

Transport Access Program

East Hills Station Upgrade

Determination Report



Artist's impression of the proposed East Hills Station Upgrade, subject to detailed design



East Hills Station Upgrade – Determination Report

Transport Access Program

Ref – 6549637

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Glossary and abbreviations

Term	Meaning
BC Act	<i>Biodiversity Conservation Act 2016 (NSW)</i>
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
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 scoping 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
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 East Hills Station Upgrade
REF	Review of Environmental Factors
SIS	Species Impact Statement
TfNSW	Transport for NSW (the Proponent)

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 people 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 at stations.

East Hills 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 work would:

- provide a station that is accessible to people with a disability or limited mobility, parents/carers with prams and customers with luggage
- improve customer experience through improved weather protection, interchange facilities and visual appearance
- minimise pedestrian conflict and crowding points
- improve integration with surrounding precinct
- improve customer safety
- improve wayfinding in and around the station
- improve customer amenity
- improve cross corridor access/pedestrian links to Thompson Lane and MacLaurin Avenue.

Transport for NSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of work and environmental impacts associated with the Proposed Activity. The REF was prepared by Cardno (NSW/ACT) Pty Ltd on behalf of Transport for NSW 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, the following design changes have been made to the Proposed Activity:

- extension of the existing station building to accommodate the new family accessible toilet
- the existing male toilet to be refurbished to a male ambulant toilet
- the existing female toilet to be refurbished to a female ambulant toilet.

The impacts associated with the design changes have been considered in accordance with clause 228 of the EP&A Regulation (refer to Chapter 3).

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 Transport for NSW, as the Proponent of the East Hills 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 Transport for NSW's response to the issues and comments raised in these submissions.

Conclusion

Based on the assessments in the REF, consideration of the submissions received and the design changes subsequent to the public display of the REF, 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). Transport for NSW 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 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 at stations.

East Hills 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 non-compliant station entrances, ramps and stairs to the platforms do not facilitate access for people with reduced mobility, parents/carers with prams or customers with luggage. There are no compliant accessible parking spaces, no lift facilities and inadequate Tactile Ground Surface Indicators (TGSI) to stairs, platforms and interchange facilities.

Transport for NSW is the Proponent for the East Hills 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 Cardno (NSW/ACT) Pty Ltd on behalf of Transport for NSW 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 Transport for NSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included at Appendix A.

The East Hills Station Upgrade REF was placed on public display from 25 November 2020 to 9 December 2020, with 27 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 Transport for NSW 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 Transport for NSW'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

East Hills Station is located along the T8 – Airport and South Line on an eastern bend of the Georges River, about 26 kilometres southwest of the Sydney Central Business District (CBD) within the Canterbury-Bankstown local government area (LGA). The station currently consists of three platforms accessible via a pedestrian underpass that connects Park Road to Thompson Lane. Access to the platforms is from the underpass through the centre of the station. Pedestrian infrastructure surrounding the station includes a footpath on the station side of Park Road and MacLaurin Avenue.

East Hills Station does not currently meet key requirements of the DSAPT or DDA. It also does not allow for equitable access to the station platforms.

A detailed description of the Proposed Activity is provided in Chapter 3 of the East Hills Station Upgrade REF, and would provide:

- two new lifts to provide access between the existing station underpass and the platforms
- upgrades to the existing station entrances on Park Road and Thompson Lane
- upgrade of the two accessible parking spaces in the commuter car park along Park Road
- a new kiss and ride space on Park Road adjacent to the taxi zone
- a new unisex family accessible toilet, and refurbished male and female ambulant toilets
- electrical upgrades for new infrastructure
- new lighting, closed circuit television (CCTV) and wayfinding signage.

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 mid-2021 and take around 18 months to complete.

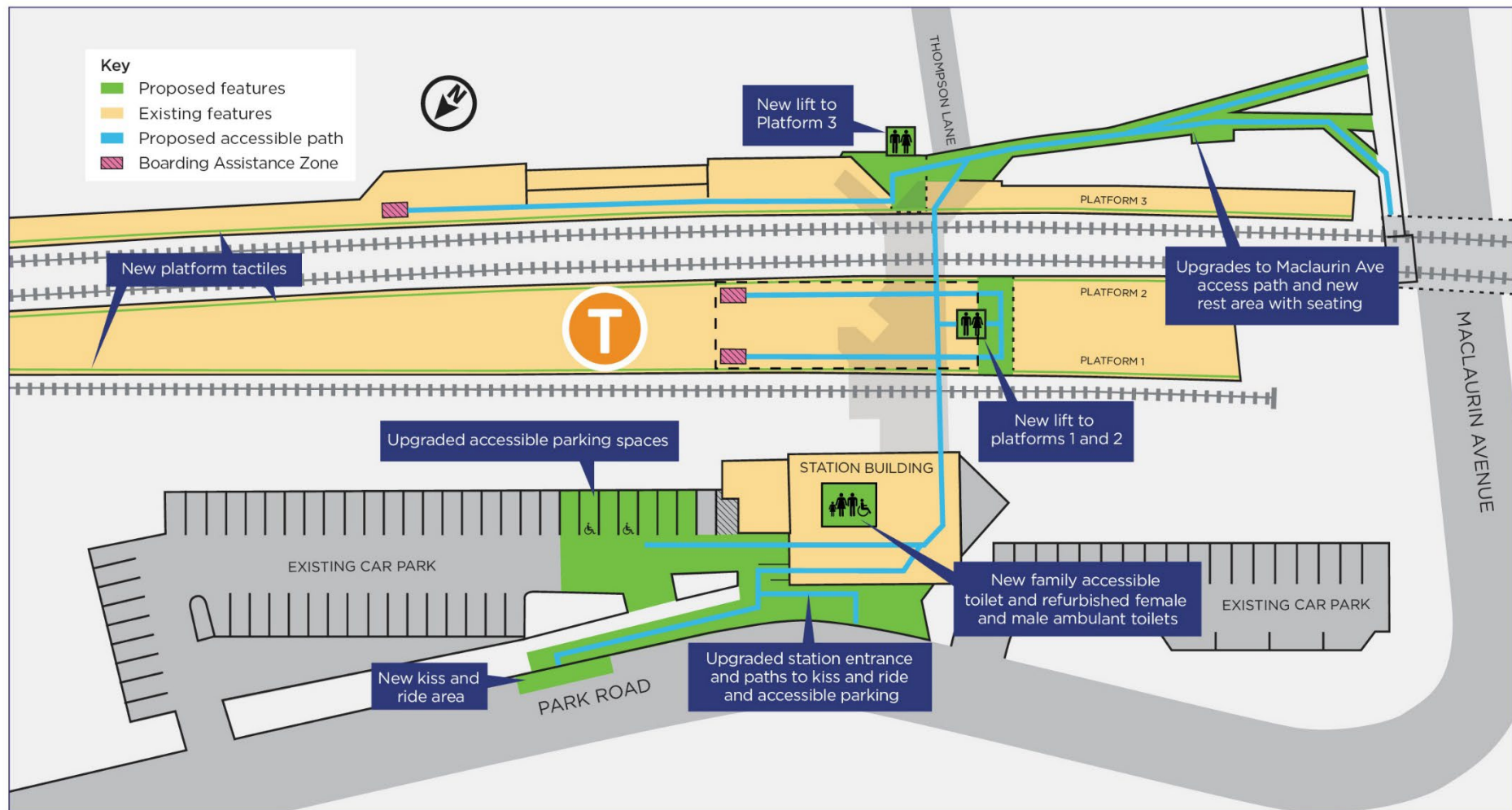


Figure 2 Key features of the Proposed Activity (indicative only, subject to detailed design)

2. Consultation and assessment of submissions

2.1. REF public display

The East Hills Station Upgrade REF was placed on public display from 25 November 2020 to 9 December 2020 on the Transport for NSW corporate website¹. Under normal circumstances, printed copies of the REF would have been available at various locations, however, due to the COVID-19 restrictions, the REF was available online in digital format only with printed copies available on request.

A range of other community consultation activities were undertaken for the public display which included:

- installation of posters at the station with quick response (QR) codes taking customers to the project webpage
- approximately 1100 flyers letterbox dropped within the suburb of East Hills on 25 November 2020
- placement of an advertisement in the Bankstown Torch outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the Transport for NSW website, along with details on how to make a submission
- consultation with City of Canterbury-Bankstown Council and Sydney Trains and other non-community stakeholders
- a geo-targeted social media campaign during the public display period
- emails to members of the community who have registered to be on the project mailing list
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the Transport for NSW website, along with details on how to make a submission was sent to City of Canterbury-Bankstown Council as per the consultation requirements under clause 13, and 15 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 Transport for NSW 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.

2.2. REF submissions

A total of 27 submissions were received via letter, email and online submissions including the posted comments on the project website and Facebook.

Community submissions are addressed in Table 1, while submissions received from the City of Canterbury-Bankstown and State Emergency Services are addressed in Table 2
Response to other stakeholder submissions received .

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

- support for the Proposed Activity and/or improving accessibility at the station
- requests for additional canopy coverage and shelters

¹ <https://www.transport.nsw.gov.au/projects/current-projects/east-hills-station-upgrade>

- requests for improvement to platform accessibility and safety when disembarking from the platform.

2.3. Consideration and response to submissions

Community submissions

Table 1 Response to community submissions received

No.	Submission no.	Issue/s raised	Transport for NSW response
1	General		
1.1	EHS100, EHS302, EHS303, EHS310, EHS313	Support for the Proposed Activity.	Support for the Proposed Activity is noted.
1.2	EHS109, EHS201	Questioned the justification of the Proposed Activity given the proximity to other accessible stations, existing ramps, low patronage, the cost and the disruption to the local community during construction.	<p>Transport for NSW determines the priority of upgrades using evidence-based criteria including:</p> <ul style="list-style-type: none"> • current and future patronage • the needs and demographics of customer who use the location • whether important services such as hospitals or educational facilities are nearby • cumulative impacts of other construction projects • the accessibility of other nearby transport interchanges and facilities. <p>East Hills Station has been identified for an accessibility upgrade as it does not currently meet key requirements of the DSAPT or the DDA. As an operator of public transport under the DDA Transport for NSW is required to upgrade the public transport precincts to ensure equitable access is provided for all customers. The Proposed Activity would ensure that East Hills Station would meet legislative requirements under the DDA and the DSAPT.</p> <p>Access to platforms is currently via a ramp or stairs that are not compliant with relevant standards. A study was undertaken to investigate the feasibility of making the existing ramps to both the island platform and side platform compliant. However, this was deemed not feasible from a customer experience and urban design perspective.</p> <p>A Construction Environmental Management Plan (CEMP) would be prepared before the commencement of work and would outline measures to minimise disruption to residents and the community during construction. Train users and residents would be notified ahead of construction and updated whilst the Proposed Activity is being built.</p>
1.3	EHS309	Requested that train operators are able to view the entire length of the train to avoid closing the doors on passengers.	<p>The focus of the Proposed Activity is to improve accessibility at the station in accordance with DDA and DSAPT.</p> <p>Train guards and station attendants work together to ensure the train/platform interface is clear for the doors to close and the train to depart. Given this an</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
			operational matter, the feedback has been passed onto Sydney Trains for consideration.
1.4	EHS105, EHS107, EHS305, EHS307	Raised concerns regarding train services and scheduling of services during peak hours.	<p>The focus of the Proposed Activity is to improve accessibility at the station in accordance with DDA and DSAPT.</p> <p>Changes to the train services timetable is an operational matter and is not part of the scope for an accessibility upgrade. However, this feedback has been passed onto Sydney Trains for consideration.</p>
2	Design		
2.1	EHS100, EHS102, EHS106, EHS200, EHS202, EHS301	Suggested the canopy located on Platform 1/2 and/or Platform 3 be extended to allow for extra coverage along the platform.	<p>The Proposed Activity includes construction of canopies at the entries to Lift 1 and Lift 2 to provide a sheltered waiting space at both the platform level and street level. The size of canopy is considered sufficient to cover passengers waiting for the lifts.</p> <p>The focus of the Proposed Activity is to improve accessibility at the station in accordance with DDA and DSAPT. Extension of the existing canopies along the length of the platforms are not part of the activities included in the accessibility upgrade but would be considered during detailed design (refer to CoA 38) .</p>
2.2	EHS108	Suggested an extra Opal card reader at Platform 3 be installed to avoid having to go to Platform 1/2 to tap off.	The Proposed Activity includes relocation of the Opal card readers within the underpass to accommodate customers entering East Hills Station from Thompson Lane (Platform 3). The exact location of the Opal card readers would be determined during detailed design.
2.3	EHS304	Requested that arrows are painted on the stairs similar to Wynyard Station.	Arrows are not standard wayfinding tools for sub-urban stations such as East Hills Station and are sometimes used at high patronage stations, such as Wynyard. As such the proposed upgrades to the station would not require the use of arrows for wayfinding. However, this feedback has been passed onto Sydney Trains for consideration.
2.4	EHS101	Enquired about the male and female toilets within the station.	<p>The existing infrastructure at East Hills Station does not currently provide a family accessible toilet or ambulant toilets.</p> <p>Following the display of the REF and consideration of community feedback, Transport for NSW has modified the design of the Proposed Activity as follows:</p> <ul style="list-style-type: none"> • extension of the existing station building to accommodate the new family accessible toilet • refurbishment of the existing male toilet to include a male ambulant toilet (a total of two cubicles) • refurbishment of the existing female toilet to include a female ambulant toilet (a total of two cubicles). <p>Further information on this design change is provided in Chapter 3.</p>
2.5	EHS103, EHS104,	Suggested the curve along Platform 3 be	The focus of the Proposed Activity is to improve accessibility at the station in accordance with DDA

No.	Submission no.	Issue/s raised	Transport for NSW response
	EHS106, EHS300, EHS311	modified to reduce the gap between the platform and train when boarding and disembarking.	and DSAPT. Improvement to the platform curve is limited by other rail infrastructure such as rail alignment, tracks and platform curve and would require substantial track work. Given this is an operational matter, the feedback has been passed onto Sydney Trains for consideration.
2.6	EHS308	Request for additional seating along the platforms	The existing number of seats at East Hills Station would be retained as part of the Proposed Activity. All station furniture, including the potential need for additional seating, and relocation of existing seating, would be investigated during detailed design (refer to CoA 38).
3	Noise and Vibration		
3.1	EHS100	Raised concern regarding increased noise levels at Thompson Lane during construction.	<p>A noise and vibration assessment was undertaken as part of the REF. The noise levels predicted were for the worst case scenario with all noise sources operating simultaneously within the Proposal area. As such, the predicted noise levels identified in the REF represent the worst case, and in practice noise experienced by nearby receivers is likely to be substantially lower than the noise model predictions.</p> <p>Construction work would be restricted to daytime hours wherever possible and residents would be notified ahead of construction and updated whilst the Proposed Activity is being built.</p> <p>It is noted that out of hours work (OOHW) would be required in some cases to minimise disruptions to customers, pedestrians, motorists, and to ensure the safety of railway workers and operational assets. It is estimated that up to four scheduled Sydney Trains rail shutdowns would be required to facilitate site surveys, installation of lift shafts and canopy structures, and tactile installation on the platforms.</p> <p>TfNSW is committed to minimising construction impacts to surrounding sensitive receivers. To mitigate potential noise impacts to the local community a Construction Noise and Vibration Management Plan (CNVMP) would be prepared prior to construction and implemented throughout the construction period. The plan will identify a range of noise and vibration mitigation measures in accordance with the requirements of the Transport for NSW <i>Construction Noise and Vibration Strategy</i> (TfNSW, 2019).</p>
4	Other		
4.1	EHS306, EHS312	Requested the Proposed Activity consider the construction of a hospital and upgrades to Macquarie Fields Station.	<p>As an operator of public transport, under the DDA Transport for NSW is required to upgrade the public transport precincts to ensure equitable access is provided for all customers.</p> <p>Under the current prioritisation of sites under TAP, East Hills Station is proposed to be upgraded to meet the legislative requirements of DSAPT or DDA.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
			Consideration of other station upgrades, including Macquarie Fields, will occur in the future. TAP does not extend to works for other infrastructure such as hospitals.
4.2	EHS109, EHS201	Suggested that upgrades to Redfern Station be prioritised over East Hills Station.	Transport for NSW is improving accessibility at Redfern Station as part of the TAP. The Department of Planning, Industry and Environment (DPIE) has approved construction of the station upgrade and major work will commence in early 2021. Further information can be found on the project website: https://www.transport.nsw.gov.au/projects/current-projects/redfern-station-upgrade-new-southern-concourse

Other stakeholder submissions

Table 2 Response to other stakeholder submissions received

Issue no.	Stakeholder	Issue/s raised	TfNSW response
1	Design		
1.1	City of Canterbury-Bankstown	Recommended provision of a pedestrian crossing point on Park Road outside the station to improve safety and accessibility to the bus stop and pedestrian footbridge connecting to Voyager Point.	The focus of the Proposed Activity is to improve accessibility at the station in accordance with DDA and DSAPT. There is an existing road crossing at the roundabout between Park Road and MacLaurin Avenue which provides access to the north-western side of Park Road and the footpath leading to Voyager Point. An additional road crossing directly in front of the station would interrupt bus operations in both directions along Park Road, and may require the relocation of bus stops and reduction of on street parking.
1.2	City of Canterbury-Bankstown	Impacts on the on-road cycle route from the installation of the proposed Park Road kiss and ride area.	The position of the kiss and ride area on Park Road would be further investigated during detailed design. This would include undertaking a safety assessment to confirm the suitability of kiss and ride area at this location. This assessment would take into consideration existing infrastructure including the on-road cycle route.
2	Bicycle facilities		
2.1	City of Canterbury-Bankstown	Additional bike parking should be provided at the station as part of the upgrade to support	Currently there is parking for 21 bikes at the station, with a bike rack providing parking for seven bikes located near the station entrance

		active transport access to the station.	<p>adjacent to the Park Road car park, and an additional 12 bike hoops closer to the station at the Park Road entrance. This is in addition to the secure bike locker that is located on Park Road adjacent to the bike rack.</p> <p>The existing bicycle racks at the station entrance would be relocated as part of the Proposal to ensure they remain undercover.</p> <p>Based on the patronage at East Hills Station, a minimum of 10 bike parking spaces is required. Currently with 21 spaces, the station meets these minimum requirements and is considered to provide sufficient bicycle parking.</p>
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3 Hydrology and water quality			
3.1	SES	The proposed works appear to have minimal risk to NSW SES response operations and does not contribute to increasing risk.	Noted.
3.2	SES	Noted the 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>BMT WBM (2009) completed a flood study for the East Hills stormwater catchment including East Hills Station on behalf of City of Canterbury-Bankstown Council. Flood modelling indicates the proposed location of the compound area, and a small portion of the footpath along Maclaurin Avenue are a medium flood risk.</p> <p>The Proposed Activity is not likely to impact on the hydrology of the East Hills sub-catchment. The upgrades to the footpath along Maclaurin Avenue and the station entrances along Park Road and Thompson Lane may result in a minor alteration to the surface water flow.</p> <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>

2.4. Future consultation

Should Transport for NSW proceed with the Proposed Activity, consultation activities would continue, including consultation with City of Canterbury-Bankstown Council and other relevant stakeholders regarding design development. In addition, Transport for NSW 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 work, 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 [Transport for NSW email address](mailto:projects@transport.nsw.gov.au)² and Transport for NSW 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 Transport for NSW project website³ would also include updates on the progress of construction.

² projects@transport.nsw.gov.au

³ <https://www.transport.nsw.gov.au/projects/current-projects/east-hills-station-upgrade>

3. Changes to the Proposed Activity

3.1. Assessment of design changes

Further design development, along with consultation with the community and stakeholders, has resulted in a design change since the East Hills Station Upgrade REF was prepared. The change is outlined in Table 3, along with a discussion of the impacts. The proposed change is 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 including with respect to clause 228 of the EP&A Regulation and impacts to matters of national environmental significance (NES). Where additional mitigation measures are required, these have been included as Conditions of Approval in Appendix B.

Table 3 Assessment of design change

Aspect of the Proposed Activity	Design change	Discussion of impacts
Upgrade of toilet facilities	<p>Further design development has identified improvements to the proposed toilet facilities at East Hills Station.</p> <p>Transport for NSW has modified the design of the Proposed Activity as follows:</p> <ul style="list-style-type: none">• Extension of the existing station building to accommodate the new family accessible toilet• Refurbishment of the existing male toilet to include a male ambulant toilet (a total of two cubicles)• Refurbishment of the existing female toilet to include a female ambulant toilet (a total of two cubicles).	<p>Whilst the proposed design change would introduce some additional impacts, the change is generally consistent with the impacts discussed in the East Hills Station Upgrade REF. Key environmental impacts of the proposed change are discussed below.</p> <p>Traffic and transport</p> <p>During construction of the proposed design change there would be no additional disruptions to pedestrian and cyclist movements than those identified in the REF.</p> <p>During the operation of the Proposed Activity, there would be no change to the commuter car park along Park Road, including availability of parking spaces, as a result of the extension of the station building to accommodate the new family accessible toilet.</p> <p>Socio-economic</p> <p>The proposed design change allows for staged construction of the accessible toilets leading to reduced disruptions to passengers using the station amenities during construction.</p> <p>Following construction, the proposed design change would result in increased accessibility to the amenities at East Hills Station.</p> <p>Visual amenity</p> <p>As the construction activities described in the REF would impact a relatively large portion of the station precinct, the additional work required for the design change are not anticipated to cause additional visual impacts.</p> <p>The proposed building extension would increase the overall size of the station</p>

Aspect of the Proposed Activity	Design change	Discussion of impacts
		<p>building by about 10 square metres. The building extension would align with the existing station building on the toilet entry side and be a maximum of 3.5 metres by 4.5 metres (external dimensions).</p> <p>Provided the design of the building extension is compatible with the form and scale of the existing station building the proposed change would be considered to have a minor change to the visual amenity area (refer to CoA 39).</p> <p>Noise and vibration</p> <p>The proposed design change is located in a similar position and would use similar equipment to the other accessibility upgrade work assessed in the REF. As such, the predicted noise levels during construction at nearby receivers would be similar to those presented in the REF.</p> <p>Construction work for the design change would be restricted to daytime hours.</p> <p>Biodiversity</p> <p>No vegetation clearing would be required to accommodate the design change.</p> <p>Waste</p> <p>During construction of the building extension additional small quantities of demolition waste would be generated from removal of the existing fence and building tie in work.</p> <p>During construction there would be no change in the amount or type of waste generated.</p>

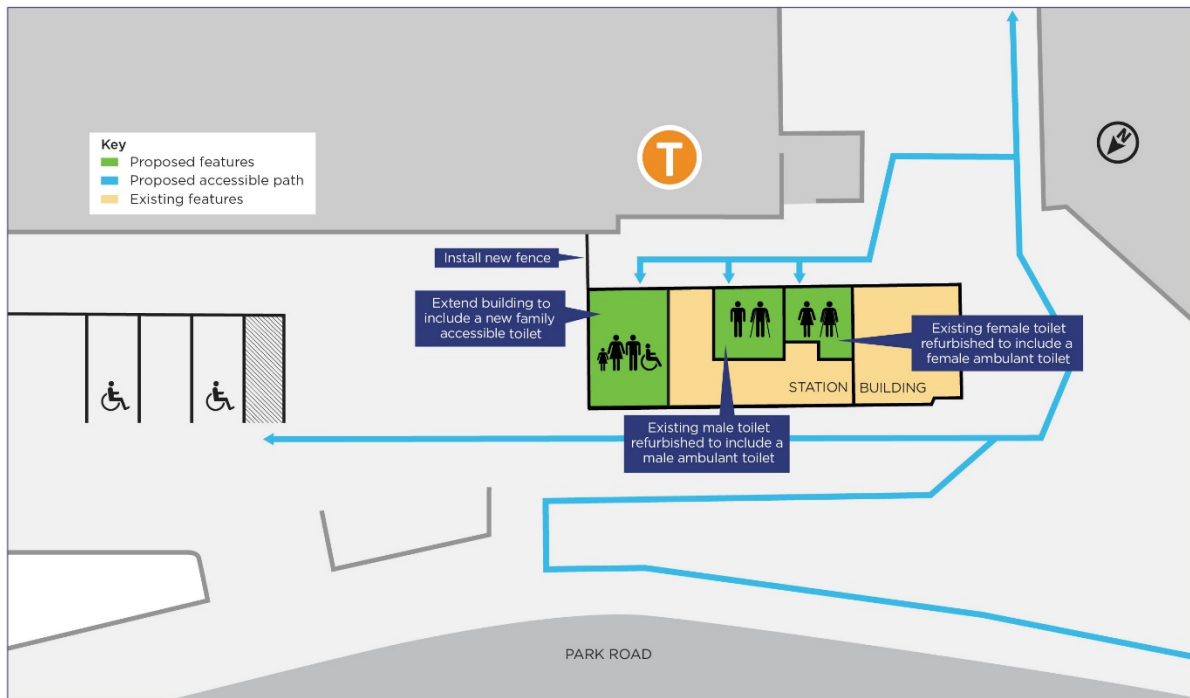


Figure 3 Revised key features of the Proposed Activity (indicative only, subject to detailed design)

4. Consideration of the environmental impacts

4.1. 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 and Chapter 3 of this Determination Report.

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?*⁴ 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.

4.2. 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.

⁴ Refer to the National Library of Australia's 'Trove' website
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

5. Conditions of Approval

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

6. Conclusion

Having regard to the assessment in the REF, consideration of the submissions received and the design changes subsequent to the public display of the REF, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats.

Consequently, an environmental impact statement (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

EAST HILLS STATION UPGRADE

APPROVAL

I, Justin Perrott , as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the *East Hills Station Review of Environmental Factors* (November, 2020) and the *East Hills Station Determination Report* (January, 2021) 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 (January, 2021), consistent with the Proposed Activity described in the *East Hills Review of Environmental Factors* (November, 2020).



Justin Perrott
A/ Director Planning, Environment and Sustainability
Environment and Sustainability
Safety, Environment and Regulation Division
Transport for NSW

Date: 19 January 2021

References

Cardno, 2020, *Noise and Vibration Impact Assessment*, Cardno (NSW/ACT) Pty Ltd, Sydney.

Envisage, 2020, *East Hills Station Upgrade. Landscape Character and Visual Impact Assessment*, Envisage Consulting Pty Ltd, Sydney.

TfNSW, 2017, *Disability Inclusion Action Plan (2018-2022)*, Sydney.

TfNSW, 2019a, *Vegetation Offset Guide*, Sydney.

TfNSW, 2019b, *Vegetation Management (Protection and Removal) Guideline*, Sydney.

TfNSW, 2019c, *Fauna Management Guideline*, Sydney.

Tree Survey Arboricultural Consultants, 2020, *Arboricultural Impact Assessment*, Sydney.

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the East Hills Station Upgrade REF (Desksite #ref no.6526795):

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

East Hills Station Upgrade

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the East Hills 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)
AFC	Approved For Construction
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
HIS	Heritage Interpretation Strategy
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 Work Protocol
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDLP	Urban Design and Landscaping 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 work including jack hammering and compaction, for Construction.
Emergency Work	Includes work 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 East Hills 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) *East Hills Station Upgrade – Review of Environmental Factors* (Cardno, November 2020)
- b) *Project Name – Determination Report* (Cardno, January 2021).

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 and Place (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 work 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 work being undertaken or other period as agreed to by the Director Community and Place (or nominated delegate) 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

CoA Condition

- c) 24 hour contact telephone number for information and complaints.

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

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 *Environmental Management Plan Guideline – Guideline for Infrastructure Projects* (NSW Department of Planning Industry and Environment, 2020)
- 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

CoA	Condition
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| | <ol style="list-style-type: none">3. a copy of the CEMP submitted to the Associate Director Environmental Management (ADEM) for approval upon completion of the EMR review period4. 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. |
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The CEMP must be approved by the ADEM prior to the commencement of construction work associated with the Project.

11. Environment Personnel

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

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

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.

CoA Condition

13. Environmental Controls Map

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 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 work
- 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)

CoA Condition

- 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 work outside the standard construction hours identified in Condition 4 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours work 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 work, 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* and 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 6472-2:1992 *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 BEEPERS

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

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. Property Condition Surveys

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

- a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works
- b) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works.

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

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

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

CoA Condition

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

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

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 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.

Work 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

CoA Condition

- 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 work, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (SD-115) shall be followed and all work 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.

CoA	Condition
Flora and Fauna	
26.	<p>Removal of Trees or Vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Removal or Trimming of Vegetation Application</i> (FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
27.	<p>Replanting Program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (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.</p>
Lighting Scheme	
28.	<p>Lighting Scheme</p> <p>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 <i>AS 1158 Lighting for Roads and Public Spaces</i> and <i>AS 4282 Control of the Obtrusive Effects of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <ul style="list-style-type: none"> a) consideration of lighting demands of different areas b) strategic placement of lighting fixtures to maximise ground coverage c) use of LED lighting d) minimising light spill by directing lighting into the station/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 h) ensuring security and warning lighting is not directed at neighbouring properties. <p>The proposed lighting scheme is to be submitted to TfNSW's technical (design) team for acceptance.</p>
Sustainability	
29.	<p>Sustainability Officer</p> <p>A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project.</p> <p>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.</p>

CoA Condition

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)
- b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments
- 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 at least 30 days prior to the commencement of construction, for approval (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.

CoA Condition

Urban Design and Landscaping

33. Urban Design and Landscaping Plan

An Urban Design and Landscaping Plan (UDLP) for the Project shall be prepared and submitted to TfNSW for endorsement by the Precincts and Urban Design Team. The UDLP is to address the fundamental design principles as outlined in *'Around the Tracks' – urban design for heavy and light rail* (TfNSW, Interim 2016). At a minimum, the UDLP shall:

- a) demonstrate a robust understanding of the Project 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 UDLP is to include the Public Domain Plan for the chosen option and shall 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 UDLP for the Project:

- *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 Guideline SD-106* (TfNSW, 2017).

The UDLP shall be:

1. prepared prior to the finalisation of detailed design
2. prepared in consultation with councils and relevant stakeholders
3. prepared by a registered architect and/or landscape architect

Site-specific Conditions

34. Tree Protection

A Tree Protection Plan shall be implemented to protect trees to be retained as outlined in the Arboricultural Impact Assessment Report (Tree Survey Arboricultural Consultants, 2020). Tree protection shall include tree protection fencing and site inspections.

35. Visual Amenity

Further investigation of construction methods that may allow for the retention of the large Cypress tree on the eastern side of the station shall be undertaken.

36. Noise Monitoring

Short term background noise monitoring shall be conducted prior to the commencement of construction to confirm the ambient noise levels, if ambient conditions (the level of background activity) are considered to have changed as a result of changes to the COVID 19 response.

37. Flood Risk

Appropriate procedures to manage the effects of flooding during construction and minimise adverse environmental impacts to the greatest extent possible, must be incorporated in the CEMP. The procedures shall focus on areas of medium flood risk: the site compound and Thompson Lane station entrance.

CoA	Condition
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38. Detailed Design

During detailed design the following shall be considered:

- a) extension of the existing canopies along the length of the platforms
- b) additional platform seating and relocation of existing platform seating.

39. Building Extension

The size of the building extension is small and the design will be compatible with the existing station building and station context in terms of:

- a) bulk, scale and character
 - b) building height, which will not exceed the height of the existing station building
 - c) roof form
 - d) materials
 - e) colour scheme.
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