



Transport Access Program

Doonside Station Upgrade

Determination Report



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

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Glossary and abbreviations

Term	Meaning
AS	<i>Australian Standard</i>
BC Act	<i>Biodiversity Conservation Act 2016 (NSW)</i>
CCTV	Closed circuit television
CEMP	Construction Environmental Management Plan
CLP	Community Liaison 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 concept design to a design suitable for construction (subject to TfNSW acceptance).
Determination Report	This document – a report prepared by TfNSW to assess and address certain matters to allow for a determination of the Proposed Activity under, and in accordance with Division 5.1 of the EP&A Act.
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
ISC	Infrastructure Sustainability Council
LED	Light emitting diode
LEP	Local Environmental Plan
LGA	Local Government Area
MP	Minister of Parliament
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 Doonside Station upgrade
REF	Review of Environmental Factors
SPI	Station passenger information (system)
TAHE	Transport Asset Holding Entity of New South Wales
TGSI	Tactile ground surface indicator
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 aims to provide:

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

Doonside 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 aim to provide:

- four new lifts connecting the platforms and station entries to the existing footbridge, with canopies for weather protection at the lift landings
- removal of existing stairs from the footbridge to Platforms 3 and 4 and replacement with new stairs facing the eastern end of the platform
- removal of the platform canopy on Platforms 3 and 4 between the existing stairs and platform building
- changes to the existing footbridge, stairs and ramps including replacement of stair treads and handrails where necessary and installation of a new roof
- continuous canopy coverage on both platforms from the new lifts to the boarding assistance zones
- two new accessible parking spaces on Cross Street
- one new accessible parking space on School Parade
- reconfiguration of the existing kiss and ride bay on Cross Street
- changes to the existing station building layout on Platform 1 and 2 for the provision of a new family accessible toilet
- changes to the existing station building layout on Platform 3 and 4 for the provision of a new communications room
- footpath and platform regrading to provide accessible pathways where required throughout the station precinct
- new bicycle hoops near the Doonside Road ramp entrance
- new bicycle hoops near the Cross Street ramp entrance
- improvements to closed circuit TV (CCTV) security, lighting and wayfinding to improve safety and security
- electrical upgrades to accommodate the new infrastructure, including installation of a new padmount transformer.

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

Modifications to the Proposed Activity

Since the public display of the REF, the following design changes have been made to the Proposed Activity:

- a kerb ramp would be installed on both sides of the road at the corner where Doonside Road transitions into School Parade, to facilitate greater access between the station and the bus stop adjacent to Doonside Public School
- the proposed accessible car parking space on the southern side of Doonside Station has been relocated from Doonside Road opposite Doonside Public School to School Parade on the western side of the existing public parking bays. The introduction of the accessible car parking space at this location would result in the removal of up to four parking spaces.
- the location of the existing NightRide bus stop would be maintained to share the area occupied by the existing taxi bay, the two new kiss and ride bays and half of one of the new accessible car parking spaces. This change would only occur between 12:00am and 4:30am when the NightRide bus is operational. One accessible car parking space would be available 24/7, while the other space would not be available between 12:00am and 4:30am. Appropriate sign posting would be placed to indicate the new time and parking restrictions.

The impacts associated with the design changes have been considered in accordance with clause 228 of the EP&A Regulation.

Should further design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Conditions of Approval for the Proposed Activity, including significance of impact on the environment. Additional mitigation measures and/or consultation would be undertaken where necessary.

Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the Doonside Station Upgrade, to comply with its obligations under Division 5.1 of the EP&A Act and determine whether or not to proceed with the carrying out of the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

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

Conclusion

Based on the assessments in the REF, 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). TfNSW will continue to liaise with the community and other stakeholders as the Proposed Activity progresses through detailed design and into the construction phase.

1. Introduction

1.1. Background

The Transport Access Program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The program aims to provide:

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

Doonside 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 and stairs to the platform do not facilitate access for people with reduced mobility, parents/carers with prams or customers with luggage. There are no accessible parking spaces, no lift facilities and inadequate Tactile Ground Surface Indicators (TGSIs) to stairs, platforms and interchange facilities.

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

The Doonside Station REF was placed on public display from 5 November 2021 to 19 November 2021, with 20 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3. Determination Report

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

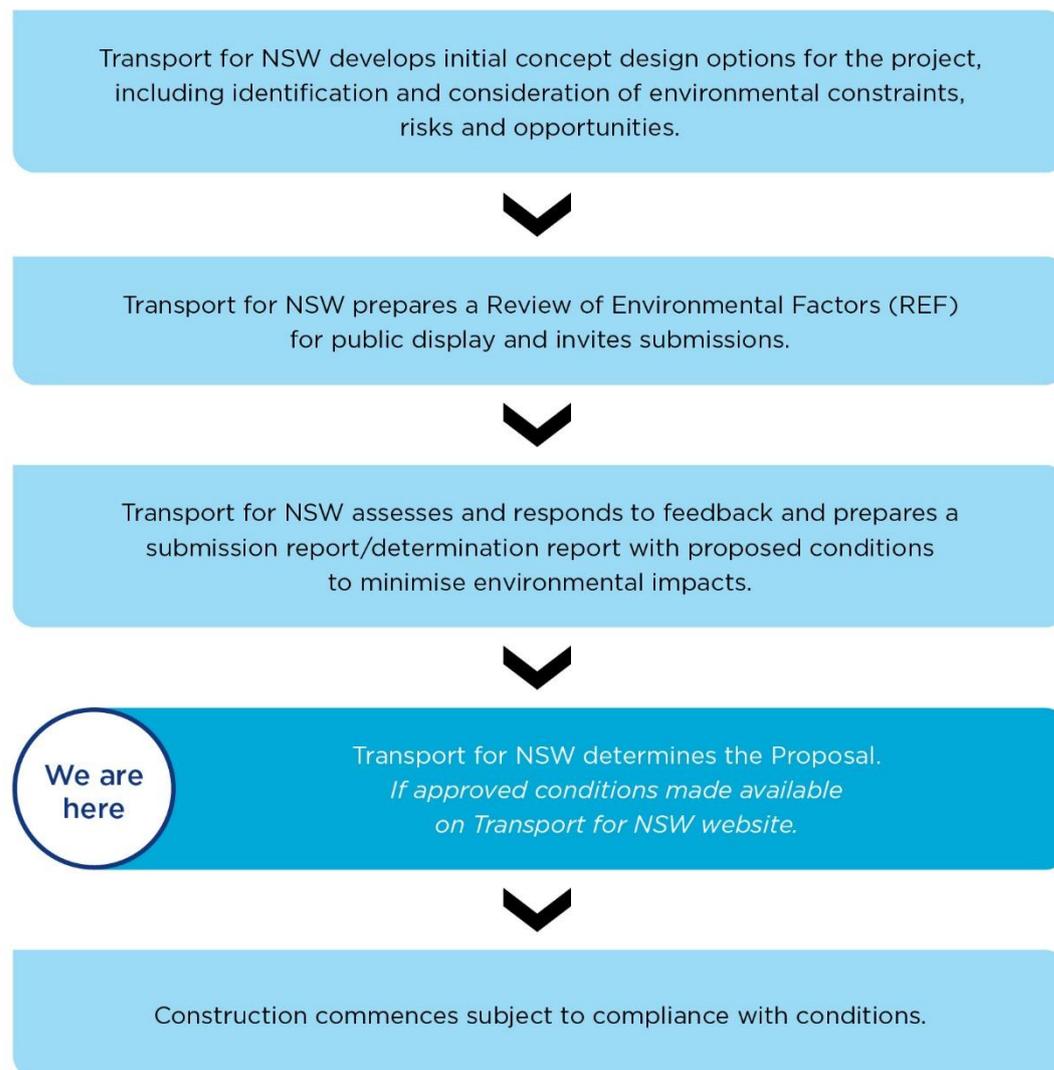


Figure 1 Planning approval process

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

- present a summary of the submissions received during the public display of the REF and TfNSW’s response to the issues and comments raised in these submissions
- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the environmental impact assessment (and any proposed modifications, as detailed and assessed in this Determination Report)
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential environmental impacts are likely to be significant
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity.

This report has been prepared having regard to, among other things, the objectives of TfNSW under the *Transport Administration Act 1988*:

2A Objects of Act

- 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 Proposed Activity is in the suburb of Doonside NSW, in the Blacktown Local Government Area (LGA), about 38 kilometres west of Central Station. Doonside Station is located between Cross Street and Doonside Road/School Parade and is serviced by the T1 North Shore and Western Line, between Rooty Hill Station and Blacktown Station. Works would be carried out within the rail corridor, which is land owned by Transport Asset Holding Entity of New South Wales (TAHE) and managed by Sydney Trains, and would also be undertaken on land owned by Blacktown City Council.

The overall need for the Proposed Activity is to provide an accessible station and an improved customer experience at Doonside Station. The Proposed activity does this through the provision of lifts, increased weather protection, toilet facility upgrades and improved integration with the surrounding precinct.

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

- four new lifts connecting the platforms and station entries to the existing footbridge, with canopies for weather protection at the lift landings
- removal of existing stairs from the footbridge to Platforms 3 and 4 and replacement with new stairs facing the eastern end of the platform
- removal of the platform canopy on Platforms 3 and 4 between the existing stairs and platform building
- changes to the existing footbridge, stairs and ramps including replacement of stair treads and handrails where necessary and installation of a new roof
- continuous canopy coverage on both platforms from the new lifts to the boarding assistance zones
- two new accessible parking spaces on Cross Street
- one new accessible parking space on School Parade
- reconfiguration of the existing kiss and ride bay on Cross Street
- changes to the existing station building layout on Platform 1 and 2 for the provision of a new family accessible toilet
- changes to the existing station building layout on Platform 3 and 4 for the provision of a new communications room
- footpath and platform regrading to provide accessible pathways where required throughout the station precinct

- new bicycle hoops near the Doonside Road ramp entrance
- new bicycle hoops near the Cross Street ramp entrance
- improvements to closed circuit TV (CCTV) security, lighting and wayfinding to improve safety and security
- electrical upgrades to accommodate the new infrastructure, including installation of a new padmount transformer.

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 early 2022 and take around 18 months to complete.

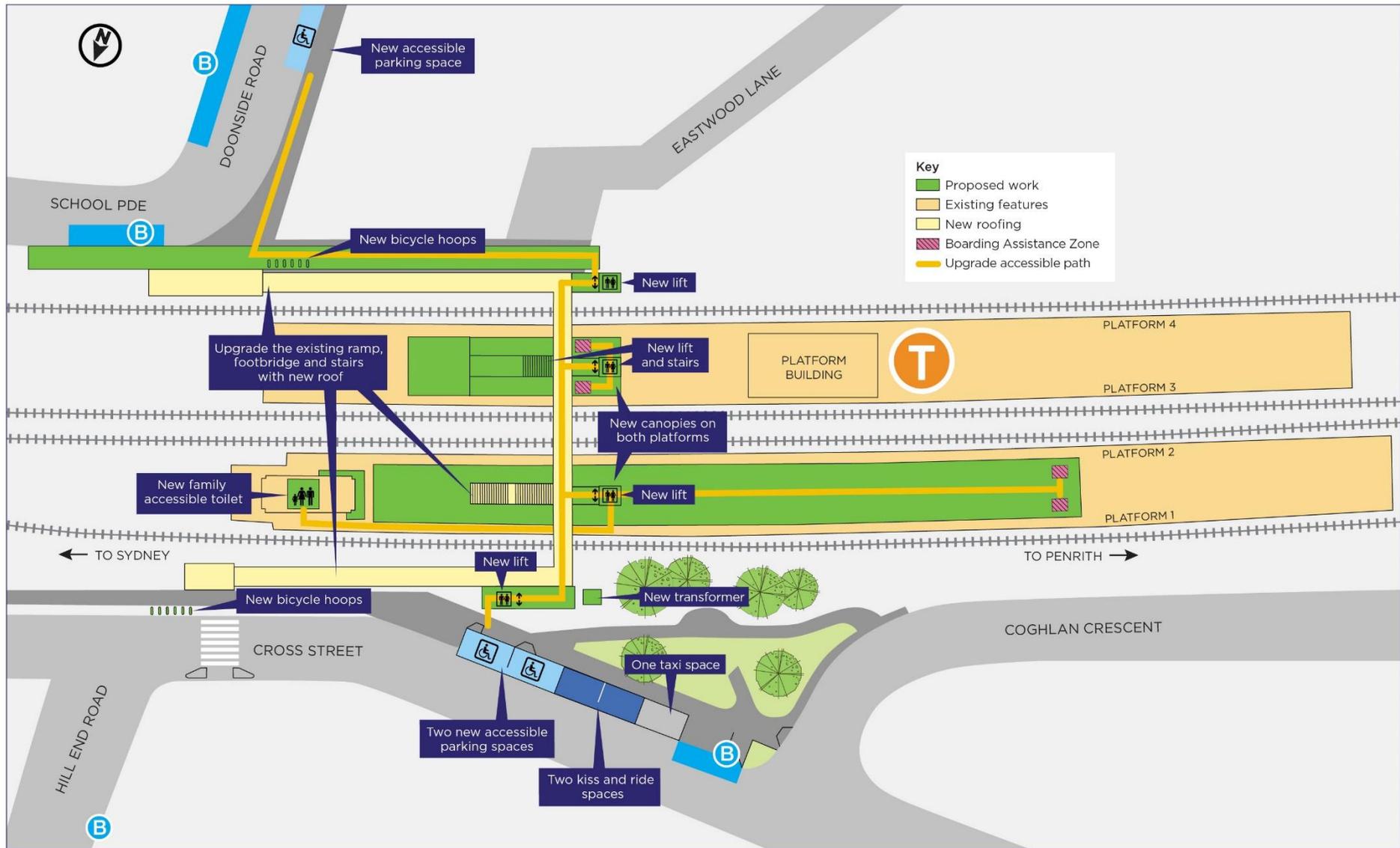


Figure 2 Key features of the Proposed Activity (indicative only, subject to detailed design)

2. Consultation and assessment of submissions

2.1. REF public display

The Doonside Station Upgrade REF was placed on public display from 5 November 2021 to 19 November 2021 on the TfNSW [corporate website](#)¹ and the [NSW Have our Say Website](#)².

Community consultation activities undertaken for the public display included:

- distribution of 800 flyers to customers at the station and 969 flyers letterbox dropped within the suburb of Doonside on 5 November 2021
- installation of project signage at Doonside Station
- geotargeted social media post to the residents of Doonside
- placement of a digital run of network advertisement in the Blacktown Advocate publication outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission
- a briefing to Blacktown Council officers
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission was sent to Blacktown Council as per the consultation requirements under clause 13 and 14 of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP).

2.2. REF submissions

A total of 20 submissions were received via letter, email, telephone and online submissions. Community submissions are addressed in Table 1, while submissions received from Blacktown City Council and Stephen Bali MP 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:

- existing ramps not being at a gradient that is consistent with relevant Australian Standards and not having a slip-resistant surface
- safety concerns, particularly regarding the location of Lift 4 within Eastwood Lane and existing lighting around the station
- lack of parking around the station
- clarification about the noise and vibration assessment including in relation to noise logging, receiver locations and noise contour maps
- parking arrangements during construction

¹ [Doonside Station Upgrade | Transport for NSW](#)

2.3. Consideration and response to submissions

Community submissions

A summary of all issues raised in community submissions and TfNSW's responses to those issues is provided in Table 1.

Table 1 Response to community submissions received

No.	Submission No.	Issue/s raised	TfNSW response
1	General		
1.1	DOO001, DOO003, DOO010, DOO011, DOO013, DOO014, DOO015, DOO016	Expressed support for the Proposed Activity.	Noted.
2	Design		
2.1	DOO006	Concerns about the retention of the existing pedestrian ramps and requested the replacement of the existing pedestrian ramps with ramps that comply with relevant standards.	<p>The design options for the Proposed Activity were assessed in a multi-criteria analysis that included consideration of factors such as design, heritage, customer experience, constructability, program, cost and lifecycle to select a preferred option. Following stakeholder consultation and an assessment of the advantages and disadvantages for each of the options identified, it was determined to retain the existing footbridge and ramps because:</p> <ul style="list-style-type: none"> • there has been strong community interest in the retention of the existing ramps and footbridge • retention of the existing ramps and footbridge reduces the extent of heritage fabric required to be removed • retention of the existing footbridge and ramps represents better value for money • the construction would be less complex and more timely. <p>The removal of the existing ramps and replacement with ramps at a 1:14 gradient would result in the ramps being approximately 100 metres in length with landings every six metres. This option has not been progressed for a number of reasons including:</p> <ul style="list-style-type: none"> • space constraints • extended construction timeframe • additional vegetation removal of multiple mature eucalypt species • increased heritage and visual impacts.

No.	Submission No.	Issue/s raised	TfNSW response
2.2	DOO005 DOO018	Concerns about the location of Lift 4 (Eastwood Lane) including the safety of passengers and potential vandalism of the lift.	<p>The position of the lift on the southern side of Doonside Station has been chosen to provide direct lift access to the existing pedestrian footbridge.</p> <p>Re-positioning of this lift would require extensive work to extend the existing footbridge so that a lift can be provided further east at the Doonside Road/School Parade entrance.</p> <p>Safety, security and maintenance of the lifts would be considered as key design principles during detailed design and they would have cleanable robust surfaces. Each of the four new lifts would contain lift alarms and CCTV as well as coverage of the lift landings at platform and footbridge level. Sydney Trains staff would also monitor lifts.</p> <p>In addition, in accordance with CoA 40 (refer to Section 5), space activation works including landscaping, artwork and general improvements of the public domain around the lifts would be considered during the detailed design phase of the Proposed Activity to support safety outcomes.</p>
3 Scope of works			
3.1	DOO002	Requested that more public toilets be included in Proposed Activity.	The existing toilet within the building on Platforms 1 and 2 would be modified to create a new family accessible toilet. This work would not reduce the number of toilets currently available at Doonside Station and would ensure that Doonside Station meets legislative requirements under the DDA and the DSAPT.
3.2	DOO007	Queried about whether digital clocks would be installed as part of the Proposed Activity.	<p>Both island platforms currently have two Station Passenger Information (SPI) systems for each platform. Those SPI systems display the time in a digital format.</p> <p>Additional digital clocks are not proposed to be installed as part of the Proposed Activity.</p>
3.3.	DOO012	Requested additional weather protection along the station platforms and extending from the existing ramp on the northern side of the station to the Kiss and Ride bay.	<p>Provision of additional platform canopies are proposed on both island platforms. It is not a requirement of the DDA or DSAPT to provide continuous weather protection from the entrance to interchange facilities.</p> <p>Notwithstanding this, weather protection and seating would be in close proximity to the interchange facilities.</p>

No.	Submission No.	Issue/s raised	TfNSW response
4	Traffic and transport		
4.1	DOO004, DOO008, DOO017	Requested additional parking spaces around Doonside Station including options such as a multi-storey car park and additional parking on the School Parade side of the station.	Commuter parking requirements are assessed by TfNSW on a network wide basis considering existing and future demand, proximity to other car parking spaces and the feasibility of providing parking. Therefore, additional commuter car parking is not proposed as part of the Proposed Activity, which is for accessibility upgrades at Doonside Station. There are existing multi-level commuter carparks at Rooty Hill Station and Blacktown Station. This feedback will be passed onto the relevant section within TfNSW for consideration in future planning.
4.2	DOO004	Requested additional bicycle parking at Doonside Station.	The Proposed Activity would provide new bicycle hoops near the Doonside Road ramp entrance and the Cross Street ramp entrance.
4.3	DOO017	Comment that the number of accessible parking spaces on School Parade was not clear.	One accessible parking space would be established on the southern side of the station along School Parade as part of the Proposed Activity.
4.4	DOO018	Concern that a kiss and ride bay would not be provided on the southern side of the station and that the new accessible parking space and bus stops would make dropping off and picking up passengers difficult.	The southern side of Doonside Station contains a sign-posted 1/2 P between 8:30am to 6:00pm Monday to Friday. This zone is located on the bend of Doonside Road as it transitions into School Parade, adjacent to the southern station entrance. This area is used as an informal passenger pick up and drop off point for commuters and provides an existing "kiss-and-ride" arrangement. Since public display of the REF, the proposed location of the accessible car parking space on the southern side of Doonside Station has been moved from Doonside Road opposite Doonside Public School to School Parade at the beginning of the existing public parking bays. This new location would not interfere with passengers being picked up or dropped off as per the existing arrangement. Bus stops are not proposed to be relocated as part of the Proposed Activity.
5.	Urban design, landscape and visual amenity		
5.1	DOO002, DOO011	Requested that plants or trees be planted on the station platforms.	The overall objective of the Proposed Activity is to improve accessibility at and around Doonside Station and comply with DDA and DSAPT requirements. Landscaping treatments would be included in the detailed design of the Proposed Activity for the public domain areas, however this would not include tree plantings on the station platforms due to the presence of overhead wires, station operations and underground services.

No.	Submission No.	Issue/s raised	TfNSW response
5.2	DOO004	Requested additional lighting on the southern side of Doonside Station.	In accordance with CoA 33, a lighting scheme for the construction and operation of the Project would 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 lights would automatically switch on when lighting levels are reduced either at night or during cloudy periods.
5.3	DOO009	Requested that instead of Aboriginal artwork, art that is youthful be installed.	The overall objective of the Proposed Activity is to improve accessibility at and around Doonside Station and comply with DDA and DSAPT requirements. The provision, and style, of artwork would be further investigated during the detailed design phase of the Proposed Activity.

Other stakeholder submissions

Table 2 Response to other stakeholder submissions received

Issue No.	Stakeholder	Issue/s raised	TfNSW response
1	General		
1.1	Stephen Bali MP	Support for the Proposed Activity, and for improving accessibility at the station.	Noted.
1.2	Blacktown City Council	Support for the Proposed Activity, including access upgrades and provision of lifts.	Noted.
2	Design		
2.1	Stephen Bali MP	Requested that options for providing a non-slip surface for the existing ramps are investigated.	The existing slip resistance of the ramps would be investigated during the detailed design phase of the Proposed Activity. Following that investigation, options for preventing slips and falls would be considered, including suitable material and finishes of the ramps.

Issue No.	Stakeholder	Issue/s raised	TfNSW response
2.2	Stephen Bali MP	Concerns regarding the existing ramps and their compliance with building codes and Australian Standards.	<p>The design options for the Proposed Activity were assessed in a multi-criteria analysis that included consideration of factors such as design, heritage, customer experience, constructability, program, cost and lifecycle to select a preferred option.</p> <p>Following stakeholder consultation and an assessment of the advantages and disadvantages for each of the options identified, it was determined to retain the existing footbridge and ramps because:</p> <ul style="list-style-type: none"> • there has been strong community interest in the retention of the existing ramps and footbridge • retention of the existing ramps and footbridge reduces the extent of heritage fabric required to be removed • retention of the existing footbridge and ramps represents better value for money • the construction would be less complex and more timely. <p>The removal of the existing ramps and replacement with ramps at a 1:14 gradient would result in the ramps being approximately 100 metres in length with landings every six metres and inclusion of rest seating. This option has not been progressed for a number of reasons including:</p> <ul style="list-style-type: none"> • space constraints • extended construction timeframe • additional vegetation removal of multiple mature eucalypt species • increased heritage impacts.
2.3	Stephen Bali MP	Requested that adequate security measures and lighting for the Eastwood Lane lift are implemented and that the lift entrances are located in the most visible areas, particularly on the southern side of the station.	<p>The position of the lift on the southern side of Doonside Station has been chosen to provide direct lift access to the existing pedestrian footbridge.</p> <p>Re-positioning of this lift would require extensive work to extend the existing footbridge so that a lift can be provided further east at the Doonside Road/School Parade entrance.</p> <p>Safety, security and maintenance of the lifts would be considered as key design principles during detailed design and the lifts would have cleanable robust surfaces. Each of the four new lifts will contain lift alarms and CCTV as well as coverage of the lift landings at platform and footbridge level. Sydney Trains staff will also monitor lifts.</p> <p>In addition, in accordance with CoA 40 (refer to Section 5), space activation works including landscaping, artwork and general improvements of the public domain around the lifts would be considered during the detailed design phase of the Proposed Activity to support safety outcomes.</p>

Issue No.	Stakeholder	Issue/s raised	TfNSW response
2.4	Stephen Bali MP	Requested that TfNSW provides a cost-benefits analysis for the use of escalators in place of ramps.	<p>The design options for the Proposed Activity were assessed in a multi-criteria analysis that included consideration of factors such as design, heritage, customer experience, constructability, program, cost and lifecycle to select a preferred option.</p> <p>It was determined to retain the existing footbridge and ramps because:</p> <ul style="list-style-type: none"> • retention of the existing ramps and footbridge reduces the extent of heritage fabric required to be removed • retention of the existing footbridge and ramps represents better value for money • there has been strong community interest in the retention of the existing ramps and footbridge • the construction would be less complex and more timely. <p>The Proposed Activity has been designed to meet the outcomes of a pedestrian circulation analysis including patronage at 2036 +15% and Category C Fruin Level of Service which is the level of service standard for pedestrian access.</p> <p>Escalators or travelators were not considered a viable option at Doonside Station due to patronage and pedestrian traffic. Escalators and travelators would only be used at stations with a higher patronage to cater for the peak pedestrian traffic.</p> <p>They also require recurring maintenance during which they would be temporarily out of service. The pedestrian circulation analysis undertaken for the proposed works at the concept design stage identified that the station will be able to service the peak pedestrian traffic through the use of existing ramps, stairs and proposed lifts.</p>
2.5	Stephen Bali MP	Suggested the use of energy efficient lighting (including LED lights) and solar panels.	<p>TfNSW is committed to minimising the impact on the natural environment and supports the IS Council's Infrastructure Sustainability (IS) rating tool.</p> <p>The Doonside Station Upgrade is one of a number of projects within the Transport Access Program that is using version 1.2 of the IS rating tool and targeting an 'Excellent' rating. The rating scheme provides an independent and consistent methodology for the application and evaluation of sustainability outcomes in infrastructure projects.</p> <p>The Proposed Activity would include the installation of LED lighting. The lights would be automatic and only switch on when lighting levels are reduced (either at night or during cloudy periods).</p> <p>The feasibility of renewable energy initiatives would be assessed during detailed design.</p>

Issue No.	Stakeholder	Issue/s raised	TfNSW response
2.6	Stephen Bali MP	Requested that TfNSW considers incorporating hearing and visual aids in the design to improve accessibility for commuters with disabilities.	The overall objective of the Proposed Activity is to improve accessibility at and around Doonside Station and comply with DDA and DSAPT requirements. Braille, tactile signage and hearing induction loops within the station platforms are part of the Proposed Activity.
2.7	Blacktown City Council	Requested an upgrade to street lighting in the vicinity of Doonside Railway Station (on both sides of the railway line), in order to meet the current Australian Standards.	TfNSW would continue consulting with Blacktown City Council during detailed design regarding proposed upgrades to lighting in the vicinity of Doonside Railway Station. Accessible paths around the station would be lit in accordance with applicable standards. With regards to streetlights, as the roads are local unclassified roads, lighting is the responsibility of Blacktown City Council.
2.8	Blacktown City Council	Requested that any proposed upgrade to street lighting is submitted to Blacktown City Council for approval, including a lighting design brief and summary of changes.	In accordance with CoA 33, a lighting scheme for the construction and operation of the Project would 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> . During detailed design, TfNSW would continue to consult with Blacktown City Council regarding lighting around the precinct.
3	Scope of works		
3.1	Stephen Bali MP	Requested that a roundabout for the Hill End Road/Cross Street intersection is considered.	The overall objective of the Proposed Activity is to improve accessibility at and around Doonside Station and comply with DDA and DSAPT requirements. The investigation of intersection upgrades around Doonside Station, including the provision of a new roundabout, is the responsibility of Blacktown City Council.
4	Traffic and transport		
4.1	Stephen Bali MP	Requests from the local community to upgrade the existing at-grade commuter car park to a multi-storey car park.	Additional commuter car parking is not part of the Proposed Activity, which is for accessibility upgrades at Doonside Station. There are existing multi-level commuter carparks at Rooty Hill Station and Blacktown Station. Commuter parking requirements are assessed by TfNSW on a network wide basis considering existing and future demand, proximity to other car parking spaces and the feasibility of providing parking. This feedback would be passed onto the relevant section within TfNSW for consideration in future planning.

Issue No.	Stakeholder	Issue/s raised	TfNSW response
4.2	Stephen Bali MP	Requested the installation of electric car recharging stations.	<p>The overall objective of the Proposed Activity is to improve accessibility at and around Doonside Station and comply with DDA and DSAPT requirements.</p> <p>The provision of new parking is not part of the scope of the Proposed Activity. Electric car recharging stations are available nearby at the new multi-storey carpark at Rooty Hill Station.</p>
4.3	Blacktown City Council	Raised potential clashes with temporary road closures for Doonside Christmas Markets (12 December 2021) and any planned early works for the Proposed Activity.	<p>There is no planned early work during the weekend of 11th and 12th December 2021.</p> <p>TfNSW would continue to liaise with Blacktown City Council during detailed design and pre-construction of the Proposed Activity to ensure there are no clashes between the event and any planned early works.</p>
4.4	Blacktown City Council	Requested that any proposed changes to traffic and parking management on local roads seeks approval from Blacktown City Council under the <i>NSW Roads Act 1993</i> .	<p>The relevant permits for working on roads and on public footpaths would be obtained prior to works being undertaken.</p> <p>TfNSW would continue to consult with Blacktown City Council during detailed design regarding any proposed changes to traffic and parking management.</p>
4.5	Blacktown City Council	Requested that proposed changes to traffic and parking management be in accordance with the relevant Australian Standards and Austroads Guidelines.	Any proposed changes to traffic and parking management would be further investigated during detailed design and pre-construction of the Proposed Activity. These changes would comply with all relevant Australian Standards and Austroads Guidelines.
4.6	Blacktown City Council	Requested that any proposed line marking and sign posting changes are reviewed by Blacktown City Council staff prior to referral to Council's Local Traffic Committee	TfNSW would continue to consult with Blacktown City Council during detailed design regarding proposed line marking and sign posting changes.

Issue No.	Stakeholder	Issue/s raised	TfNSW response
4.7	Blacktown City Council	Requested that alternative parking arrangements are provided for any temporary removal of commuter car parking during construction.	<p>During construction of the Proposed Activity, temporary removal of on-street parking spaces may be required to facilitate works such as crane lifts, modification to aerials, concrete pours and earthworks at Cross Street, Coghlan Crescent, Eastwood Lane, Doonside Road and School Parade. These parking spaces would not be closed at the same time.</p> <p>Most work that would require the closure of parking spaces at various times would occur during scheduled rail shutdowns where public transport on trains would be unavailable. Demand for parking during those times is expected to be low, therefore the removal of spaces at various times during the construction phases would have a low impact.</p> <p>In accordance with CoA 38 (refer to Section 5), a Construction Traffic Management Plan would be prepared and implanted to manage impacts and changes to on and off-street parking and requirements for any temporary replacement provisions.</p> <p>TfNSW would continue to consult with Blacktown City Council during detailed design and pre-construction of the Proposed Activity regarding alternative commuter car parking arrangements.</p>
4.8	Blacktown City Council	Requested that traffic management plans are implemented during construction activity on public areas, roads or footways.	<p>A traffic management plan would be developed as part of the pre-construction phase for the Proposed Activity in accordance with CoA 38. This would include any proposed works on public areas, roads or footpaths.</p> <p>TfNSW would continue to consult with Blacktown City Council regarding road openings, access to Blacktown City Council reserves, footpath works, footpath closure and occupation permits, and driveway construction.</p>
5	Urban design, landscape and visual amenity		
5.1	Stephen Bali MP	Requested that local Aboriginal artists are engaged to design the artwork at the station.	The provision of artwork would be further investigated during the detailed design phase of the Proposed Activity.
5.2	Stephen Bali MP	Suggested that maroon is incorporated into the station design, as this colour is significant to the local community.	<p>The use of maroon in design features would be further investigated during the detailed design phase of the Proposed Activity.</p> <p>In accordance with CoA 40 (refer to Section 5), an Urban Design and Landscape Plan would be prepared, which would include a Public Domain Plan.</p> <p>This would contain a materials schedule including materials and finishes for proposed built works, as well as colour schemes.</p>

Issue No.	Stakeholder	Issue/s raised	TfNSW response
5.3	Blacktown City Council	Requested that TfNSW presents the Proposed Activity and associated landscaping plans to Blacktown City Council's Design Review Panel.	The design for the Proposed Activity has been peer reviewed by TfNSW's Design Review Panel. TfNSW's Design Review Panel is chaired by a representative of the NSW's Government Architects Office and provides independent advice on significant TfNSW projects. TfNSW would continue to discuss with Blacktown City Council proposed changes to the public domain of the station precinct.
6 Noise and vibration			
6.1	Blacktown City Council	Requested that the noise and vibration mitigation and management measures outlined in the REF are implemented during construction of the Proposed Activity.	As per CoA 1, all mitigation measures of the REF would be implemented for the Proposed Activity.
6.2	Blacktown City Council	Requested that a detailed noise assessment is carried out, in line with the NSW Construction Noise and Vibration Guidelines (August 2018).	<p>A Noise and Vibration Impact Statement was prepared for the Proposed Activity, which was prepared in line with the <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009) and <i>Assessing Vibration: A technical guideline</i> (Department of Environment and Conservation, 2006).</p> <p>This detailed assessment included noise modelling for five indicative construction scenarios that represent each of the five major construction scope packages, including:</p> <ul style="list-style-type: none"> ○ Site establishment and enabling work ○ Lift installation, ramps, footbridge, and stairs construction work ○ Station building work ○ Interchange ○ Demobilisation, testing and commissioning work <p>Due to travel restrictions and potential access constraints associated with the recent COVID 19 situation, baseline noise monitoring was not undertaken. As described in Section 3.1.1 of the REF, typical background noise levels were adopted from the relevant policy and guidelines, as is common practice in the absence of background noise level monitoring.</p>

Issue No.	Stakeholder	Issue/s raised	TfNSW response
6.3	Blacktown City Council	Requested clarification as to why several sensitive receivers were excluded from the noise assessment in the REF, such as those on Omaroo Avenue.	<p>The nearest sensitive receivers surrounding the Project Area with the greatest potential for noise impacts have been allowed for within the noise and vibration impact assessment prepared as part of the REF.</p> <p>As demonstrated through the noise modelling assessment, these nearest receivers are predicted to have the greatest potential noise impacts. The high predicted noise levels trigger the implementation of reasonable and feasible noise control strategies as well as additional mitigation measures in accordance with TfNSW's <i>Construction Noise and Vibration Strategy 2019</i>. As the separation distance increases from the Project Area, the potential construction-related noise levels also reduce due to acoustic shielding from intervening structures and buildings as well as geometric spreading. Through the adoption of reasonable and feasible mitigation measures, the noise levels at the nearest sensitive receivers would be reduced, and therefore the potential for noise impacts at sensitive receivers located much further from the project site would also be minimised.</p> <p>The NCA6 catchment only includes the residential receivers on the northern side of Omaroo Avenue to allow for an assessment of the potentially worst-affected receivers. The NCA6 catchment area is located behind a wall on the southern boundary of the rail corridor that provides some acoustic shielding to the residential receivers on Omaroo Avenue. Additionally, the rail corridor is located in a cutting. Therefore, the residential receivers located on the southern side of Omaroo Avenue would receive acoustic shielding from rail corridor noise due to the intervening wall and residential building structures located on the northern side of Omaroo Avenue. The residential receivers in NCA6 on the northern side of Omaroo Avenue trigger the application of additional noise mitigation measures and the adoption of reasonable and feasible noise controls, therefore the potential noise impacts upon residential receivers on Omaroo Avenue would be lessened.</p>
6.4	Blacktown City Council	Requested more information for the reference sources used for the noise contouring maps and rationale for using them.	<p>The noise level contour maps included in Appendix A are a graphical representation of the predicted noise levels for each modelled scenario and demonstrate how the potential noise levels propagate in the area surrounding the Project Area. The tabulated results presented in Section 5.2 and 5.3 as well as the application of additional mitigation measures presented in Section 6.2 describe the potential noise impacts and applicable mitigation measures for the construction activities related to the Proposed Activity.</p>

Issue No.	Stakeholder	Issue/s raised	TfNSW response
7	Heritage		
7.1	Blacktown City Council	Conditional support for the Proposed Activity on the basis that the mitigation measures and recommendations for the non-Aboriginal heritage items listed in the Statement of Heritage Impact and REF are followed.	TfNSW acknowledges the conditional support from Blacktown City Council and would ensure that the mitigation measures and recommendations detailed in the REF and Statement of Heritage Impact are incorporated in the design and construction phases. The detailed design and construction of the Proposed Activity will be undertaken in accordance with CoA 27 to CoA 32 (refer to Section 5).

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

- local council and other stakeholders have an opportunity to provide feedback on the detailed design
- the community and stakeholders are notified in advance of any upcoming 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 [TfNSW email address](mailto:projects@transport.nsw.gov.au)² and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The TfNSW project [website](https://www.transport.nsw.gov.au/projects/current-projects/doonside-station-upgrade)³ 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/doonside-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 Doonside 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
School Parade access	A kerb ramp would be installed on both sides of the road at the corner where Doonside Road transitions into School Parade, to facilitate greater access between the station and the bus stop adjacent to Doonside Public School.	The introduction of a kerb ramp would not result in any adverse environmental impacts from what has already been assessed in the REF. The kerb ramps provide an improvement to the design by facilitating improved access between the station and the bus stop adjacent to Doonside Primary School.
Accessible car parking space on the southern side of Doonside Station	<p>The proposed location of the accessible car parking space on the southern side of Doonside Station has been moved to School Parade in front of the existing public parking bays. The introduction of the accessible car parking space at this location would result in the removal of up to four parking spaces.</p> <p>This change would be implemented as it would:</p> <ul style="list-style-type: none"> locate the accessible parking space with existing car parking spaces provide clearer sightlines to the station provide reduced travel distances to the station. 	<p>The relocation of the accessible car parking space would retain the single 30-minute parking spaces on the western side of Doonside Road. However, the relocation would result in the permanent loss of up to four untimed parking spaces. This is anticipated to have a minor impact given the alternative time-restricted and unrestricted parking available on nearby streets.</p> <p>The relocation of this parking space would require the existing stormwater drainage pit to be adjusted or relocated which may cause sediment to enter the stormwater system. To manage risks to water quality, an Erosion and Sediment Control Plan would be prepared and implemented for the Proposal. This would include specific controls to protect the stormwater network around Doonside Station.</p>

Aspect of the Proposed Activity	Design change	Discussion of impacts
Location of night ride bus stop on the northern side of Doonside Station to change	<p>The location of the existing night ride bus stop would be maintained to share the space with the existing taxi parking bay, the two new kiss and ride bays and half of one of the new accessible car parking spaces. This change would only occur between 12:00am and 4:30am when the night ride bus is operational. During that time, only one accessible parking space would be available. Appropriate sign posting would be placed to indicate the new time and parking restrictions.</p> <p>This change is proposed as the location of the bus stop in the original design was too close to the corner of Coghlan Crescent and would have potentially blocked the view of cars attempting to leave Coghlan Crescent onto Cross Street. Further, the bus would have also been required to stop on the road, preventing traffic from being able to pass it safely. The modified design prevents the safety and traffic issues that may have arisen from the original design.</p>	<p>The night ride bus stop operates between 12:00am and 4:30am when trains are not operating from Doonside Station. During those hours demand for accessible parking or kiss and ride bays for Doonside Station would be low. This change is expected to have a negligible overall impact.</p>

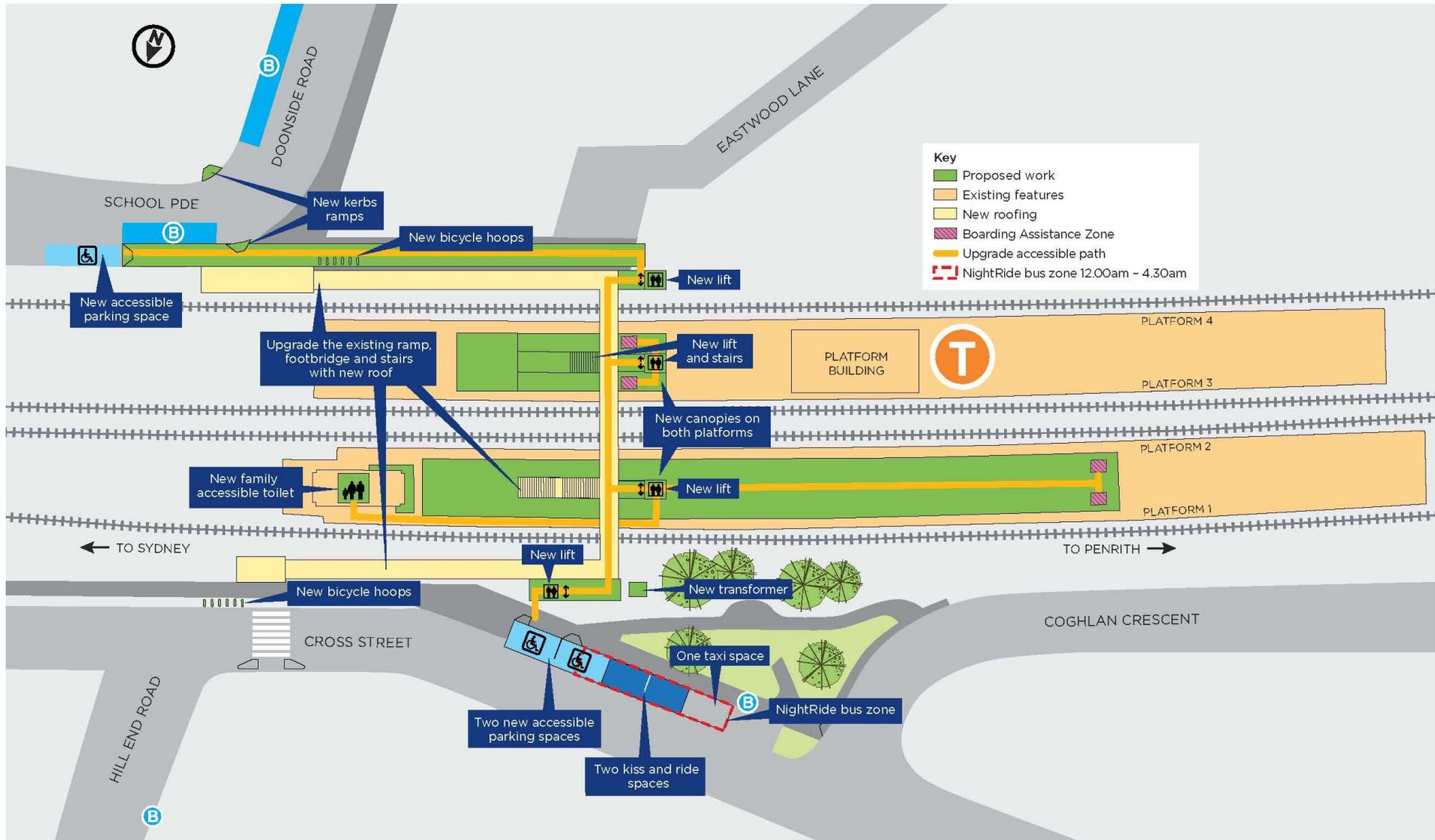


Figure 3 Revised key features of the Proposed Activity (indicative only, subject to detailed design)

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.

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. NSW Heritage Act 1977

The Proposed Activity would be undertaken within the curtilage of the 'Doonside Railway Station', which is listed on the TAHE Section 170 Heritage and Conservation Register and the heritage schedule of the *Blacktown Local Environmental Plan 2015*.

The potential heritage impacts of the Proposed Activity have been assessed in Section 6.5 of the REF and Statement of Heritage Impact (Umwelt, 2021). Under Section 170A of the NSW Heritage Act 1977, State Agencies are required to provide 14 days' notice prior to the demolition of a place, building or work. All notification requirements of the project must be met prior to the demolition of significant fabric.

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.

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, 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).

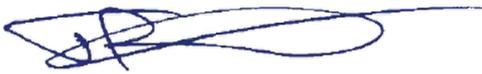
Determination

Doonside Station Upgrade

APPROVAL

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

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



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

Date: 21/12/2021

References

TfNSW, November 2021, *Doonside Station Upgrade Review of Environmental Factors*, Sydney.

Umwelt, November 2021, *Statement of Heritage Impact*, Sydney

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the [Doonside Station Upgrade REF](#) (Desksite #ref - 6635597):

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Doonside Station Upgrade

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

Schedule of acronyms and definitions used:

Acronym	Definition
AFC	Approved For Construction
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLP	Community Liaison Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
DES	Director Environment and Sustainability (Rail Development and Delivery) (or nominated delegate)
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
ISC	Infrastructure Sustainability Council
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 DES 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 DES).
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 Doonside 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) *Doonside Station Upgrade – Review of Environmental Factors* (Umwelt, November 2021)
- b) *Doonside Station Upgrade – Determination Report* (Umwelt, December 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 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 DES.

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 DES 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 DES). 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 DES) 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 Plan

A Community Liaison Plan (CLP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies, Taxi Council and businesses). The CLP 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 CLP shall be prepared to the satisfaction of the Director Central River City (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during the construction of the Project.

7. Community Notification and Liaison

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

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

Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Central River City 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.

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

CoA Condition

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 complaint 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 DES D for approval upon completion of the EMR review period
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

CoA Condition

5. ensure updates to the CEMP are be 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 DES 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 DES, at least 21 days prior to commencement of construction of the Project (or such time as otherwise agreed by the DES).

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

12. Environmental Management Representative

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

The EMR shall provide advice to the DES 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 DES, 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 DES
- d) reporting weekly to TfNSW, or as required by the DES
- 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 DES, 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.

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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 DES for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed by the DES).

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 DES
- 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 DES and considered essential to the Project, or as approved by EPA (where an EPL is in effect).

High Noise Generating Activities

15. 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 DES, 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)

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- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise and vibration complaints
- e) an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 12 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 DES 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 DES 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 DES shall be obtained prior to commencement of piling activities.

20. Noise Impacts on Educational Facilities

Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.

Contamination and Hazardous Materials**21. Unidentified Contamination (Other Than Asbestos)**

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

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

A revised copy of the report shall be submitted to the DES for consideration upon completion of the EMR review period. The DES 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 17 and Condition 18.*

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 17 and Condition 18.*

23. Storage and Use of Hazardous Materials

Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's *Chemical Storage and Spill Response Guidelines* (SD-066) and Australian and ISO standards. These measures shall include:

- a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment are to be undertaken in clearly marked designated areas designed to contain spills and leaks
- b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls
- c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks
- d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.

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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).

Flora and Fauna

25. Removal of Trees or Vegetation

Separate approval, in accordance with TfNSW's *Removal or Trimming of Vegetation Application* (FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.

26. Replanting Program

All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide* (ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the DES, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.

Heritage Management

27. Aboriginal and Non-Aboriginal Heritage

If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (SD-115) shall be followed and all works in the vicinity of the find shall cease. The EMR shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW, and 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.

28. Protection of heritage items listed on the TAHE Section 170 Conservation Register

Design and construction of the Project within the curtilage of the Section 170 listed 'Doonside Railway Station' must be undertaken in accordance with the recommendations made in the Statement of Heritage Impact (Umwelt, 2021).

29. Section 170A notification

In accordance with Section 170a of the Heritage Act, Sydney Trains should provide notification of the work to Heritage Division 14 days prior to the commencement of the work

30. Heritage Architect

The suitably qualified and experience Heritage Architect who is independent of the design and construction team's personnel shall be engaged to the satisfaction of the DES. The Heritage Architect shall provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA.

The Heritage Architect involvement and reporting shall include, but not be limited to:

- Attendance at design meetings and/or heritage meetings to provide iterative heritage advice to actively inform design development
- Targeted historical research to inform the iterative advice as required (to be documented as part of the below summary)
- Summary of the iterative heritage advice provided which should capture (as a minimum):
 - the optioneering process undertaken as part of the design development, including heritage pros & cons
 - discussion on why particular heritage sensitive solutions might be discounted
 - discussion of the relevant detailed design stage
 - recommendations for next steps to further mitigate heritage impacts

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A progress draft of the above is to be provided at each detailed design stage. A final copy of the summary report is to be provided to TfNSW no later than 1 week after final submission. The summary report is to also include:

- a) confirmation of the extent of involvement of the Heritage Architect in the detailed design process at the completion of Approved for Construction (AFC) design stage
- b) identification and assessment of any changes to, and/or additional to the scope of work from those identified in the EIA which would affect heritage significance
- c) a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (b) above including the requirement for additional heritage approvals for consultation
- d) confirmation that the detailed design is compliant with the requirements of the EIA.

31. Heritage Interpretation Plan

If required by the recommendations of the SoHI (Umwelt, 2021) heritage interpretation shall be planned and integrated into the detailed design of the Project. The heritage interpretation planning shall be prepared by the Heritage Advisor (and sub-consultants as required i.e. graphics) with reference to *Sydney Trains Heritage Interpretation Guidelines*. The heritage interpretation planning shall be captured in a Heritage Interpretation Plan (HIP) that is to be issued as a progress report at each stage of detailed design.

The HIP is to be submitted to the DES for approval at least 14 days prior to the commencement of construction of the Project (or such time as is otherwise agreed by the DES).

32. Photographic Archival Recording

Archival recording of 'Doonside Railway Station Group' shall be undertaken in accordance with the Heritage NSW guidelines prior to works commencing. The archival recording shall incorporate the general context and views of the station, the footbridge and station buildings. The archival recording shall be reviewed and endorsed by the EMR prior to submission to Heritage NSW or other government body.

Electronic copies of the archival recording are to be provided to Blacktown City Council and TfNSW Heritage Team for future reference.

Lighting

33. Lighting Scheme

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

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

Property

34. 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

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- b) all heritage listed buildings and other sensitive structures within 100 metres from the edge of the Designated Works.

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

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

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

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

Sustainability

35. 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 Project'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 Director Sustainability prior to the preparation of the Sustainability Management Plan.

36. 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) inclusion of a completed Infrastructure Sustainability Council (ISC) scorecard demonstrating credits targeted to meet an Infrastructure Sustainability Rating (v1.2) target of an 'Excellent' rating for the 'Design' and 'As-Built' phases of the Project.
- 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 Director Sustainability at least 30 days prior to the commencement of construction, for approval (or such time as is otherwise agreed by the Director Sustainability).

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37. Infrastructure Sustainability Council (ISC) Ratings

The Project shall be registered with the Infrastructure Sustainability Council (ISC), and shall aim to achieve a minimum 'Infrastructure Sustainability Rating Tool' (v1.2) 'Excellent' rating with an overall score of 65 or for the 'Design', and 'As-Built' phases of the Project.

Traffic, Transport and Access

38. Traffic Management Plan

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

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

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

39. Road Condition Reports

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

Urban Design and Landscaping

40. 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 Place 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.

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

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- 41.** Worksite compounds and laydown areas shall be screened with shade cloth (or similar material, where necessary) to minimise visual impacts from key viewing locations.

Site Specific Conditions

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- 42.** Further consultation with the NSW Taxi Council in regard to the taxi rank on Cross Street shall be undertaken during the detailed design phase.
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- 43.** The contractor in collaboration with the Heritage Architect/Consultant must prepare and submit an illustrated services plan to detail all services routes in order to demonstrate compliance with the Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites (2017). The illustrated services plan should include, but not be limited to; high voltage (HV), low voltage, communications, PA and CCTV. The illustrated services plan must be submitted and approved by the TfNSW Heritage Specialist prior to the commencement of permanent works.
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- 44.** Worksite compounds and laydown areas shall be screened with shade cloth (or similar material, where necessary) to minimise visual impacts from key viewing locations.
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- 45.** As part of the detailed design process, options to incorporate non-slip surfaces and materials into the ramp upgrades shall be investigated.
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