailed design development. The assessment would inform the scope of works which would be adjusted accordingly during detailed design.</p>
3.3	Central Coast Council	Safety concerns regarding the proposed bus stop relocation.	<p>The option to alter the existing bus stop location would be further assessed as part of detailed design development, including the preparation of the safety assessment.</p> <p>The assessment would identify any safety concerns to be addressed.</p> <p>If relocation of the bus stop is required, the new location would be developed in consultation with CCC and bus operators.</p>
3.4	Central Coast Council	Clarification and detail requested for the formalised pedestrian crossing.	<p>The Proposal is currently in the concept design phase.</p> <p>Based on the concept design a new pedestrian crossing is proposed across Narara Valley Drive at the existing pedestrian islands near the Deane Street intersection. The pedestrian crossing would involve line marking and other required elements for compliance including but not limited to lighting.</p> <p>Further clarification and detail would be provided to CCC during detailed design.</p>
3.5	Central Coast Council	Question on parking restrictions associated with the pedestrian crossing.	<p>Any parking restrictions around the proposed pedestrian crossing would be confirmed during detailed design in line with the relevant standards in consultation with CCC.</p>
3.6	Central Coast Council	Question regarding the standards of the pedestrian crossing.	<p>The design of the proposed pedestrian crossing would meet Australian Standards, TfNSW guidelines, and would include</p>

Issue no.	Stakeholder	Issue/s raised	TfNSW response
			consideration of CCC Civil Works Specifications and Standard Drawings.
3.7	Central Coast Council	Requests clarification of car park access on both sides of the station, and questions if the access to the car park from Narara Valley Drive been considered?	No changes to vehicle access arrangements to the northern or southern car parks are proposed
3.8	Central Coast Council	Concern for the loss of car parking spaces and the demand for on-street parking. CCC questions if a parking survey has been undertaken.	<p>During operation the Proposed Activity would result in a loss of up to five formal parking spaces and six informal parking spaces within the northern commuter car park and up to five formal parking spaces in the southern commuter car park. In addition, the Proposed Activity would include the addition of an accessible parking space and kiss and ride space within each car park.</p> <p>Opportunities to further reduce parking loss would be investigated as part of detailed design.</p> <p>Section 6.1.2 of the REF has assessed the impact of this loss of parking. While a formal parking survey was not undertaken, the REF concluded that given the existing availability of unrestricted on-street parking in the area around the station, the permanent reduction of 10 formal car parking spaces and six informal spaces would have a minor impact on commuter car parking operations.</p> <p>The loss of parking is likely to only slightly increase the demand for on-street parking.</p>
3.9	Central Coast Council	Question if vehicles are parking legally in Goonak Parade.	<p>There are no parking restrictions on Goonak Parade.</p> <p>Parking adjustments on Goonak Parade are outside the scope of the Proposal.</p>
3.10	Central Coast Council	Requests DDA compliant bus stop.	Accessible paths of travel to both bus stops would be investigated as part of detailed design.

2.4. Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Central Coast Council (or other stakeholders) 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 project website](#)⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ <https://www.transport.nsw.gov.au/projects/current-projects/narara>

3. Consideration of the environmental impacts

3.1. NSW 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 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?*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 Division 5.2 of the EP&A Act is not required.

3.2. Commonwealth 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.

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

4. Changes to the Proposed Activity

4.1. Assessment of changes

Further assessment of constructability has resulted in a change to the ancillary facilities described in the Narara REF. This change is outlined in Table 3, along with the discussion of impacts and shown in Figure 3.

Unless explicitly stated otherwise in the table below, it is considered that impacts related to other aspects are considered to be consistent with the findings of the REF with respect to clause 228 of the EP&A Regulation and impacts to matters of National Environmental Significance under the *Environment Protection and Biodiversity Conservation Act 1999*. Where additional mitigation measures are required, these have been included as Conditions of Approval in Appendix B.

Table 3 Assessment of changes

Aspect of the Proposed Activity	Description of change	Discussion of impacts
Additional construction compound	<p>The Proposed Activity requires temporary use of the western end of the northern commuter car park for a construction compound in addition to the compound described in the Narara Station Upgrade REF (August 2020) (refer Figure 3).</p> <p>The additional construction compound would be needed to accommodate two site offices, amenities, laydown and storage area for materials, a soil stockpile, containers and a breakroom shed.</p> <p>The area is currently used as part of the commuter car park.</p> <p>The compound area originally assessed within the REF will still be used for material laydown and a spoil stockpile.</p>	<p>Whilst the proposed new construction compound would introduce some additional impacts, the proposed change it is generally consistent with the impacts discussed in the Narara Station Upgrade REF (August 2020).</p> <p>Traffic and Transport</p> <p>The use of the compound within the commuter car park would require heavy vehicles to access the proposed compound via Narara Valley Drive. The number of heavy vehicle movements would be consistent with those considered under the REF but redistributed to other areas, with all heavy vehicles to use the construction vehicle routes identified in Figure 6-3 of the REF.</p> <p>Speed of vehicles entering either commuter car park would be restricted to 10km/h and larger vehicles would be accompanied by a spotter.</p> <p>Customers and road users may experience delays during construction from the movement of construction vehicles in and out of work sites and the implementation of traffic control measures.</p> <p>The use of the additional compound would result in the temporary loss of car parking spaces. Additionally, as the proposed compound is located within an informal turnaround area, additional spaces would be temporarily removed to create enough room at the western end of the commuter car park for customers to turn around and prevent unsafe reverse manoeuvres.</p> <p>Four (4) formal and 11 informal commuter car spaces would be temporarily unavailable, throughout the duration of the construction to accommodate the compound and facilitate safe pedestrian and vehicle movements. This is in addition to spaces already assessed within the REF bringing the total to seven (7) formal spaces and 15 informal spaces removed from the</p>

Aspect of the Proposed Activity	Description of change	of	Discussion of impacts
			<p>northern commuter car park during construction and five (5) formal spaces in the southern commuter car park.</p> <p>This increased impact is considered moderate due to the abundance of untimed street parking within the surrounding area and the temporary nature of the works.</p> <p>The western section of the northern commuter car park would be restricted to commuters but access to the station would be maintained.</p> <p>Similarly access to the rail corridor for NSW TrainLink and Sydney Trains would be maintained. The compound would be fenced and include secure access gates at either end to allow for vehicular movements in and out of the rail corridor.</p> <p>Noise and Vibration</p> <p>The additional compound is located further away from sensitive receivers in noise catchment area (NCA) 1 but will move closer to receivers in NCA2.</p> <p>However as the additional compound will be located further from residents, the overall noise impacts from compound set up are considered to be no greater than those assessed in the Narara Station Upgrade REF.</p> <p>Additionally the proposed construction compound would allow easier access to utilities and, once connected, would remove the requirement for generators to power site offices further reducing noise.</p> <p>Visual</p> <p>The potential impacts of the proposed additional construction compound on urban design, landscape and visual amenity are consistent with those outlined in the REF. Construction activities would be a dominant feature of the scene and directly in the line-of-sight of travellers on Narara Valley Drive. From private residences, activities would be partially screened by vegetation and appear less dominant. Movement of tall equipment and trucks would contrast in scale and character.</p> <p>Construction would be temporary.</p> <p>Air Quality</p> <p>The proposed additional construction compound would include a material laydown and spoil stockpile area bringing activities that have the potential to negatively impact air quality closer to commuters both on the platform and within the car park.</p> <p>The compound would be surrounded by fencing with shade cloth to act as a wind break and prevent dust moving off site.</p>

Aspect of the Proposed Activity	Description of change	of	Discussion of impacts
			<p>Impacts would be localised and temporary and are not expected to impact sensitive receivers provided that air quality mitigation measures as detailed in the REF and the Conditions of Approval Appendix B of this report are implemented.</p> <p>Utilities</p> <p>The new compound would require connections to electricity and water. A tank would be used to manage sewer and the contents would be collected and transported offsite at regular intervals.</p> <p>Electricity would be connected from the aerial cable running parallel to the carpark along Narara Valley Drive. Water connections would require some minor localised trenching. It is expected that these impacts can be managed through the mitigation measures outlined in the REF and the Conditions of Approval in Appendix B. The car park would be resurfaced as part of the works, including the area of the proposed site compound.</p>



Figure 3 Additional Compound location (Source: SixMaps)

5. Conditions of Approval

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

6. Conclusion

Having regard to the assessment in the REF 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 (EIS) 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 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 to Appendix B).


Determination

Narara Station Upgrade

APPROVAL

I, Louise Sureda, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the *Narara Station Upgrade Review of Environmental Factors* (August 2020) and the *Narara Station Upgrade Determination Report* (September 2020) in accordance with Section 5.5 of the NSW *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 (September 2020), consistent with the Proposed Activity described in the *Narara Station Upgrade Review of Environmental Factors* (August 2020).



Louise Sureda
Director Planning, Environment and Sustainability
Environment and Sustainability
Safety, Environment and Regulation
Transport for NSW

Date: 25/09/2020

References

All Arbor Solutions, 2020, Narara Station Upgrade Arboricultural Impact Assessment Report, Sydney

Envisage Consulting, 2020, *Narara Station Upgrade Landscape Character and Visual Impact Assessment*, Sydney

TfNSW, 2020, *Transport Access Program Narara Station Upgrade Review of Environmental Factors*, Sydney

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Narara Station Upgrade REF (Desksite 6483120):

<https://www.transport.nsw.gov.au/projects/current-projects/narara>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Narara Station Upgrade

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the Narara Station Upgrade Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	TfNSW Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	TfNSW Associate Director Environmental Management (or nominated delegate)
ADSPD	TfNSW Associate Director Sustainability, Planning and Development (or nominated delegate)
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLMP	Community Liaison Management Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMR	Environmental Management Representative
EMS	Environmental Management System
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
OEH	Former NSW Office of Environment and Heritage
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Works Protocol
PECM	Pre-Construction Environmental Compliance Matrix
PDP	Public Domain Plan
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
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 ADEM 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, unless otherwise agreed by the ADEM).
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 (Aboriginal or non-Aboriginal) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Environmental Management Representative (EMR)	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
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 Narara 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.

CoA Condition

General

1. Terms of Approval

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

- a) *Narara Station Upgrade – Review of Environmental Factors* (TfNSW, August 2020)
- b) *Narara Station Upgrade – Determination Report* (TfNSW, September 2020).

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, and any additional requirements from the assessment of the Project modification must be complied with.

3. Statutory Requirements

These conditions do not remove any 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 terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.

4. 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 any approvals or licences issued by relevant authorities for the construction of the Project
- c) 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)
- d) environmental monitoring results, presented as a results summary and analysis
- e) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused
- f) 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)
- g) details of any review and amendments to the CEMP resulting from construction during the reporting period
- h) any other matter as requested by the ADEM.

The CECR shall:

- (i) be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review and provide any comments to TfNSW in relation to the CECR
- (ii) be submitted to the ADEM 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 six weeks 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.

The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.

CoA Condition

5. Graffiti and Advertising

Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project shall be maintained free of graffiti and advertising not authorised by TfNSW during the construction period. Graffiti and unauthorised advertising shall 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

6. 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, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

- a) a comprehensive, project-specific analysis of issues and proposed strategies to manage issues through the duration of the Project
- b) details of the communication tools (traditional and digital) and activities that will be used to inform and engage the community and stakeholders
- c) a program for the implementation of community liaison activities relating to key construction tasks with strategies for minimising impacts and informing the community
- d) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiries
- e) analysis of other major projects/influences in the area with the potential to result in cumulative impacts to the community and strategies for managing these.

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 the construction of the Project.

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 as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).

8. Website

Project information shall be made available to members of the public, either on dedicated pages on the TfNSW/Project website or details provided as to where hard copies of this information may be accessed. Project information to be provided includes:

- 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.

CoA Condition

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

9. Complaints Management

A 24 hour construction response line number shall be established and maintained for the duration of construction.

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

Information on all complaints received during the previous 24 hours shall be forwarded to the Environmental Management Representative (EMR) each working day.

Environmental Management

10. Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) shall be prepared prior to the 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) Aboriginal and non-Aboriginal heritage management
- f) biodiversity management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) bushfire risk
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures
- n) details of approvals, licences and permits required to be obtained under any other legislation for the Project.

The CEMP shall:

- i. comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management
- ii. comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department Infrastructure, Planning and Natural Resources, 2004)
- iii. include a pre-construction environmental compliance matrix for the Project (or such stages of the Project as agreed to by the EMR) that details compliance with all relevant conditions and mitigation measures
- iv. include an Environmental Policy.

In preparing the CEMP the following shall be undertaken:

1. consultation with government agencies and relevant service/utility providers (as required)
2. a copy of the CEMP submitted to the EMR for review
3. a copy of the CEMP submitted to the Associate Director Environmental Management (ADEM) for approval upon completion of the EMR review period

CoA	Condition
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|--|--|
| | <ol style="list-style-type: none">4. review and update the CEMP at regular intervals, and in response to any actions identified as part of the EMR's audit of the document5. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval. |
|--|--|

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

11.	Environment Personnel
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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 such time as otherwise agreed by the ADEM).

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

12.	Environmental Management Representative
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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 TfNSW 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 TfNSW, or as required by the ADEM
- e) issuing a recommendation 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 TfNSW 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.

13.	Environmental Controls Map
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An Environmental Controls Map (ECM) shall be prepared and implemented in accordance with TfNSW's *Guide to Environmental Controls Map* (SD-015) prior to the commencement of

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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.

A copy of the ECM shall be submitted to the EMR for review and endorsement. The EMR is to be given a minimum period of seven days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed 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 seven days of the completion of the review or receipt of actions identified by any EMR audit of the document and submitted to the EMR for approval.

Hours of Work

14. Standard Construction Hours

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

- a) any works which do not cause noise emissions to be more than 5dBA higher than 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 ADEM
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any other work as agreed by the ADEM and considered essential to the Project, or as approved by EPA (where an EPL is in effect).

15. High Noise Generating Activities

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

Noise and Vibration

16. 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* (ST-157) and the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not 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 and vibration 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

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this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the EMR and/or ADEM or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW *Construction Noise and Vibration Strategy* (ST-157)

- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, identification of 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.

17. 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 British Standard BS 7385-2:1993 *Evaluation and measurement for vibration in buildings Part 2* or the German Standard DIN 4150: Part 3 – 1999: Structural Vibration in Buildings: Effects on Structures
- b) for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (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.

18. Non-Tonal Reversing Bleepers

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.

19. 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.

20. Noise Impacts 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.

Contamination and Hazardous Materials

21. Unidentified Contamination (Other Than Asbestos)

If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA guidelines, including the *Guidelines for Consultants Reporting on Contaminated Sites* (Office of Environment and Heritage, 2011).

A copy of any contamination report shall be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review.

A revised copy of the report shall be submitted to the ADEM for consideration upon completion of the EMR review period. 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

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the preparation of a single investigation report to satisfy the requirements of both Condition 21 and Condition 22.

22. 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, Safe Work Australia and SafeWork NSW 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 21 and Condition 22.*

23. 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* (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 are to be undertaken in clearly marked designated areas 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.

Erosion and Sediment Control

24. Erosion and Sediment Control

Soil and water management measures shall be prepared, implemented and maintained as part of the CEMP for the mitigation of water quality 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).

Heritage Management

25. Aboriginal and Non-Aboriginal Heritage

If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (SD-115) shall be followed and all works in the vicinity of the find shall cease. The EMR shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW, and/or the Energy, Environment and Science Group of the Department of Planning, Industry and Environment, as applicable). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the Heritage Advisor.

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Flora and Fauna

26. Removal of Trees or Vegetation

Separate approval, in accordance with TfNSW's *Removal or Trimming of Vegetation Application* (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.

27. Replanting Program

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

Lighting

28. Lighting Scheme

A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with *AS 1158 Lighting for Roads and Public Spaces* and *AS 4282 Control of the Obtrusive Effects of Outdoor Lighting*. The lighting scheme shall address the following as relevant:

- a) consideration of lighting demands of different areas
- b) strategic placement of lighting fixtures to maximise ground coverage
- c) use of LED lighting
- d) minimising light spill by directing lighting into the station/car park/other infrastructure type
- 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
- e) ensuring security and warning lighting is not directed at neighbouring properties.

The proposed lighting scheme is to be submitted to TfNSW's technical (design) team for acceptance.

Sustainability

29. Sustainability Officer

A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project.

Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Associate Director Sustainability, Planning & Development (ADSPD) prior to the preparation of the Sustainability Management Plan.

30. Sustainability Management Plan

A Sustainability Management Plan (SMP) which details the approach to managing sustainability requirements and opportunities during design and construction shall be prepared. The SMP shall include the following as a minimum:

- a) a completed electronic checklist demonstrating compliance with the Infrastructure Sustainability Council of Australia (ISCA) scorecard demonstrating credits targeted to meet an Infrastructure Sustainability Rating Scheme (v1.2) of Excellent
- b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments

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- c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project
- d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets
- e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of ISO 20400: 2017 – Sustainable Procurement in the selection of all materials, products and services
- f) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events.

A copy of the SMP shall be submitted to the ADSPD for review and approval, within 30 days of the commencement of construction (or such time as is otherwise agreed by the ADSPD).

31. Infrastructure Sustainability Council of Australia (ISCA) Ratings

The Project shall be registered with the Infrastructure Sustainability Council of Australia (ISCA), and shall aim to achieve a minimum 'Infrastructure Sustainability Rating Tool' (v1.2) 'Excellent' rating for the 'Design' and 'As-Built' components of the Project.

Traffic, Transport and Access

32. Traffic Management Plan

A construction Traffic Management Plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following matters:

- a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised
- b) maximising safety and accessibility for pedestrians and cyclists
- c) ensuring adequate sight lines to allow for safe entry and exit from the site
- d) ensuring access to railway stations, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)
- e) managing impacts and changes to on and off-street parking and requirements for any temporary replacement provision
- f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance
- g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses
- h) details for relocating kiss-and-ride, taxi ranks and rail replacement bus stops if required, including appropriate signage to direct customers, in consultation with the relevant bus operator. Particular provisions should also be considered for the accessibility impaired
- i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.

Consultation with the relevant roads authority must be undertaken during the preparation of the TMP, as required. The performance of all Project traffic arrangements must be monitored during construction.

33. Road Safety Audit

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

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assessment of sight distances for vehicles, the new pedestrian crossing, bus stop relocation, commuter carparks and the new kiss and ride area and mitigation measures proposed.

The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit shall be provided to Central Coast City Council for information.

34. Road Condition Reports

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

Urban Design and Landscaping

35. Urban Design Plan and Landscaping Plan

An Urban Design Plan and Landscaping Plan are to be submitted to TfNSW and endorsed by the Precincts and Urban Design team. The Urban Design Plan is to address the fundamental design principles as outlined in *'Around the Tracks' – urban design for heavy and light rail*, TfNSW, Interim 2016. The Urban Design Plan and Landscaping Plan shall:

- a) demonstrate a robust understanding of the site through a comprehensive site analysis to inform the design direction, demonstrate connectivity with street networks, transport modes, active transport options, and pedestrian distances
- b) identify opportunities and challenges
- c) establish site specific principles to guide and test design options
- d) demonstrate how the preferred design option responds to the design principles established in *'Around the Tracks'*, including consideration of crime prevention through environmental design principles.

The Urban Design Plan and Landscaping Plan is to include the Public Domain Plan for the chosen option and will provide analysis of the:

- i landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art
- ii materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping
- iii an Artist's Impression or Photomontage to communicate the proposed changes to the precinct

The following design guidelines are available to assist and inform the Urban Design Plan and Landscaping Plan for the Proposal:

- *TAP Urban Design Plan, Guidelines, TfNSW, Draft 2018*
- *Commuter Car Parks, urban design guidelines, TfNSW, Interim 2017*
- *Managing Heritage Issues in Rail Projects Guidelines, TfNSW, Interim 2016*
- *Creativity Guidelines for Transport Systems, TfNSW, Interim 2016*
- *Water Sensitive Urban Design Guidelines for TfNSW Projects, 2016*

The Urban Design Plan and Landscaping Plan shall be:

- I. prepared prior to concept design and finalised
- II. prepared in consultation with local council and relevant stakeholders
- III. prepared by a registered Architect and/or Landscape Architect

Site Specific Conditions

36. Detailed Design

The following components will be investigated as part of detailed design:

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- selection of appropriate materials and colours for the proposed lift shafts to ensure the new lift structures do not dominate or detract from the existing landscape
- opportunities for low maintenance soft landscaping within the Proposal area where possible
- inclusion of a parallel kiss and ride bay in the southern commuter car park instead of a 90-degree kiss and ride space
- inclusion of an accessible path of travel to both bus stops on either side of Narara Valley Drive
- opportunities for additional bike hoops within southern commuter car park
- opportunities to minimise parking loss.

37. Vegetation Removal

Disturbance of vegetation would be limited to the minimum amount necessary to construct the Proposal. Trees/vegetation nominated to be removed in the Arboricultural Impact Assessment Report (All Arbor Solutions, 2020) would be clearly demarcated onsite prior to construction, to avoid unnecessary vegetation removal. Trees to be retained would be protected through temporary protection measures discussed below.

38. Tree Protection

Tree Protection Zones (TPZs) would be established around trees to be retained, as nominated in the Arboricultural Impact Assessment Report (All Arbor Solutions, 2020). Tree protection would be undertaken in line with *AS 4970-2009 Protection of Trees on Development Sites* and would include exclusion fencing of TPZs.

39. Appointment of a Project Arborist

A project arborist is to be appointed prior to the commencement of any construction works. The project arborist is to advise, monitor, inspect and ensure that industry standards are complied with regarding trees retained within and adjacent to the site. Any work within a designated TPZ requires authorisation from the project arborist.

40. Offset Planting

Offset planting would be prioritised in areas to manage visual impacts. Areas to be prioritised are Goonak Parade station entrance, along the northern embankment with Narara Valley Drive, and within the southern car park along the boundary with the residential properties.

Additional Compound (Northern Commuter Car Park)

41. The TMP must demonstrate:

- how the operation of the compound would facilitate safe entry and exit of vehicles, commuter vehicles and protection of pedestrians.
- how access to the rail corridor will be maintained for NSW TrainLink.

42. Speed for heavy vehicles entering the commuter car parks shall be restricted to 10km/h and larger vehicles must be accompanied by a spotter.

43. Timing of deliveries must be considered with preference given to times outside of peak times, including school pick-up and drop off, where possible.

44. Fencing with a shade cloth must be installed between the compound and the publicly accessible areas.

45. Upon completion of the works the compound area must be decommissioned and any necessary rehabilitation works such as resurfacing undertaken.

END OF CONDITIONS