



Transport Access Program

# Normanhurst Station Upgrade

Determination Report



*Artist's impression of the proposed Normanhurst Station Upgrade, subject to detailed design*



# **Normanhurst Station Upgrade – Determination Report**

**Transport Access Program**

**Ref – 6568831**

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## Glossary and abbreviations

Term	Meaning
<b>BAZ</b>	Boarding Assistance Zone
<b>BC Act</b>	<i>Biodiversity Conservation Act 2016 (NSW)</i>
<b>BDAR</b>	Biodiversity Development Assessment Report
<b>CBD</b>	Central Business District
<b>CEMP</b>	Construction Environmental Management Plan
<b>CLMP</b>	Community Liaison Management Plan
<b>CoA</b>	Conditions of Approval
<b>Construction Contractor</b>	The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity.
<b>CPTED</b>	Crime Prevention Through Environmental Design
<b>DDA</b>	<i>Disability Discrimination Act 1992 (Cwlth)</i>
<b>Detailed design</b>	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).
<b>Determination Report</b>	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.
<b>DSAPT</b>	<i>Disability Standards for Accessible Public Transport (2002)</i>
<b>EIS</b>	Environmental Impact Statement
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
<b>EP&amp;A Regulation</b>	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
<b>Infrastructure SEPP</b>	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
<b>LEP</b>	Local Environmental Plan
<b>LGA</b>	Local Government Area
<b>NES</b>	Matters of 'National Environmental Significance' under the EPBC Act
<b>NSW</b>	New South Wales
<b>Proponent</b>	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW.
<b>Proposed Activity</b>	The construction and operation of the Normanhurst Station Upgrade
<b>REF</b>	Review of Environmental Factors
<b>TAP</b>	Transport Access Program
<b>TfNSW</b>	Transport for NSW (the Proponent)

# Executive summary

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## Overview of Proposed Activity

The Transport Access Program (TAP) 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 aims to provide:

- 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.

Normanhurst 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:

- two new lifts to provide access to the station platforms
- new weather protection canopies at lift entries
- improved accessibility to the waiting rooms
- new Family Accessible Toilet and male and female ambulant toilets
- new accessible pedestrian pathways throughout the station and entrances
- new accessible entrance to Platform 1
- new canopy coverage over Boarding Assistance Zones (BAZ)
- new bike hoops located near Denman Parade
- new kiss and ride bays
- modification to the bus stops on Malsbury Road and Denman Parade
- improvements to closed circuit television (CCTV), lighting, PA system, hearing loops (AFILS) and wayfinding signage
- electrical upgrades to accommodate new infrastructure.

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 EMM Consulting 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:

- lower the floor of main waiting room building on Platform 1 to create level access from the platform

- reconfiguration of the Family Accessible Toilet, male and female ambulant toilets and cleaners room within the Platform 1 building
- extended working hours during COVID-19 period.

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 Normanhurst 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. Transport for NSW 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

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## 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.

Normanhurst 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 existing station entrances, pathways and stairs to the platform do not facilitate compliant access for people with reduced mobility, parents/carers with prams or customers with luggage. There are no lift facilities, no accessible bathrooms and inadequate Tactile Ground Surface Indicators (TGSI) to stairs, platforms and interchange facilities.

Transport for NSW is the Proponent for the Normanhurst 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.

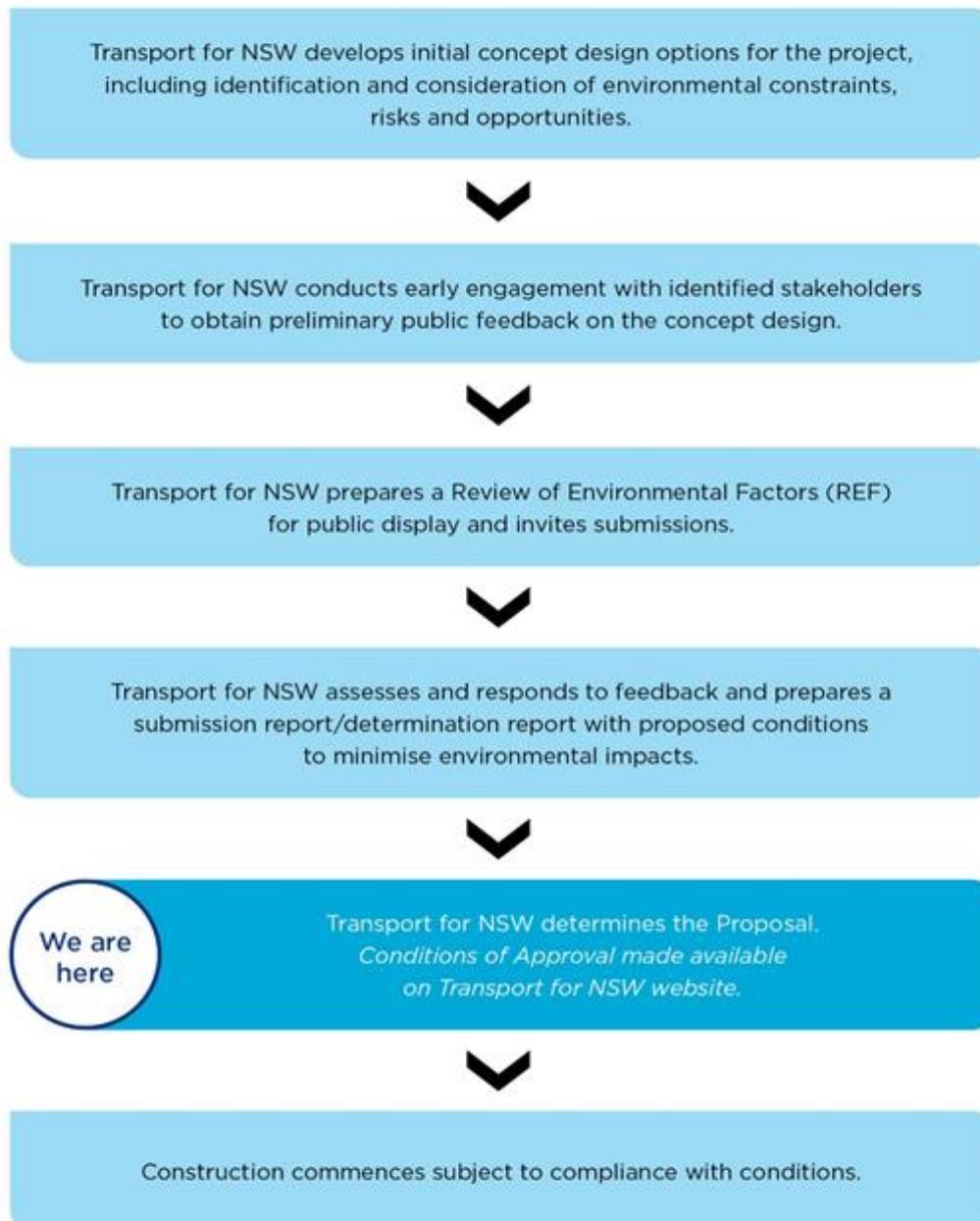
## 1.2. Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by EMM Consulting 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 Normanhurst Station Upgrade REF was placed on public display from Monday 8 February 2021 to Monday 22 February 2021, with 21 submissions received. Issues raised in these submissions are addressed in Section 4 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 Transport for NSW 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 Normanhurst NSW, approximately 20 kilometres north-west of the Sydney Central Business District (CBD) within the Hornsby local government area (LGA).

Normanhurst Station consists of two side platforms bound by Denman Parade and Malsbury Road. It is serviced by the T9 Northern Line of the Sydney Trains network. Access to Platform 1 is from Denman Parade which provides for services towards Sydney. Access to Platform 2 is from Malsbury Road which provides for services to Hornsby. An overhead footbridge crosses the rail corridor to provide pedestrian access between Denman Parade and Malsbury Road.

Normanhurst 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 Normanhurst Station Upgrade REF, and would provide:

- two new lifts to provide access to the station platforms
- new weather protection canopies at lift entries
- improved accessibility to the waiting rooms
- new Family Accessible Toilet (FAT) and male and female ambulant toilets
- new accessible pedestrian pathways throughout the station and entrances
- new accessible entrance to Platform 1
- new canopy coverage over Boarding Assistance Zones (BAZ)
- new bike hoops located near Denman Parade
- new kiss and ride bays
- modification to the bus stops on Malsbury Road and Denman Parade
- improvements to closed circuit television (CCTV), lighting and wayfinding signage
- electrical upgrades to accommodate new infrastructure.

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 two years to complete.

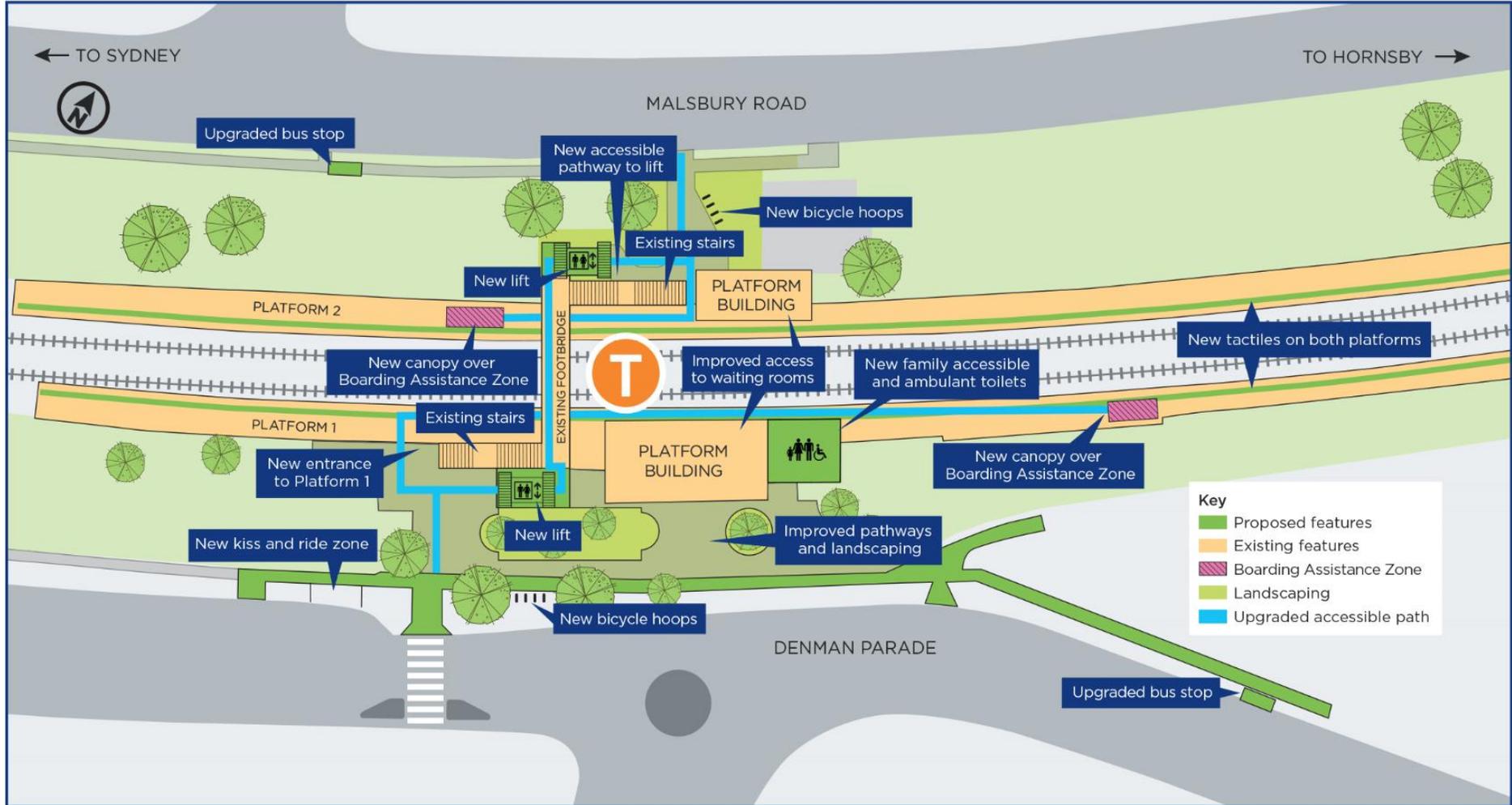


Figure 2 Key features of the Proposed Activity as described in the REF (indicative only, subject to detailed design)

## 2. Consultation and assessment of submissions

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### 2.1. REF public display

The Normanhurst Station Upgrade REF was placed on public display from Monday 8 February 2021 to Monday 22 February 2021 on the TfNSW corporate website<sup>1</sup> and on the [NSW Have our Say Website](http://www.haveyoursay.nsw.gov.au)<sup>2</sup>.

Community consultation activities undertaken for the public display included:

- approximately 950 flyers letterbox dropped within the suburb of Normanhurst on Monday 8 February 2021
- installation of project signage at Normanhurst Station
- public display of the REF on the TfNSW corporate website<sup>1</sup>
- placement of a geo-targeted digital campaign in the Hornsby Advocate with information on where to view the REF and specialist studies on the Transport for NSW corporate website
- creation of a dedicated project webpage on the Transport for NSW corporate website
- a briefing to Hornsby Shire Council representatives on 19 November 2020
- 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 Hornsby Council as per the consultation requirements under clause 13 of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP).

### 2.2. REF submissions

A total of 21 submissions were received via letter, email, telephone and online submissions including the posted comments on the [project website](#) and Facebook. Community submissions are addressed in Table 1, while submissions received from Hornsby Shire Council are addressed in Table 2.

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
- project design considerations including:
  - improvements to existing parking or provide additional parking
  - changes to the existing taxi rank
  - relocation of bus stops
  - other design features (colour schemes and materials, weather protection, etc)
- request to minimise impacts to vegetation.

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

<sup>2</sup> <http://www.haveyoursay.nsw.gov.au>

## 2.3. Consideration and response to submissions

### Community submissions

Table 1 Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
<b>1</b>	<b>General support for the Proposed Activity</b>		
1.1	NRH105 NRH202 NRH205 NRH302 NRH303	Support for the Proposed Activity, including references to: <ul style="list-style-type: none"> <li>the Proposed Activity as a whole</li> <li>timing of Proposed Activity</li> <li>need for lifts at the station</li> </ul>	Support for the Proposed Activity is noted.
<b>2</b>	<b>Parking and traffic</b>		
2.1	NRH103 NRH108 NRH204 NRH304	Concerns regarding the reduction in timed parking due to construction of the kiss and ride on Denman Parade and requests for new/improved parking.	<p>The focus of the Proposed Activity is to improve accessibility at Normanhurst Station in accordance with key requirements of the DDA and DSAPT.</p> <p>The Proposal would provide two new kiss and ride bays on Denman Parade and would result in the loss of two time limited parking spaces. Kiss and ride spaces facilitate the efficient drop off/pick up of customers at train stations throughout the Sydney Trains network.</p> <p>Additional commuter car parking is not proposed as part of the accessibility upgrade, however this feedback will be directed to the relevant section at Transport for NSW for future consideration.</p> <p>Opportunities to replace the two time-limited parking spaces will be investigated as part of the detailed design process (refer to Condition of Approval (CoA) 37).</p>
2.2	NRH104	Queried whether the taxi rank will be relocated, and requested that a kerb ramp at the taxi rank be provided to allow disabled access.	<p>The kiss and ride bays would be provided at the location of the two existing taxi rank spaces. The taxi rank would be relocated approximately 20 metres to the west along Denman Parade.</p> <p>Transport for NSW will consult with the NSW Taxi Council regarding the proposed relocation of the taxi rank, including the potential for the provision of a kerb ramp.</p>
<b>3</b>	<b>Design, visual impacts and landscaping</b>		
3.1	NRH102	Request for repainting of the existing station buildings	The project is being completed to upgrade accessibility to meet DSAPT standards. The external walls of the station buildings are in good condition and are not considered to imminently require repainting.
3.2	NRH106, NRH203	Concerns regarding the design and colour scheme of the	Proposed colours and materials of the new infrastructure have been selected to be recessive to minimise the visual impact of the new elements

No.	Submission no.	Issue/s raised	TfNSW response
		new elements, and requesting that materials and finishes be consistent with the existing built form	<p>being introduced into the landscape. The lifts have been designed to be simple in form, and the proposed safety screens would assist in reducing visual clutter associated with the existing stairs and overpass. The Boarding Assistance Zone (BAZ) canopies would similarly adopt a simple form, using materials consistent with the other new elements. The final materials and finishes would be further refined as part of the detailed design process.</p> <p>Further details of visual impacts are described in Chapter 6.2 of the REF and the Landscape and Visual Impact Assessment.</p>
3.3	NRH203	Request that new forecourt paving matches existing paving	<p>The forecourt pavement would be developed to match the existing landscape character of the station and would be further refined during detailed design to ensure the dominant element in the visual context is the landscape and backdrop of green foliage.</p> <p>The design would be refined throughout the detailed design process which would include the following:</p> <ul style="list-style-type: none"> <li>• development and implementation of an Urban Design Plan (UDP) which includes integration of the Proposed Activity with surrounding built form</li> <li>• development and implementation of a Public Domain Plan (PDP) which includes addressing materials, finishes and colour schemes.</li> </ul>
3.4	NRH203	Request to relocate bike hoops so additional landscaping can be provided	<p>The proposed bike hoop is positioned in a convenient location for users and would not result in the removal of vegetation.</p> <p>Notwithstanding, new landscaping would be provided to replace any landscaping removed as part of the Proposed Activity in accordance with Transport for NSW's <i>Vegetation Offset Guide</i> (Transport for NSW, 2019a).</p>
3.5	NRH203 NRH205 NRH306	Requests additional weather protection (eg. canopies over the stairs, footbridge, platform and lift landings)	<p>The objective of the Proposed Activity is to improve accessibility at the station to comply with DDA and DSAPT requirements, which include canopies over the lift landings to provide shelter for customers using the lifts.</p> <p>Additional canopies over the stairs, footbridge and along the length of the platforms are not required by the DDA or DSAPT. Accordingly they are not proposed as part of the accessibility upgrade.</p>
3.6	NRH105	Requests upgrade to Denman Parade shops	<p>The objective of the Proposed Activity is to improve accessibility at Normanhurst Station in accordance with the DSAPT and DDA requirements.</p>

No.	Submission no.	Issue/s raised	TfNSW response
			Upgrades to the commercial precinct on Denman Parade are outside the scope of this accessibility upgrade. This feedback will be passed on to Hornsby Shire Council for consideration.
3.7	NRH301	Requests upgrade to Waitara Station	Preliminary investigations for upgrades to Waitara Station are underway as part of the Transport Access Program. Further information is available on the Transport for NSW project website: <a href="http://www.transport.nsw.gov.au/waitara">www.transport.nsw.gov.au/waitara</a> .
3.8	NRH100	Concerns regarding separate male and female toilets being accessed by carers	As part of the Proposed Activity a new unisex Family Accessible Toilet (FAT) would be constructed in addition to male and female ambulant toilets.  If a carer is a different gender to their client, they would be able to assist people in the unisex FAT. Accessible toilets are specifically designed to provide enough space to accommodate wheelchair access and assistance when transferring between a wheelchair (or other mobility aid) and the toilet.
<b>4</b>	<b>Bus services and facilities</b>		
4.1	NRH109	Request to relocate the bus stop to the kiss and ride location and create a shared bus stop and kiss and ride	The objective of the Proposed Activity is to improve accessibility at Normanhurst Station in accordance with the DSAPT and DDA requirements. Changes to the bus stop location is outside the scope of the accessibility upgrade. Further, due to safety and functionality requirements bus stops and kiss and ride bays cannot be co-located.  Feedback regarding the location of the bus stop will be provided to the relevant section within Transport for NSW for future consideration.
4.2	NRH202	Request for inclusion of a shelter at the Denman Parade bus stop	Bus shelters would be upgraded/installed as part of the Proposed Activity for the two bus stops on either side of Normanhurst Station (i.e. the bus stop at Malsbury Road and the bus stop at Denman Parade, next to Davidson Park) to ensure DSAPT compliance.
<b>5</b>	<b>Pedestrian safety and access</b>		
5.1	NRH107	Requests that the existing overhead pedestrian bridge be extended to cross over Malsbury Road	The objective of the Proposed Activity is to improve accessibility at Normanhurst Station in accordance with the DSAPT and DDA requirements. As noted in Chapter 2 of the REF, Normanhurst Station has been identified for an accessibility upgrade as it does not currently meet key requirements of the DSAPT or the DDA.  The proposed upgrade of Normanhurst Station would maintain the existing station entry points, minimise need for new infrastructure and make the station accessible and DSAPT compliant.  Significant upgrades to the pedestrian footbridge to extend the footbridge over Malsbury Road are

No.	Submission no.	Issue/s raised	TfNSW response
			not required to achieve DSAPT compliance and are outside the scope of this Proposed Activity.
5.2	NRH201	Requests improvements to the pedestrian crossing on Denman Parade including speed humps on both approaches	Improvements to the pedestrian crossing on Denman Parade are not proposed as part of the Proposed Activity, which is focused on accessibility upgrades to the station. This feedback will be passed onto Hornsby Shire Council for consideration.
<b>6</b>	<b>Biodiversity</b>		
6.1	NRH203	Requests that controls are implemented such that the works on Platform 2 do not significantly impact surrounding trees and vegetation	<p>The Proposed Activity has been designed to minimise the extent of vegetation removal. As shown on Figure 23 of the REF, some vegetation trimming would occur near the Platform 2 lift and footbridge works. This trimming would avoid trees which hold local heritage significance under the Hornsby LEP.</p> <p>Mitigation measures for vegetation removal to be implemented are detailed in Section 7.2 of the REF. Weeds are being removed and Blue Gum High Forest (BGHF) species are being planted and maintained in accordance with Transport for NSW's <i>Vegetation Offset Guide</i> (Transport for NSW, 2019a).</p>
<b>7</b>	<b>Other</b>		
7.1	NRH203	Concerns that the proposal will not be completed in a timely manner	<p>Subject to approval, construction is expected to commence in mid-2021 and take around 24 months to complete.</p> <p>For the safety of the community and workers, and to minimise disruptions to train services, major construction activities are completed during scheduled rail shutdowns when trains are not running. As a result, station upgrades generally take longer to build than other construction projects outside the rail corridor.</p>

## Other stakeholder submissions

Table 2 Response to other stakeholder submissions received

Issue no.	Stakeholder	Issue/s raised	TfNSW response
<b>1</b>	<b>Heritage</b>		
1.1	Hornsby Shire Council NRH206	Discusses retention of Heritage listed trees (items 598 and 592) and requests planting of vegetation to screen the lift and stairs to maximise retention of the bushland setting	<p>The Proposed Activity has been designed to minimise the extent of vegetation removal. As shown on Figure 23 of the REF, some vegetation trimming would occur near the Platform 2 lift and footbridge works. This trimming would avoid trees which hold local heritage significant under the Hornsby LEP.</p> <p>The overall operational visual impact of the Proposed Activity on the station has been assessed as negligible to moderate/low for the three assessed Landscape Character Zones (refer to Section 6.2.2 of the REF). These ratings have included consideration of the sensitivity and magnitude of change proposed to the station. The Proposal would occupy only a minor footprint within the existing setting, and significant vegetation would be retained to ensure the new elements minimise impacts to the existing bushland character of the station.</p> <p>Where vegetation is removed, offsetting would be completed in accordance with Transport for NSW's <i>Vegetation Offset Guide</i> (Transport for NSW, 2019a). The location and species of any vegetation offsetting would be determined prior to construction. New plantings around the lift adjacent to Malsbury Road would be limited to species from the Blue Gum High Forest (BGHF) community (refer to CoA 39).</p>
1.2	Hornsby Shire Council NRH206	Unclear if a bus stop shelter is being provided adjacent to Davidson Park and queries what the impact to heritage listed trees will be	<p>The Proposed Activity involves upgrades to the existing bus stop at Denman Parade, including regrading of the pathway from this bus stop, and construction of a shelter for weather protection to meet DSAPT compliance. Further specific details on bus stop design and type would be developed through the detailed design phase.</p> <p>Trimming of heritage listed trees would be avoided where possible. Where any trimming of these trees is proposed further assessment would be undertaken in consultation with Council.</p>
<b>2</b>	<b>Traffic, transport and access</b>		
2.1	Hornsby Shire Council NRH206	Request for better integration between public transport modes	<p>The Proposed Activity would improve integration between modes of transport by:</p> <ul style="list-style-type: none"> <li>• upgrading pathways within the station</li> <li>• upgrading the path between the Denman Parade bus stop and the station</li> <li>• upgrading bus stop shelters on Malsbury Road and Denman Parade</li> <li>• providing new kiss and ride bays</li> </ul>

Issue no.	Stakeholder	Issue/s raised	TfNSW response
			<ul style="list-style-type: none"> <li>relocating taxi stand zones.</li> </ul>
2.2	Hornsby Shire Council NRH206	Request that a taxi zone be provided in consultation with the Taxi Council and Council's Traffic Engineering team	The existing taxi stand zones would not be removed as part of the Proposed Activity. The taxi zones would be relocated approximately 20 metres west to allow for the provision of kiss and ride bays (i.e. located behind the kiss and ride bays). This would be completed in consultation with NSW Taxi Council.
2.3	Hornsby Shire Council NRH206	Noted that Normanhurst Station does not have a commuter carpark	The Proposed Activity does not include the construction of a commuter car park. The objective of the Proposed Activity is to improve accessibility at Normanhurst Station in accordance with the DSAPT and DDA requirements. Provision of a new commuter car park is outside of the scope of the Proposed Activity.
<b>3</b>	<b>Sustainability</b>		
3.1	Hornsby Shire Council NRH206	Encouraged sustainable design including: <ul style="list-style-type: none"> <li>Water Sensitive Urban Design features</li> <li>local supplier use</li> <li>LED lighting</li> <li>water saving features</li> <li>photo voltaic installation (solar panels).</li> </ul>	The Project would be required to obtain an ISCA Design and As Built rating, targeting an 'Excellent' rating score of 65. The construction contractor would be required to consider sustainability in design, including resource efficiency measures in accordance with the ISCA requirements.

## 2.4. Future consultation

Should Transport for NSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Hornsby Council and the NSW Taxi Council 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](#)<sup>3</sup> 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 website](#)<sup>4</sup> would also include updates on the progress of construction.

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<sup>3</sup> [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

<sup>4</sup> <https://www.transport.nsw.gov.au/projects/current-projects/normanhurst-station-upgrade>

### 3. Changes to the Proposed Activity

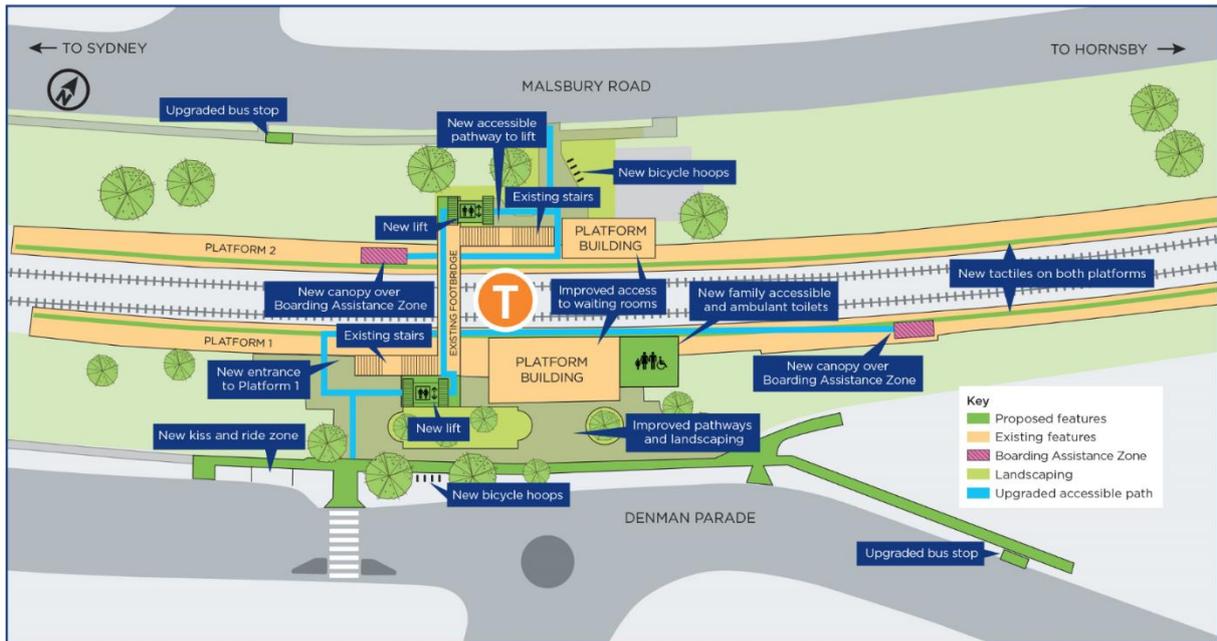
#### 3.1. Assessment of design changes

Further design development, along with consultation with the community and stakeholders, has resulted in a number of changes since the Normanhurst Station Upgrade REF was prepared. These changes are outlined in Table 3, along with a discussion of the impacts (and 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 NES). Where additional mitigation measures are required, these have been included as Conditions of Approval in Appendix B.

**Table 3 Assessment of design changes**

Aspect of the Proposed Activity	Design change	Discussion of impacts
Upgrade of Platform building	Lowering of the waiting room floor within the Platform 1 Building to provide level access from the platform.	<p>The proposed design change is generally consistent with the impacts discussed in the Normanhurst Upgrade REF and would result in a minor change to the station building to provide DSAPT compliant access to the waiting room.</p> <p><b>Waste</b></p> <p>During construction of the building extension additional small quantities of demolition waste would be generated from removal of the of the existing waiting room floor, however there would be no change in the type of wastes generated.</p>
Upgrade of toilet facilities	<p>By removing the step into the waiting room, the design of the toilets has been modified as follows:</p> <ul style="list-style-type: none"> <li>reconfiguration of the FAT, ambulant toilets and cleaners rooms.</li> <li>removal of the existing ramp to the toilets, with the FAT to be accessed via the waiting room.</li> <li>deletion of the proposed external roof/awning extension to the waiting room building</li> </ul>	<p>Whilst the proposed design change would introduce some additional impacts, the change is generally consistent with the impacts discussed in the Normanhurst Upgrade REF. Key environmental impacts of the proposed change are discussed below.</p> <p><b>Visual amenity</b></p> <p>Due to the minor nature of the design change, the additional work required to support the proposed changes is not anticipated to cause additional visual impacts.</p> <p>Modifications to the external façade of the station building would be reduced through the deletion of the proposed external roof/awning extension.</p>
Accessible Parking	Remove Mitigation Measure 13 from the REF which stated: “Opportunities for an accessible parking space on Denman Parade near Davidson Park would be investigated as part of detailed design.”	<p>Opportunities to provide a DSAPT compliant accessible parking space on Denman Parade, adjacent to Davidson Park have been investigated and it has been determined that providing an accessible parking space in this location is not feasible. Provision of a compliant accessible parking space it would require widening of the road relocation of the existing footpath and construction of a retaining wall. These works would result in substantial impacts to heritage listed trees in Davidson Park which form part of an existing Blue</p>

Aspect of the Proposed Activity	Design change	Discussion of impacts
Construction work hours	Extended working hours during COVID-19	<p>Gum High Forest community and would likely result in removal of up to eight trees. Due to the cumulative impacts resulting from the provision of an accessible parking space this scope is not deemed feasible. As such Mitigation Measure 13 of the REF is no longer applicable to the Proposed Activity.</p>
		<p>The Minister for Planning and Public Spaces has made a number of Orders under Section 10.17 of the <i>Environmental Planning and Assessment Act 1979</i> (EP&amp;A Act) in response to the COVID-19 pandemic. This includes the <i>Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days No. 2) Order 2020</i> (the ‘Order’), which commenced on 24 December 2020, and is applicable to construction activities for projects which have been subject to an assessment under Division 5.1, or approval under Division 5.2 of the EP&amp;A Act. The Order extends the standard construction hours to allow infrastructure construction work on Saturday, Sunday and Public holidays (7am to 6pm), without the need for any approval (excluding high noise generating works such as rock breaking or pile driving and the like).</p> <p>These extended working hours were due to expire on 25 March 2021. However, on Wednesday 24 March 2021, the NSW Government introduced the <i>COVID-19 Legislation Amendment (Emergency Measures) Bill 2020</i>, which was subsequently passed by parliament, and came into effect on 25 March 2021. A section of the Bill enabled the extension of the extended working hours until 31 March 2022.</p> <p>Whilst no further assessment of the environmental impacts are required for these extended working hours, in the event that Transport for NSW would seek to utilise the extended working hours permitted by the Order, advance notification would be provided to the community.</p>



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

### Matters of NES and clause 228

Matters of NES under the EPBC Act and clause 228 of the EP&A regulation were considered as part of the changes to the Proposed Activity. The Proposed Activity remains consistent with Appendix A and B of the REF.

## 4. Consideration of the environmental impacts

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### 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. An evaluation of the design changes is described in Chapter 3.

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?*<sup>5</sup> 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. NSW Biodiversity Conservation Act 2016

As described in 6.7.2 of the REF, an assessment of significance has been completed in accordance with Section 7.3 of the BC Act.

The assessments indicate that the Proposal is unlikely to have a significant impact on threatened fauna species for the following reasons:

- is unlikely to interfere with critical life cycle stages such as breeding
- would not reduce a substantial area of foraging habitat, provided that the mitigation measures and environmental safeguards as outlined in Section 6.1.3 of the REF are implemented
- such foraging habitat is not considered to be critical to the long-term persistence of the species in the locality
- is unlikely to fragment or isolate foraging habitat.

Therefore, a Biodiversity Assessment Report (BDAR) is not required under the BC Act.

In addition, the changes proposed in Table 3 will not change the impacts to biodiversity as detailed in the REF.

### 4.3. 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. An evaluation of the design changes is described in Chapter 3.

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

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. Conditions of Approval**

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

## 6. Conclusion

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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

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## NORMANHURST STATION UPGRADE

### APPROVAL

I, Sally Durham, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the *Normanhurst Station Upgrade Review of Environmental Factors* (February 2021) and the *Normanhurst Station Upgrade Determination Report* (April 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 (April 2021), consistent with the Proposed Activity described in the *Normanhurst Station Upgrade Review of Environmental Factors* (February 2021).



Sally Durham  
Acting Director, Planning, Environment  
and Sustainability  
Environment and Sustainability  
Safety, Environment and Regulation  
Division **Transport for NSW**

Date: 09 April 2021

## References

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- Department of Environment and Conservation, 2006, *Environmental Noise Management Assessing Vibration: A Technical Guideline*, Sydney NSW
- Department of Environment and Climate Change, 2009, *Interim Construction Noise Guideline*, Sydney NSW
- Department of Planning Industry and Environment, 2020, *Environmental Management Plan Guideline – Guideline for Infrastructure Projects*, Sydney NSW
- EMM Consulting, 2021a, *Normanhurst Station Upgrade REF*, Sydney NSW
- EMM Consulting, 2021b, *Normanhurst Station Upgrade Biodiversity Impact Assessment*, Sydney NSW
- Landcom, 2004, *Managing Urban Stormwater: Soils and Construction Volume 1 4<sup>th</sup> Edition*, Sydney NSW
- Office of Environment and Heritage, 2011, *Guidelines for Consultants Reporting on Contaminated Sites*, Sydney NSW
- TfNSW, 2016a, *Guide to Environmental Controls Map (SD-015)*, Sydney NSW
- TfNSW, 2016b, *Removal or Trimming of Vegetation Application (DMS-FT-078)*, Sydney NSW
- TfNSW, 2016c, *'Around the Tracks' – urban design for heavy and light rail (Interim)*, Sydney NSW
- TfNSW, 2016d, *Managing Heritage Issues in Rail Projects Guidelines (Interim)*, Sydney NSW
- TfNSW, 2016e, *Creativity Guidelines for Transport Systems (Interim)*, Sydney NSW
- TfNSW, 2017a, *Commuter Car Parks Urban Design Guidelines (Interim)*, Sydney NSW
- TfNSW, 2018a, *Construction Noise and Vibration Strategy (ST-157)*, Sydney NSW
- TfNSW, 2018b, *TAP Urban Design Plan Guidelines (Draft)*, Sydney NSW
- TfNSW, 2019a, *Vegetation Offset Guide (DMS- ST-149)*, Sydney NSW
- TfNSW, 2019b, *Vegetation Management (Protection and Removal) Guideline*, Sydney NSW
- TfNSW, 2020a, *Chemical Storage and Spill Response Guidelines (DMS-SD-066)*, Sydney NSW
- TfNSW, 2020b, *Unexpected Heritage Finds Guideline (DMS-SD-115)*, Sydney NSW

# Appendix A      Review of Environmental Factors

Please refer to the [TfNSW website](#) to access the Normanhurst Station Upgrade REF (Desksite #ref no. 6568831).

# Appendix B      Conditions of Approval

## CONDITIONS OF APPROVAL

### Normanhurst Station Upgrade

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the Normanhurst 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
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

<b>Term</b>	<b>Definition</b>
<b>Construction</b>	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).
<b>Contamination</b>	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.
<b>Designated Works</b>	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact work including jack hammering and compaction, for Construction.
<b>Emergency Work</b>	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.
<b>Environmental Impact Assessment (EIA)</b>	The documents listed in Condition 1 of this approval.
<b>Environmental Management Representative (EMR)</b>	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
<b>Feasible</b>	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.
<b>Noise Sensitive Receiver</b>	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.
<b>Project</b>	The construction and operation of the Normanhurst Station Upgrade as described in the Review of Environmental Factors report.
<b>Proponent</b>	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.
<b>Reasonable</b>	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) *Normanhurst Station Upgrade – Review of Environmental Factors* (EMM, February 2021a)
- b) *Normanhurst Station Upgrade – Determination Report* (EMM, March 2021b).

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 Transport for NSW, 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:

- compliance with the Construction Environmental Management Plan (CEMP) and these conditions
- compliance with any approvals or licences issued by relevant authorities for the construction of the Project
- 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)
- environmental monitoring results, presented as a results summary and analysis
- details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused
- 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)
- details of any review and amendments to the CEMP resulting from construction during the reporting period
- 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 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 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 *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
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

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 document
5. 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

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.

### 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

## CoA Condition

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 works authorised under the *Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days No. 2) Order 2020* (whilst the Order is in effect)
- f) 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

## CoA Condition

- e) an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 14 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the 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* 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. Noise Impacts on Educational Facilities

Potentially affected pre-schools, schools 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

## CoA Condition

*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* (DMS-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 4<sup>th</sup> 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 Transport for NSW *Unexpected Heritage Finds Guideline* (DMS-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 Transport for NSW and/or the Heritage Advisor.

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### Flora and Fauna

#### 26. Removal of Trees or Vegetation

Separate approval, in accordance with Transport for NSW's *Removal or Trimming of Vegetation Application* (DMS-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 Transport for NSW's *Vegetation Offset Guide* (DMS- 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:

- consideration of lighting demands of different areas
- strategic placement of lighting fixtures to maximise ground coverage
- use of LED lighting
- minimising light spill by directing lighting into the station and pathways
- control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving
- motion sensors to control low traffic areas
- allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements
- ensuring security and warning lighting is not directed at neighbouring properties.

### Property

#### 29. Property Condition Surveys

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

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

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

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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).

### Sustainability

#### 30. Sustainability Officer

A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project, in line with the Program's overarching Sustainability Strategic Management Plan.

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.

#### 31. 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) for 'Design' and 'As-Built'
- 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).

#### 32. 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 with an overall score for the 'Design' and 'As-Built' components of the Project.

### Traffic, Transport and Access

#### 33. Traffic Management Plan

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

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- 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 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.

### 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.

### 35. 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 assessment of sight distances for vehicles entering or exiting the new kiss and ride area, relocated taxi zone, upgraded bus stops and mitigation measures proposed.

The Road Safety Audit is to be submitted to and accepted by Transport for NSW. The findings of the Road Safety Audit shall be provided to Hornsby Shire Council for information.

## Urban Design and Landscaping

### 36. 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 2016c). 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

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- (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:

- prepared in consultation with councils and relevant stakeholders
- prepared by a registered architect and/or landscape architect
- prepared to inform/support the concept design and submitted to TfNSW for review at this design milestone
- finalised and submitted to TfNSW at the completion of design documentation.

### Site Specific Conditions

#### 37. Relocated Timed Spaces

Opportunities to provide new time limited parking spaces on Denman Parade shall be investigated as part of detailed design in consultation with Hornsby Shire Council.

#### 38. Weed Management

To mitigate the removal of a small area of Blue Gum High Forest understorey for the lift construction on the Malsbury Road side of the station, control of woody weeds in the weed management area (as defined in the in the *Normanhurst Station Upgrade Review of Environmental Factors* (EMM, 2021a) and *Normanhurst Station Upgrade Biodiversity Impact Assessment* (EMM, 2021b)) is to be undertaken over a five year time period by Sydney Trains to improve the condition of the overall patch.

#### 39. Replanting

Transport for NSW are to consider amending the application of the Transport for NSW *Vegetation Offset Guide* in this instance to allow planting and maintenance of native species within the weed management area (as defined in the in the *Normanhurst Station Upgrade Review of Environmental Factors* (EMM, 2021a) and *Normanhurst Station Upgrade Biodiversity Impact Assessment* (EMM, 2021b)) during the 5-year management period. Groundcover or understorey species planting are particularly recommended, which would further improve the ecological condition of the vegetation.