

# Waitara Station Upgrade

## Determination Report



# **Waitara Station Upgrade – Determination Report**

**Transport Access Program**

**Ref – 6670049**

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Document control	
<b>Status:</b>	Final
<b>Date of issue:</b>	May 2022
<b>Revision:</b>	V2
<b>Document author:</b>	AECOM
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## Glossary and abbreviations

Term	Meaning
<b>BAZ</b>	Boarding Assistance Zone
<b>CBD</b>	Central Business District
<b>CEMP</b>	Construction Environmental Management Plan
<b>CLMP</b>	Community Liaison Management Plan
<b>Construction Contractor</b>	The Construction Contractor for the Proposed Activity would be appointed by Transport for NSW to undertake the detailed design and construction of the Proposed Activity.
<b>CPTED</b>	Crime Prevention Through Environmental Design
<b>DDA</b>	<i>Disability Discrimination Act 1992 (Cwlth)</i>
<b>Detailed design</b>	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction (subject to Transport for NSW acceptance).
<b>Determination Report</b>	This document – a report prepared by Transport for NSW to assess and address certain matters to allow for a determination of the Proposed Activity under, and in accordance with Division 5.1 of the EP&A Act.
<b>DSAPT</b>	<i>Disability Standards for Accessible Public Transport (2002)</i>
<b>EIS</b>	Environmental Impact Statement
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
<b>EP&amp;A Regulation</b>	<i>Environmental Planning and Assessment Regulation 2021 (NSW)</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
<b>Infrastructure SEPP</b>	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
<b>LGA</b>	Local Government Area
<b>NES</b>	Matters of 'National Environmental Significance' under the EPBC Act
<b>NSW</b>	New South Wales
<b>Proponent</b>	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, Transport for NSW
<b>Proposed Activity</b>	The construction and operation of the Waitara Station Upgrade
<b>REF</b>	Review of Environmental Factors
<b>SSE</b>	Station Services Equipment
<b>TAHE</b>	Transport Asset Holding Entity

# Executive summary

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## 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.

Waitara 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 include:

- construction of a new pedestrian underpass at the northern end of the platform to provide a new accessible station entrance
- installation of two new lifts at the new northern station entrance including a lift from the commuter car park to the underpass and a lift from the underpass to the platform, including associated landings, canopies and support structures
- construction of a new northern station entrance including a lift entrance and entrance stairs from the commuter car park off Waitara Avenue, and an eastern entrance from Alexandria Parade
- construction of new platform stairs and associated canopy to provide access from the new pedestrian underpass to the station platform
- construction of an accessible pedestrian footpath on Alexandria Parade connecting to a new pedestrian crossing on Alexandria Parade
- provision of seating and wheelchair spaces at the two boarding assistance zones (BAZ) and installation of one canopy on the station platform
- modifications to the station building to provide additional Station Services Equipment (SSE)
- reconfiguration of the existing toilet facilities in the station building to provide a new family accessible toilet and new unisex ambulant toilet
- modifications to the commuter car park including relocation of the turning circle, relocation of two accessible parking spaces and provision of kiss and ride bays
- modifications to the parking on Alexandria Parade to provide a new station entrance including provision of two new accessible parking spaces adjacent to the new station entrance
- ancillary work including platform stabilisation and regrading, station power supply upgrade, protection and relocation of existing services and utilities, installation of new services and utilities, new or reinstatement of Tactile Ground Surface Indicators (tactiles) where required, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras) and wayfinding signage.

Transport for NSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of work and environmental impacts associated with the Proposed Activity. The REF was prepared by AECOM on behalf of Transport for NSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and section 171 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).

## **Changes to the Proposed Activity**

Since the public display of the REF, two additional areas within the rail corridor have been identified as required for access and laydown areas to the north and south of the station during construction. These laydown areas would be used one week prior to and up to two weeks following each of the six rail shutdowns required for the Proposed Activity.

In addition, a new location for the site office within a nearby existing building has been identified. The new location would be occupied as a site office for the duration of the construction period for the Proposed Activity, in conjunction with the rail infrastructure construction work.

The impacts associated with these changes have been considered in accordance with section 171 of the EP&A Regulation (refer to Chapter 3).

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

## **Purpose of this report**

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

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

## **Conclusion**

Based on the assessments in the REF, consideration of the submissions received and the modifications 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 CoAs (refer to Appendix B). Transport for NSW will continue to liaise with the community and other stakeholders as the Proposed Activity progresses through detailed design and into the construction phase.

# 1. Introduction

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## 1.1. Background

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

Waitara 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 lift facilities or accessible interchange facilities including footpaths to and from the station, and the Tactile Ground Surface Indicators (tactiles) need to be updated.

Transport for NSW is the Proponent for the Waitara Station Upgrade (referred to as the 'Proposed Activity' for the purposes of this document). A description of the Proposed Activity is provided in Section 1.4.

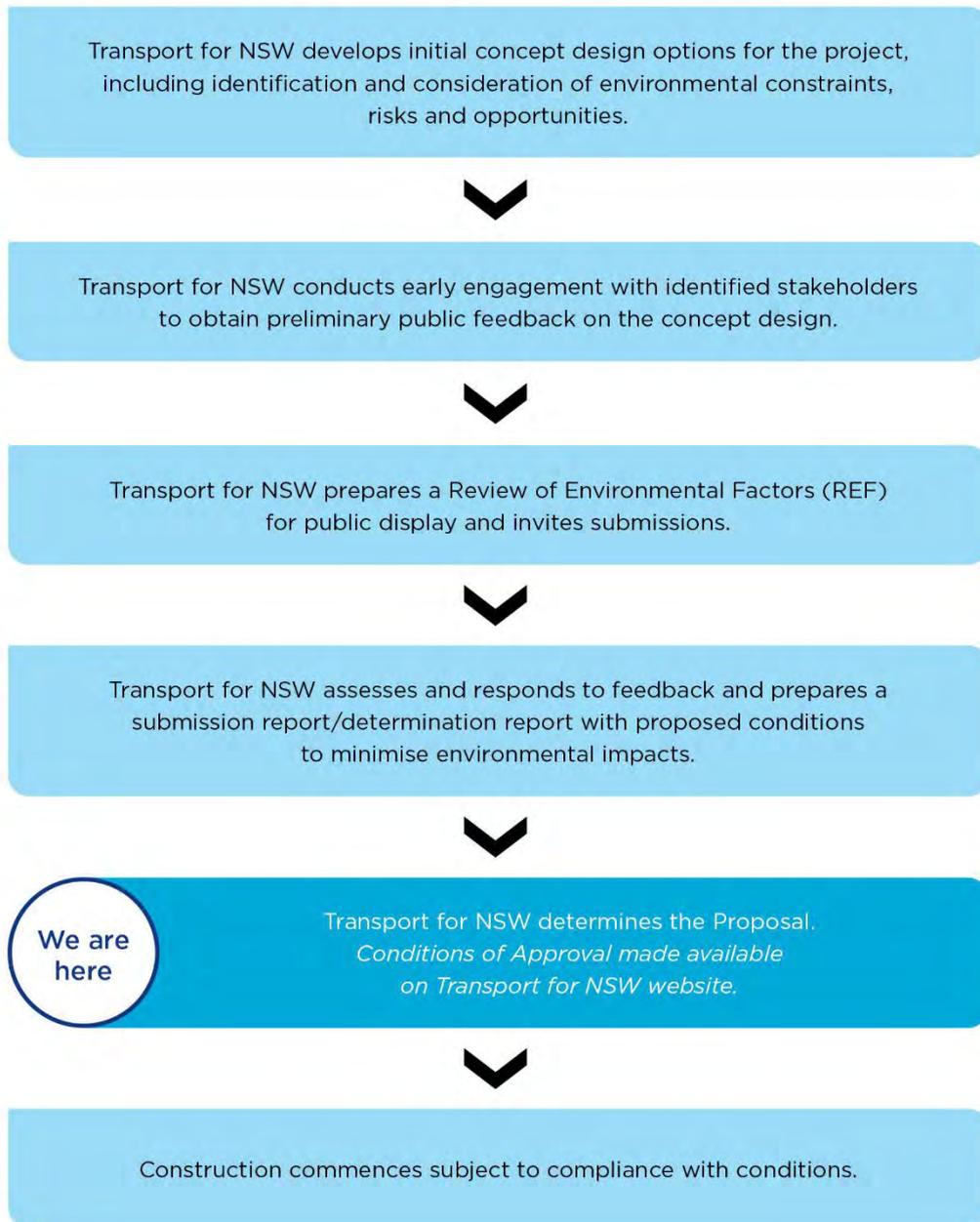
## 1.2. Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by AECOM on behalf of Transport for NSW in accordance with Sections 5.5 and 5.7 of the *Environmental Planning and Assessment 1979 (EP&A Act)*, and section 171 of the *Environmental Planning and Assessment Regulation 2021 (EP&A Regulation)*, to ensure that Transport for NSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included at Appendix A.

The Waitara Station Upgrade REF was placed on public display from 28 March 2022 to 11 April 2022, with 16 submissions received including 15 from the community and one from Hornsby Shire Council. Issues raised in these submissions are addressed in Section 2.3.

## 1.3. Determination Report

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



**Figure 1-1 Planning approval process**

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

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

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

- a) to provide an efficient and accountable framework for the governance of the delivery of transport services
- b) to promote the integration of the transport system
- c) to enable effective planning and delivery of transport infrastructure and services
- d) to facilitate the mobilisation and prioritisation of key resources across the transport sector
- e) to co-ordinate the activities of those engaged in the delivery of transport services
- f) to maintain independent regulatory arrangements for securing the safety of transport services.

#### **1.4. Description of the Proposed Activity in the REF**

The Proposed Activity would involve upgrade of Waitara Station, which is located in the suburb of Waitara in the Hornsby Shire local government area (LGA) about 20 kilometres from Sydney's Central Business District (CBD). Waitara Station consists of a single island platform and is serviced by the T1 North Shore and Western Line and T9 Northern Line. Waitara Railway Station Group is listed on the NSW Transport Asset Holding Entity (TAHE) Section 170 Heritage and Conservation Register (s170 register) as holding local heritage significance.

The Proposed Activity would ensure that Waitara Station would meet legislative requirements under the DDA and the DSAPT. Customer facilities and amenities would also be improved. The upgrades would provide an improved customer experience for existing and future users of the station. Furthermore, it is designed to drive a stronger customer experience outcome, to deliver improved travel to and between modes, encourage greater public transport use and better integrate interchanges with the role and function of town centres.

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

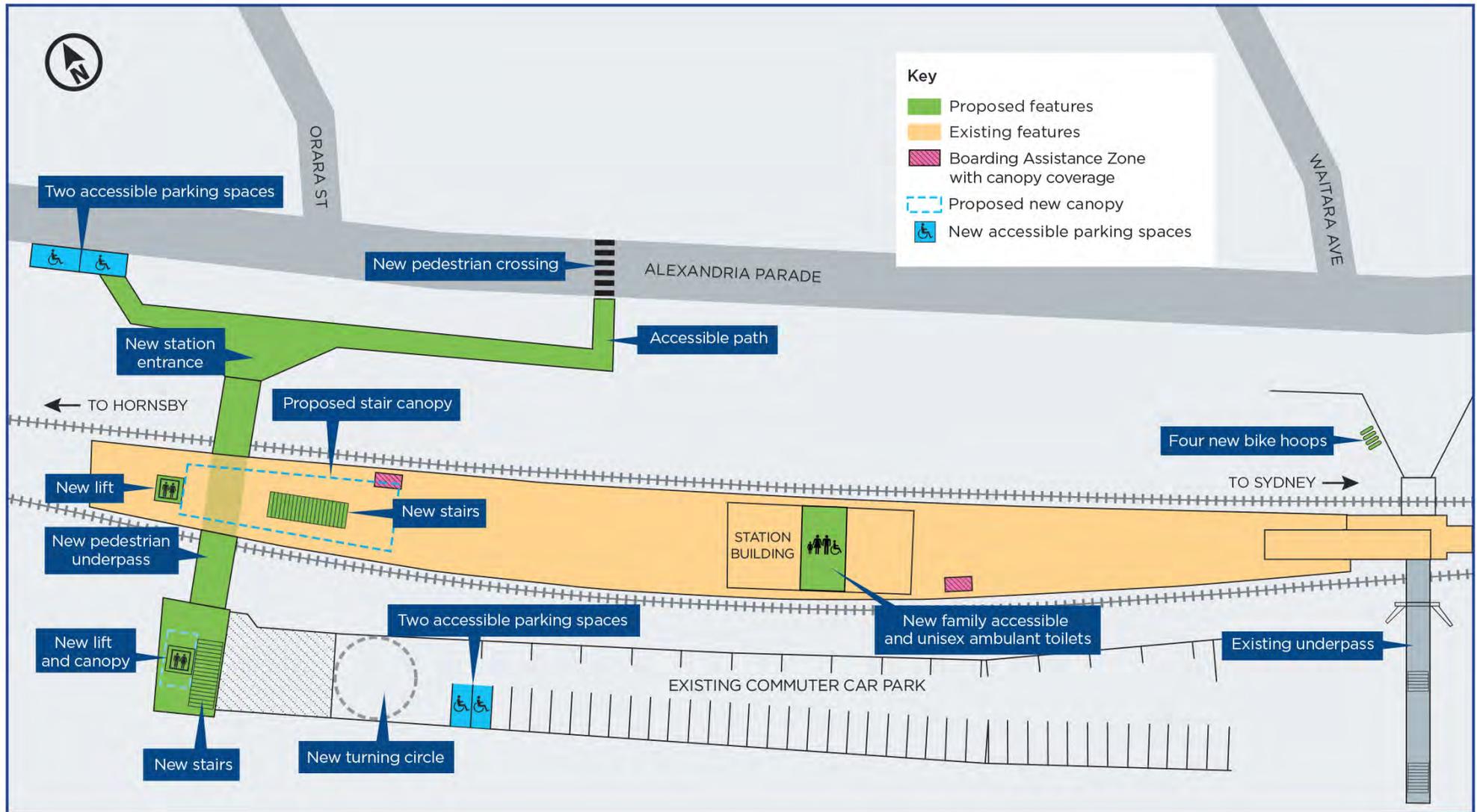
- construction of a new pedestrian underpass at the northern end of the platform to provide a new accessible station entrance
- installation of two new lifts at the new northern station entrance including a lift from the commuter car park to the underpass and a lift from the underpass to the platform, including associated landings, canopies and support structures

- construction of a new northern station entrance including a lift entrance and entrance stairs from the commuter car park off Waitara Avenue, and an eastern entrance from Alexandria Parade
- construction of new platform stairs and associated canopy to provide access from the new pedestrian underpass to the station platform
- construction of an accessible pedestrian footpath on Alexandria Parade connecting to a new pedestrian crossing on Alexandria Parade
- provision of seating and wheelchair spaces at the two boarding assistance zones (BAZ) and installation of one canopy on the station platform
- modifications to the station building to provide additional Station Services Equipment (SSE)
- reconfiguration of the existing toilet facilities in the station building to provide a new family accessible toilet and new unisex ambulant toilet
- modifications to the commuter car park including relocation of the turning circle, relocation of two accessible parking spaces and provision of kiss and ride bays
- modifications to the parking on Alexandria Parade to provide a new station entrance including provision of two new accessible parking spaces adjacent to the new station entrance
- ancillary work including platform stabilisation and regrading, station power supply upgrade, protection and relocation of existing services and utilities, installation of new services and utilities, new or reinstatement of tactiles where required, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras) and wayfinding signage.

A schematic outlining the key features of the Proposed Activity assessed in the REF is provided in Figure 1-2. Work areas and compound locations required for the Proposed Activity assessed in the REF are shown in Figure 1-3.

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

Construction is expected to commence in mid 2022 and take around 18 months to complete.



**Figure 1-2 Key features of the Proposed Activity as displayed in the REF, with a minor change to the location of the boarding assistance zones (indicative only, subject to detailed design)**



**Figure 1-3 Work areas and compound locations required for the Proposed Activity as displayed in the REF (indicative only, subject to detailed design)**

## 2. Consultation and assessment of submissions

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### 2.1. REF public display

The Waitara Station Upgrade REF was on public display from Monday 28 March 2022 to Monday 11 April 2022 on the [Transport for NSW corporate website](https://www.transport.nsw.gov.au/projects/current-projects/waitara-station-upgrade)<sup>1</sup> and Transport for NSW [Have Your Say website](https://yoursay.transport.nsw.gov.au/)<sup>2</sup>.

Community and stakeholder consultation activities carried out for the public display included:

- a community information session at Waitara Station on Wednesday 30 March 2022 from 4pm to 6pm
- distribution of 4,785 community notifications via letterbox drop within the suburb of Waitara took place on Monday 28 March 2022
- installation of two A1 posters and two 1800mm x 900mm project signs at Waitara Station
- an advertisement in the North Shore Times newspaper published on Friday 1 April 2022 outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the Transport for NSW website, along with details on how to make a submission
- social media post published on Friday 8 April 2022 inviting the community to have their say on the REF
- a dedicated project webpage on the Transport for NSW corporate website, including key benefits, map of the proposed concept design, previous community consultation, project history and design considerations
- Hornsby Shire Council briefed on the REF at a meeting held on Monday 4 April 2022
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the Transport for NSW website, along with details on how to make a submission was sent to Hornsby Shire Council as per the consultation requirements under clause 13 of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP).

*State Environmental Planning Policy (Infrastructure) 2007* was consolidated into *State Environmental Planning Policy (Transport and Infrastructure) 2021*, which commenced on 1 March 2022. As the REF was prepared during this transition period, consultation with Hornsby Shire Council was undertaken having regard for the provisions of clause 13 of the *State Environmental Planning Policy (Infrastructure) 2007* and the equivalent provisions of Chapter 2 (Infrastructure) of the *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

### 2.2. REF submissions

A total of 16 submissions were received either by letter, email, telephone, and/or via the feedback form available on the project website. Community submissions are addressed in Table 2-1, while the submission received from Hornsby Shire Council is addressed in Table 2-2.

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

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

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

- support for improving accessibility at Waitara Station
- requests to reconsider the location of the pedestrian crossing on Alexandria Parade
- requests to provide a lift and improve accessibility in the existing underpass (southern end of the station)
- requests for additional landscaping to be provided around Waitara Station.

## 2.3. Consideration and response to submissions

### Community submissions

Issues raised in community submissions and responses are summarised in Table 2-1.

**Table 2-1 Response to community submissions received**

No.	Submission no.	Issue/s raised	Transport for NSW response
<b>1</b>	<b>General</b>		
1.1	Wai006, Wai007, Wai008	Support for the Proposed Activity	Support for the Proposed Activity is noted. Subject to approval, construction is due to commence in mid 2022.
1.2	Wai007	Objection to the Proposed Activity	The submission is noted. The Proposed Activity would be further refined during the detailed design phase.
<b>2</b>	<b>Community consultation</b>		
2.1	Wai003	Concern that inadequate notice was provided for the community information session and timing of the session was inconvenient.	Transport for NSW distributed community brochures advertising the community information session scheduled for 30 March 2022 two days prior during the early morning of 28 March 2022. The information session was also promoted on Transport's Corporate website, via email to key stakeholders, including a targeted email to the residents of the Grange Village, and those who asked to be added to the distribution list. We acknowledge the community concern regarding sufficient notice, and will consider this feedback for future community information sessions. The information session was held at Waitara Station between 4pm and 6pm, which Transport for NSW has found to be the most convenient time for a wide range of community members to have their say. Several other methods of communication were used to provide updates to the community regarding the Proposed Activity including a dedicated project website and phone and email communication lines. The community were encouraged to contact Transport for NSW via these channels throughout the public display for accurate and prompt project information.

No.	Submission no.	Issue/s raised	Transport for NSW response
<b>3</b>	<b>Design</b>		
3.1	Wai002, Wai005, Wai011, Wai014, Wai015	Request to provide a lift at the southern end of the station.	<p>Transport for NSW acknowledges current users of the southern station entrance would need to walk an approximate additional 150 metres to access the lift at the proposed northern station entrance. Existing access at the southern entrance would remain.</p> <p>Design of the Proposed Activity considered providing new lifts at the southern station entrance, however this option would have involved major constructability issues including impacts to the signalling components and heritage-significant brickwork at Waitara Station, and issues constructing a lift outside the platform. Community feedback received on this early option identified support for a new station entrance, separate to the existing station entrance. In consideration of this feedback and other factors including accessibility, facility operations, customer experience, transport integration, urban design and heritage, an option was developed which proposed a new accessible station entrance and two new lifts at the northern end of the station, in addition to retaining the existing southern entrance.</p> <p>The options assessment is detailed in Section 2.5 and 2.6 of the Waitara Station Upgrade REF.</p>
3.2	Wai003	Concern there is no accessible path of travel from the Pacific Highway to Waitara Station and customers would need to traverse the commuter car park.	<p>Pedestrian access to Waitara Station is available via an existing pedestrian path to the western side of the commuter car park from Waitara Avenue and a pedestrian path from Romsey Street, however Transport for NSW acknowledges these paths are not DDA and DSAPT compliant. Ongoing investigations are being carried out as part of Transport for NSW's continued commitment to identify opportunities for accessibility improvements on the western side of the station. Transport for NSW will investigate various options during detailed design and will keep the community informed as the design progresses.</p> <p>The Proposed Activity would provide an accessible path of travel for customers using the accessible parking spaces in the commuter car park to the station platform.</p>
3.3	Wai009	Request to provide weather protection canopies that span the length of the station platform.	<p>The Proposed Activity would provide new canopies above the proposed lift landings, stairs and boarding assistance zones at the northern end of the station, which would provide weather protection for part of the platform's waiting area. The canopies have been located away from heritage structures to minimise impacts to the heritage fabric. The</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
			<p>provision of canopies that span the length of the station would likely result in adverse impacts to the heritage fabric of the station.</p> <p>The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT.</p>
3.4	Wai013	<p>Request to relocate the new station entrance closer to the existing station entrance and upgrade the existing stair entry to the station from the Pacific Highway side.</p>	<p>The southern station entrance is spatially constrained and the brickwork associated with the subway wall and existing retaining wall is heritage significant. These were key factors considered in developing options for the Proposed Activity. The chosen option scores the highest in deliverability, customer experience, transport integration and urban design and precinct planning categories. This option would also avoid the requirement to modify the southern entrance brickwork, therefore reducing potential impacts to the heritage significance of Waitara Station.</p> <p>The addition of the proposed northern station entrance would provide multiple access options for station customers and cater to those customers with mobility constraints by providing an accessible station entrance, which is accessible from the commuter car park.</p> <p>Furthermore, the proposed northern station entrance would improve access to the station for customers arriving from the north, increase permeability across the rail corridor and relieve congestion at the existing entrance.</p> <p>Access to the existing southern station entrance would remain unchanged.</p>
<b>4</b>	<b>Traffic, transport and access</b>		
4.1	Wai001, Wai004	<p>Request to reconsider the location of the pedestrian crossing on Alexandria Parade.</p>	<p>The location of the proposed pedestrian crossing on Alexandria Parade has considered safety and road design requirements, to be located at a safe distance from the intersection of Orara Street and Alexandria Parade and as close to the northern station entrance as possible.</p> <p>The final location of the pedestrian crossing would be determined during detailed design and is subject to the outcomes of a road safety audit. Findings of the road safety audit would be provided to Hornsby Shire Council for information.</p>
4.2	Wai003	<p>Concern regarding the lack of consideration of the volume of school children moving through the station.</p>	<p>While easing congestion of pedestrian movement through the station was not a key focus of the accessibility upgrade, provision of a new northern station entrance in addition to the existing southern station entrance is anticipated to reduce congestion for all station users, as all customers can choose between two locations to access and exit the station.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
4.3	Wai003	Request to consider provision of a multi-story car park.	<p>The Proposed Activity is focused on providing accessibility upgrades at Waitara Station in accordance with key requirements of the DDA and DSAPT.</p> <p>Although this is not able to be achieved within the scope of the Proposed Activity, Transport for NSW is committed to delivering better transport for the future of NSW and is investigating opportunities for improved parking arrangements in the vicinity of the station and nearby stations.</p>
4.4.	Wai004	Request to consider using the existing stairs in addition to the new stairs to manage congestion during peak travel periods.	<p>The Proposed Activity would provide new stairs at the northern station entrance in addition to the existing stairs at the southern station entrance, which would remain unchanged. It is anticipated congestion at the station would be reduced for all station users as customers can choose between two locations to access and exit the station.</p>
4.5	Wai012	Request to provide a pedestrian crossing at the intersection of Romsey Street and Pattison Avenue to facilitate safe access for students from Barker College to the station.	<p>The Proposed Activity is focused on providing accessibility upgrades at Waitara Station in accordance with key requirements of the DDA and DSAPT and provision of a pedestrian crossing at the intersection of Romsey Street and Pattison Avenue is outside the scope of the accessibility upgrade. Romsey Street and Pattison Avenue are both local roads, under the jurisdiction of Hornsby Shire Council. This request will be forwarded to Hornsby Shire Council for consideration.</p> <p>Students approaching the station from Barker College in the west can access the station safely via signalled crossings at the Pacific Highway and Romsey Street intersection.</p>
<b>5</b>	<b>Landscape and visual amenity</b>		
5.1	Wai004 Wai008	Request to design the retaining walls to be sympathetic to the aesthetic of the surrounding area, including additional plants and landscaping around Waitara Station.	<p>The artist's impressions presented in the Waitara Station Upgrade REF are indicative only to represent the scale of the Proposed Activity and are subject to detailed design.</p> <p>As part of the detailed design process an Urban Design Plan and Landscaping Plan, and Public Domain Plan would be prepared. These plans would include, landscaping treatment design, street tree planting, materials, finishes, colour schemes and maintenance procedures of the wall including graffiti control. The Proposed Activity would also include replacement tree planting. Opportunities to visually screen the Proposed Activity with these replacement trees would also be considered (refer to CoA 44).</p> <p>Opportunities for heritage interpretation, Aboriginal artwork or public artwork would also be considered for the proposed pedestrian underpass entrance on Alexandria</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
			Parade and retaining walls during the detailed design.
5.2	Wai009	Request to provide additional seating and landscaping around the station.	<p>The artist's impressions presented in the Waitara Station Upgrade REF are indicative only to represent the scale of the Proposed Activity and are subject to detailed design. As part of the detailed design process an Urban Design Plan and Landscaping Plan, and Public Domain Plan would be prepared. These plans would include landscaping treatment design, street tree planting, materials, finishes, colour schemes and maintenance procedures of the wall including graffiti control. The Proposed Activity would also include planting of replacement trees to offset tree removal and consider opportunities to visually screen the Proposed Activity with these replacement trees (refer to CoA 44).</p> <p>The Proposed Activity would provide seating and wheelchair spaces at the two boarding assistance zones on the station platform, and further opportunities for seating at the new entrance would be investigated during detailed design.</p>
<b>6.</b>	<b>Amenities, safety and security</b>		
6.1	Wai004	Concern regarding condition of existing light poles at the station.	<p>Transport for NSW acknowledge the condition of the existing light poles located at Waitara Station and this request has been forwarded to Sydney Trains for consideration.</p> <p>As part of improving sustainability at Waitara Station, the Proposed Activity would include upgrading some of the existing light poles with Light-Emitting Diode (LED) lighting.</p>
6.2	Wai010, Wai012,	Request to provide additional bike hoops or secure bike storage as part of the Proposed Activity.	<p>The Proposed Activity includes provision of four bike hoops at the southern station entrance which would provide storage opportunities for customers at the station. This location was selected based on its interconnectivity with existing bike paths and passive surveillance. Further opportunities to increase bike parking would be considered during detailed design.</p> <p>Transport for NSW is committed to delivering accessible public transport infrastructure and is investigating opportunities for further bicycle storage arrangements near the station. Additionally, it is anticipated bicycle facilities on the surrounding street network would be improved with the implementation of Hornsby Shire Council's Draft Walking and Cycling Strategy (2020) once finalised. This request has been forwarded to Hornsby Shire Council for consideration.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
6.3	Wai011	Concern regarding the safety of the pedestrian underpass at night.	<p>Safety, security and maintenance of the underpass and lifts would be considered as key design factors during detailed design, including the incorporation of Crime Prevention Through Environmental Design (CPTED) principles. CPTED is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management principles (refer to CoA 45).</p> <p>Each of the lifts would contain alarms and CCTV as well as coverage of the lift landings at platform level. Sydney Trains staff would also monitor lifts. In addition, in accordance with CoA 44, space activation works including landscaping, artwork and general improvements of the public domain around the lifts and underpass would be considered during the detailed design phase of the Proposed Activity to support safety outcomes.</p>

## Other stakeholder submissions

Issues raised by Hornsby Shire Council in their submission, along with Transport for NSW's response are summarised in Table 2-2.

**Table 2-2 Response to other stakeholder submissions received**

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
<b>1</b>	<b>General</b>		
1.1	Hornsby Shire Council	Recognition of the importance of the Proposed Activity.	Support for the Proposed Activity is noted.
1.2	Hornsby Shire Council	Concern the station will not have a clear street address for the north-west station entry off Pattison Avenue.	Opportunities to improve connectivity between the north west station entrance and the street would be explored during detailed design.
<b>2</b>	<b>Options and alternatives</b>		
2.1	Hornsby Shire Council	Request for further information on the multi-criteria analysis carried out to select the preferred option.	<p>The options considered for the Proposed Activity are outlined in Section 2.5 of the REF. This includes discussion on the different features of each option and why particular options were discounted.</p> <p>Council have been briefed on the Proposed Activity at various stages during the consideration of alternative options and design development. This consultation would remain ongoing throughout the detailed design phase of the Proposed Activity.</p>
2.2	Hornsby Shire Council	Request to consider alternative design options provided by Council.	<p>Transport for NSW acknowledges the option plans provided by Council. Similar options were considered as part of the multi-criteria analysis carried out for the Proposed Activity. Key considerations as to why a footbridge and ramp option weren't progressed included:</p> <ul style="list-style-type: none"> <li>the height difference between the Alexandria Parade footpath and the overhead station wiring would require a footbridge to be around 15 metre high which would require six flights of stairs with a minimum horizontal length of around 35 metres</li> <li>the height and scale of this footbridge would have a negative visual impact on the existing station composition, including the heritage setting</li> <li>the footing design for a footbridge would have major impacts to heritage, Alexandria Parade, commuter car park and existing southern underpass during both construction and operation</li> </ul>

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
			<ul style="list-style-type: none"> <li>the four metre height difference between the commuter car park level and existing underpass would require a minimum 70 metre long ramp, which would require a significant surface area within the commuter car park which may make access to the station difficult for some customers.</li> </ul> <p>Council have been briefed on the Proposed Activity at various stages throughout optioneering and design development. This consultation would remain ongoing throughout the detailed design of the Proposed Activity.</p>
<b>3</b>	<b>Design</b>		
3.1	Hornsby Shire Council	Concern the design does not consider the wider context of the station including the need for further urban connections for the northern station entry.	<p>The Proposed Activity is focused on providing accessibility upgrades at Waitara Station in accordance with key requirements of the DDA and DSAPT. Ongoing investigations are being carried out as part of Transport for NSW's continued commitment to identify opportunities for accessibility improvements across the NSW transport network, including on the western side of Waitara Station. Transport for NSW will investigate various options during detailed design.</p> <p>The Proposed Activity would be subject to detailed design, and consultation with Council would continue throughout this phase. The development of an Urban Design Plan and Landscaping Plan, and Public Domain Plan would also be carried out and provided to Council.</p>
<b>4</b>	<b>Traffic, transport and access</b>		
4.1	Hornsby Shire Council	Request for further details for signage and outcomes of public consultation.	<p>Consultation with Council would be ongoing during design development, including confirmation of specific design details for wayfinding and signage for the new station and interchange infrastructure.</p> <p>Issues raised in community submissions, along with Transport for NSW responses are summarised in Table 2-1.</p>

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
4.2	Hornsby Shire Council	Concern that pedestrians will have to travel a great distance to access the northern station entrance.	<p>Transport for NSW acknowledges that current users of the southern station entrance would need to walk an approximate additional 150 metres to access the lift at the proposed northern station entrance.</p> <p>The Proposed Activity would provide a secondary accessible path of travel on Alexandria Parade for customers using the proposed northern station entrance and the existing southern station entrance would remain unchanged and able to be used by customers.</p>
4.3	Hornsby Shire Council	Concern the location of the pedestrian crossing and footpath at Alexandria Parade is inadequate and will result in significant implications to traffic flow and parking in Alexandria Parade.	<p>The location of the proposed pedestrian crossing and footpaths on Alexandria Parade has been developed in consideration of safety and road design requirements, to be located at a safe distance from the intersection of Orara Street and Alexandria Parade and as close to the southern station entrance as possible.</p> <p>The final location of the pedestrian crossing would be determined during detailed design and is subject to the outcomes of a road safety audit..</p> <p>Findings of the road safety audit would be provided to Hornsby Shire Council for information.</p>
4.4	Hornsby Shire Council	Concern regarding the loss of parking from Alexandria Parade and request to consider provision of a multi-story car park.	<p>During construction Transport for NSW will undertake a parking survey report to determine the impact to parking as a result of the Proposed Activity.</p> <p>Transport for NSW is committed to delivering better transport for the future of NSW and is currently investigating opportunities to offset parking that will be permanently removed as a result of this Proposed Activity.</p> <p>Transport for NSW will investigate these options during detailed design and keep Hornsby Shire Council and the community informed as the design progresses.</p>
4.5	Hornsby Shire Council	Request the Proposed Activity provide opportunities for better integration between bus and rail transport modes to encourage the public transport use.	<p>While the key objective of the Proposed Activity is to provide accessibility upgrades at Waitara Station, as outlined in section 2.3 of the REF, other objectives include improving integration with the surrounding precinct and other modes of transport.</p>

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
			<p>The Proposed Activity includes provision of four bike hoops at the southern station entrance to support the travel interchange between bicycle and rail. Transport for NSW is committed to delivering accessible public transport infrastructure and are investigating opportunities for further bicycle storage arrangements in the vicinity of the station.</p> <p>Furthermore, existing bus stops are located within 60 metres of the southern entrance on Edgeworth David Avenue, and 500 metres of the northern entrance on Pacific Highway.</p>
4.6	Hornsby Shire Council	Concern there is no provision for designated areas for taxis or passenger set down and pick up zones.	<p>The Proposed Activity includes reconfiguration of the commuter car park to provide kiss and ride bays. No formal taxi zone has been proposed as part of the Proposed Activity, however ride share and point to point transport services (including taxis) would be able to use the kiss and ride bays to pick-up and drop-off passengers.</p>
<b>5</b>	<b>Heritage</b>		
5.1	Hornsby Shire Council	Request for the justification and replacement of any trees required to be removed from the Alexandria Parade road reserve.	<p>The Proposed Activity would require the removal of nine trees from within the rail corridor. Of these nine trees, five trees are weed species and exempt from protection by the <i>Hornsby Development Control Plan</i> (Hornsby Shire, 2013). All nine trees would be offset by plantings at the station precinct and in accordance with Transport's <i>Vegetation Offset Guide</i> 2019.</p> <p>The Proposed Activity would not impact on the heritage listed street trees (Item No.772), located in the Alexandria Parade road reserve.</p> <p>Additional approval would be required for the removal or trimming of trees not already identified in the EIA for the Project, as required by CoA 23.</p>
5.2	Hornsby Shire Council	Request for landscaping at the entrance to the underpass on Alexandria Parade and within the rail corridor to soften the landscaped setting of the heritage listed street trees.	<p>As part of the detailed design process an Urban Design Plan and Landscaping Plan, and Public Domain Plan would be prepared.</p> <p>These plans would include, landscaping treatment design, street tree planting, materials, finishes, colour schemes and maintenance procedures of the wall including graffiti control. The Proposed Activity would also include offset tree replacement</p>

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
			<p>and opportunities to visually screen the Proposed Activity with these replacement trees (refer to CoA 44). Opportunities for heritage interpretation, Aboriginal artwork or public artwork would also be considered for the proposed pedestrian underpass entrance on Alexandria Parade and retaining walls during the detailed design.</p>
5.3		<p>Support for the 11 recommendations from the Statement of Heritage Impact (AECOM, 2022) to be implemented for the Proposed Activity.</p>	<p>CoA 26 requires that design and construction of the Proposed Activity be carried out in accordance with the recommendations made in the Statement of Heritage Impact (AECOM, 2022).</p>

## 2.4. Future consultation

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

- local council and other stakeholders have an opportunity to provide feedback on the detailed design
- the community and stakeholders are notified in advance of any upcoming work, including changes to pedestrian or traffic access arrangements and out of hours construction activities
- accurate and accessible information is made available
- a timely response is given to issues and concerns raised by the community
- feedback from the community is encouraged.

The [Transport for NSW email address](#)<sup>3</sup>, Transport for NSW Infoline (1800 684 490), and 24-hour Construction Response Line (1800 775 465) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [Transport for NSW project website](#)<sup>4</sup> would also include updates on the progress of construction.

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

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

### 3. Changes to the Proposed Activity

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Further design development has resulted in changes to the design of the Proposed Activity since the Waitara Station Upgrade REF was prepared and placed on public display.

These changes include two additional areas within the rail corridor that are required for access and laydown areas during construction of the Proposed Activity. These laydown areas would be used one week prior to and up to two weeks following each of the six rail shutdowns required for the following activities:

- delivery, stockpile, test and removal of material
- delivery of pre-cast concrete units and other construction items
- plant storage in preparation for mobilisation or demobilisation
- site access via the rail corridor.

The two additional access and laydown areas are shown in Figure 3-1 and would be located:

- south of Waitara Station, accessed via an existing rail corridor entry gate at Alexandria Parade
- north of Waitara Station, accessed via an existing rail corridor entry gate at the intersection of Alexandria Parade and Romsey Street.

A further change includes a new location for the site office within an existing building nearby. The new location would be occupied as a site office for the duration of the construction period of the Proposed Activity, in conjunction with the rail infrastructure construction work. The area would be subject to a lease agreement and would not include any materials storage or construction vehicle parking.

The area that would be the subject of a lease for the site office is known as Ground Floor 2 Romsey Street, Waitara and is shown in Figure 3-1.

#### 3.1. Assessment of the change

Potential impacts associated with the two additional access and laydown areas would be temporary and for a short duration limited to around the six rail possessions required for the Proposed Activity. An assessment of the potential landscape and visual amenity impact as well as noise and vibration impact is provided below.

The potential impacts associated with the use of the nearby building in Romsey Street for a site office would be negligible as detailed below.

##### Landscape and visual amenity

The changes would not have a permanent impact on the landscape character surrounding Waitara Station and would be consistent with the landscape impact assessment outlined in the Waitara Station Upgrade REF.

There would be no overall change to the sensitivity of visual receptors, due to the temporary use of the additional laydown areas within the rail corridor and the access via existing entrance gates.

While construction activities (including trucks accessing these areas and the storage of materials and equipment) at both of these additional laydown areas would increase, the use of these areas is anticipated to be consistent with the current activities associated with storage and maintenance of the rail corridor. In addition, vegetation would not be removed from these areas and therefore no change in the existing visibility of the rail infrastructure from outside the rail corridor is anticipated.

In relation to the site office, the existing building is currently used as an office and ancillary space for vehicle servicing as part of the vehicle sales and hire premises onsite. The change of use into a site office that would support the construction of the Proposed Activity is

consistent with current activities onsite and would not result in any discernible change to landscape and visual amenity. The area would be subject to a lease agreement and would not include any materials storage or construction vehicle parking (refer to CoA 46).

Mitigation measures outlined in the Waitara Station Upgrade REF would remain appropriate in minimising potential impacts during the construction phase. No additional mitigation measures are required to manage this change.

### **Noise and vibration**

There would be no significant changes to the type of work or equipment required for construction of the Proposed Activity. Representative receiver numbers 2, 12 and 22 located at 11 Orara Street, Waitara, 67 Alexandria Parade, Waitara and 4 Myra Street, Wairoa respectively would be slightly more impacted than outlined in section 6.3 of the Waitara Station Upgrade REF. However, given the nature of these activities (i.e. not high-noise generating), these receivers are unlikely to be affected.

Given the work in these additional laydown areas are expected to be experienced for short, limited periods of time, mitigation measures outlined in section 6.3 of the Waitara Station Upgrade REF would sufficiently manage potential noise impacts associated with these additional laydown areas. No additional mitigation measures are required to manage this change.

The proposed changes to the site office to support the construction of the Proposed Activity would be consistent with current activities onsite. No discernible changes in noise or vibration impacts would occur in the surrounding area, which is predominantly occupied by businesses within the B6 Enterprise Corridor zone. No additional mitigation measures are required to manage this change.

### **Car parking and traffic**

The proposed site office would not result in any significant changes to current construction parking or traffic management arrangements and would be consistent with the assessments outlined in the Waitara Station Upgrade REF. No additional mitigation measures are required to manage this change.

### **Summary**

It is considered that impacts related to other aspects are considered to be consistent with the findings of the REF including with respect to section 171 of the EP&A Regulation and impacts to matters of national environmental significance (NES).



Figure 3-1 Revised work areas and compound locations of the Proposed Activity (indicative only, subject to detailed design)

## **4. Consideration of the environmental impacts**

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### **4.1. NSW Environmental Planning and Assessment Act 1979**

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

In accordance with the checklist of matters pursuant to section 171 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?\*](#)<sup>5</sup>. It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement (EIS) under Division 5.2 of the EP&A Act is not required.

### **4.2. NSW Heritage Act 1977**

The Proposed Activity would be carried out within the curtilage of the Waitara Railway Station Group, which is listed on the NSW TAHE Section 170 Heritage and Conservation Register.

The potential heritage impacts of the Proposed Activity have been assessed in Section 6.5 of the REF and Statement of Heritage Impact (AECOM, 2022).

### **4.3. Commonwealth Environment Protection and Biodiversity Conservation Act 1999**

As part of the consideration of the Proposed Activity, all matters of 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 carried out 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.

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

## **5. Conditions of Approval**

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

## 6. Conclusion

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

Consequently, an 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 CoAs (refer to Appendix B).

# Determination

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## Waitara Station Upgrade

### APPROVAL

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

1. Have examined and considered the Proposed Activity in the *Waitara Station Upgrade Review of Environmental Factors* (March 2022) and the *Waitara Station Upgrade Determination Report* (May 2022) 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 (May 2022), consistent with the Proposed Activity described in the *Waitara Station Upgrade Review of Environmental Factors* (March 2022).



Justin Perrott

Director Environment and Sustainability (Rail Development and Delivery)  
Safety Environment and Regulation

**Transport for NSW**

Date: 13 May 2022

## References

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AECOM, 2022, *Statement of Heritage Impact – Waitara Station Upgrade*

Hornsby Shire. 2013. *Hornsby Development Control Plan*. Sydney. Hornsby Shire. (2013). *Hornsby Development Control Plan*. Sydney.

Hornsby Shire, 2020, *Hornsby Shire Council's Draft Walking and Cycling Strategy*

Urban Tree Management, 2022, *Arborist Report – Waitara Station Upgrade*

Transport for NSW, 2019, *Vegetation Offset Guide Version 2.1*, Sydney

# Appendix A      **Review of Environmental Factors**

Please refer to the Transport for NSW website to access the Waitara Station Upgrade REF (Ref – 6662376):

<http://www.transport.nsw.gov.au/waitara>

# Appendix B      Conditions of Approval

## CONDITIONS OF APPROVAL

### Waitara Station Upgrade

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the Waitara 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
CLMP	Community Liaison Management Plan
CoA	Condition of Approval
DES	Director Environment and Sustainability
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
ISC	Infrastructure Sustainability Council
OOHWP	Out of Hours Work Protocol
RBL	Rating Background Level
REF	Review of Environmental Factors
SoHI	Statement of Heritage Impact Assessment
TAHE	Transport Asset Holding Entity
TMP	Traffic Management Plan
UDLP	Urban Design and Landscaping Plan

<b>Term</b>	<b>Definition</b>
<b>Construction</b>	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the Transport for NSW 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).
<b>Contamination</b>	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
<b>Emergency Work</b>	Includes work to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (Aboriginal or non-Aboriginal) item.
<b>Environmental Impact Assessment (EIA)</b>	The documents listed in Condition 1 of this approval.
<b>Environmental Management Representative (EMR)</b>	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
<b>Feasible</b>	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
<b>Noise Sensitive Receiver</b>	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the Environmental Impact Assessment.
<b>Project</b>	The construction and operation of the Waitara Station Upgrade as described in the Environmental Impact Assessment.
<b>Proponent</b>	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.
<b>Reasonable</b>	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

CoA	Condition
	<b>General</b>
1.	<p><b>Terms of Approval</b></p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <ol style="list-style-type: none"> <li>a) <i>Waitara Station Upgrade – Review of Environmental Factors</i> (Transport for NSW, March 2022)</li> <li>b) <i>Waitara Station Upgrade – Determination Report</i> (Transport for NSW, May 2022).</li> </ol> <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
2.	<p><b>Project Modifications</b></p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by Transport for NSW, and any additional requirements from the assessment of the Project modification must be complied with.</p>
3.	<p><b>Statutory Requirements</b></p> <p>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.</p>
4.	<p><b>Construction Environmental Compliance Report</b></p> <p>A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:</p> <ol style="list-style-type: none"> <li>a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions</li> <li>b) compliance with any approvals or licences issued by relevant authorities for the construction of the Project</li> <li>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)</li> <li>d) environmental monitoring results, presented as a results summary and analysis</li> <li>e) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused</li> <li>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)</li> <li>g) details of any review and amendments to the CEMP resulting from construction during the reporting period</li> <li>h) any other matter as requested by the DES.</li> </ol> <p>The CECR shall:</p> <ol style="list-style-type: none"> <li>(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 Transport for NSW in relation to the CECR</li> <li>(ii) be submitted to the DES for approval upon completion of the EMR review period.</li> </ol> <p>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.</p> <p>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.</p>

CoA	Condition
5.	<p><b>Graffiti and Advertising</b></p> <p>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 Transport for NSW during the construction period. Graffiti and unauthorised advertising shall be removed or covered within the following timeframes:</p> <ul style="list-style-type: none"> <li>i) offensive graffiti will be removed or concealed within 24 hours</li> <li>j) highly visible (yet inoffensive) graffiti will be removed or concealed within a week</li> <li>k) graffiti that is neither offensive or highly visible will be removed or concealed within a month</li> <li>l) any unauthorised advertising material will be removed or concealed within 24 hours.</li> </ul>
<b>Communications</b>	
6.	<p><b>Community Liaison Management Plan</b></p> <p>A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>a) a comprehensive, project-specific analysis of issues and proposed strategies to manage issues through the duration of the Project</li> <li>b) details of the communication tools (traditional and digital) and activities that will be used to inform and engage the community and stakeholders</li> <li>c) a program for the implementation of community liaison activities relating to key construction tasks with strategies for minimising impacts and informing the community</li> <li>d) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiries</li> <li>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.</li> </ul> <p>The CLMP shall be prepared to the satisfaction of the Director Place – North, Greater Sydney prior to the commencement of construction and implemented, reviewed and revised as appropriate during the construction of the Project.</p>
7.	<p><b>Community Notification and Liaison</b></p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>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.</p> <p>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 Place – North, Greater Sydney or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>
8.	<p><b>Website</b></p> <p>Project information shall be made available to members of the public, either on dedicated pages on the Transport/Project website or details provided as to where hard copies of this information may be accessed. Project information to be provided includes:</p> <ul style="list-style-type: none"> <li>a) a copy of the documents referred to under Condition 1 of this approval</li> <li>b) a list of environmental management reports that are publicly available</li> <li>c) 24 hour contact telephone number for information and complaints.</li> </ul>

CoA	Condition
	All documents uploaded to the website must be compliant with the <i>Web Content Accessibility Guidelines Version 2.0</i> .
9.	<p><b>Complaints Management</b></p> <p>A 24-hour Construction Response Line number shall be established and maintained for the duration of construction.</p> <p>Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be carried out 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.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the Environmental Management Representative (EMR) each working day.</p>
	<b>Environmental Management</b>
10.	<p><b>Construction Environmental Management Plan</b></p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared prior to the commencement of construction which addresses the following matters, as a minimum:</p> <ol style="list-style-type: none"> <li>a) traffic and pedestrian management (in consultation with the relevant roads authority)</li> <li>b) noise and vibration management</li> <li>c) water and soil management</li> <li>d) air quality management (including dust suppression)</li> <li>e) Aboriginal and non-Aboriginal heritage management</li> <li>f) biodiversity management</li> <li>g) storage and use of hazardous materials</li> <li>h) contaminated land management (including acid sulphate soils)</li> <li>i) weed management</li> <li>j) waste management</li> <li>k) bushfire risk</li> <li>l) environmental incident reporting and management procedures</li> <li>m) non-compliance and corrective/preventative action procedures</li> <li>n) details of approvals, licences and permits required to be obtained under any other legislation for the Project.</li> </ol> <p>The CEMP shall:</p> <ol style="list-style-type: none"> <li>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</li> <li>ii. comply with the relevant requirements of <i>Environmental Management Plan Guideline – Guideline for Infrastructure Projects</i> (NSW Department of Planning Industry and Environment, 2020)</li> <li>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</li> <li>iv. include an Environmental Policy.</li> </ol> <p>In preparing the CEMP the following shall be undertaken:</p> <ol style="list-style-type: none"> <li>1. consultation with government agencies and relevant service/utility providers (as required)</li> <li>2. a copy of the CEMP submitted to the EMR for review</li> <li>3. a copy of the CEMP submitted to the DES for approval upon completion of the EMR review period</li> </ol>

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	<p>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</p> <p>5. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval.</p> <p>The CEMP must be approved by the DES prior to the commencement of construction work associated with the Project.</p>
11.	<p><b>Environment Personnel</b></p> <p>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).</p> <p>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).</p> <p>Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the DES.</p>
12.	<p><b>Environmental Management Representative</b></p> <p>Prior to the commencement of construction, the DES shall appoint an EMR for the duration of the construction period for the Project.</p> <p>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:</p> <ol style="list-style-type: none"> <li>a) considering and advising Transport for NSW on matters specified in these conditions and compliance with such</li> <li>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</li> <li>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</li> <li>d) reporting weekly to Transport for NSW, or as required by the DES</li> <li>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</li> <li>f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts</li> <li>g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections</li> <li>h) providing reports to Transport for NSW on matters relevant to the carrying out of the EMR role as necessary</li> <li>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</li> <li>j) reviewing and approving updates to the CEMP.</li> </ol> <p>The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.</p>
13.	<p><b>Environmental Controls Map</b></p> <p>An Environmental Controls Map (ECM) shall be prepared and implemented in accordance with Transport for NSW's <i>Guide to Environmental Controls Map (SD-015)</i> prior to the</p>

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	<p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p>
	<p><b>Hours of Work</b></p>
<p><b>14.</b></p>	<p><b>Standard Construction Hours</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)</li> <li>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</li> <li>d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm</li> <li>e) 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).</li> </ul>
<p><b>15.</b></p>	<p><b>High Noise Generating Activities</b></p> <p>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).</p>
	<p><b>Noise and Vibration</b></p>
<p><b>16.</b></p>	<p><b>Construction Noise and Vibration</b></p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with Transport for NSW's <i>Construction Noise and Vibration Strategy</i> (ST-157) and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not limited to:</p> <ul style="list-style-type: none"> <li>a) details of construction activities and an indicative schedule for construction works</li> <li>b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers</li> <li>c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)</li> <li>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</li> <li>e) an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 14 of this approval, including a risk assessment process which deems the out of hours</li> </ul>

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	<p>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 Transport for NSW <i>Construction Noise and Vibration Strategy</i> (ST-157)</p> <p>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.</p>
17.	<p><b>Vibration Criteria</b></p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <p>a. a) —for structural damage vibration –British Standard BS 7385-2:1993 <i>Evaluation and measurement for vibration in buildings Part 2</i> and German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i></p> <p>b. b) —for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) which includes British Standard BS 6472-2:1992 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>.</p> <p>These limits apply unless otherwise approved by the DES through the CEMP.</p>
18.	<p><b>Non-Tonal Reversing BEEPERS</b></p> <p>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.</p>
19.	<p><b>Piling</b></p> <p>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.</p>
<b>Contamination and Hazardous Materials</b>	
20.	<p><b>Unidentified Contamination (Other Than Asbestos)</b></p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be carried out 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 <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011).</p> <p>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.</p> <p>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.</p> <p><b>Note:</b> <i>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 20 and Condition 21.</i></p>
21.	<p><b>Asbestos Management</b></p> <p>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</p>

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	<p>the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</p> <p>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.</p> <p><b>Note:</b> <i>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 20 and Condition 21.</i></p>
22.	<p><b>Storage and Use of Hazardous Materials</b></p> <p>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, Transport for NSW's <i>Chemical Storage and Spill Response Guidelines</i> (SD-066) and Australian and ISO standards. These measures shall include:</p> <ul style="list-style-type: none"> <li>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</li> <li>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</li> <li>c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks</li> <li>d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.</li> </ul>
<b>Flora and Fauna</b>	
23.	<p><b>Removal of Trees or Vegetation</b></p> <p>Separate approval, in accordance with Transport for NSW's <i>Removal or Trimming of Vegetation Application</i> (FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
24.	<p><b>Replanting Program</b></p> <p>All cleared vegetation shall be offset in accordance with Transport for NSW's <i>Vegetation Offset Guide</i> (ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the DES, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>
<b>Heritage Management</b>	
25.	<p><b>Aboriginal and Non-Aboriginal Heritage</b></p> <p>If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction works, the procedures contained in the Transport for NSW <i>Unexpected Heritage Finds Guideline</i> (SD-115) shall be followed and all works in the vicinity of the find shall cease. The EMR shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW, and/or the Environment and Heritage Group of the Department of Planning and Environment, as applicable). Works in the vicinity of the find shall not re-commence until clearance has been received from Transport for NSW and/or the Heritage Advisor.</p>
26.	<p><b>Protection of heritage items listed on the TAHE Section 170 Conservation Register</b></p>

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	Design and construction of the Project within the curtilage of the Section 170 listed Waitara Railway Station Group must be undertaken in accordance with the recommendations made in the Statement of Heritage Impact (AECOM, 2022).
27.	<p><b>Heritage Advisor</b></p> <p>A suitably qualified and experience Heritage Advisor who is independent of the design and construction team’s personnel shall be engaged to the satisfaction of the DES. The Heritage Advisor 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.</p> <p>The Heritage Advisor involvement and reporting shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• attendance at design meetings and/or heritage meetings to provide iterative heritage advice to actively inform design development</li> <li>• targeted historical research to inform the iterative advice as required (to be documented as part of the below summary)</li> <li>• summary of the iterative heritage advice provided which should capture (as a minimum): <ul style="list-style-type: none"> <li>○ the optioneering process undertaken as part of the design development, including heritage pros &amp; cons</li> <li>○ discussion on why particular heritage sensitive solutions might be discounted</li> <li>○ discussion of the relevant detailed design stage</li> <li>○ recommendations for next steps to further mitigate heritage impacts</li> </ul> </li> </ul> <p>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 Transport for NSW no later than one week after final submission. The summary report is to also include:</p> <ol style="list-style-type: none"> <li>a) confirmation of the extent of involvement of the Heritage Advisor in the detailed design process at the completion of Approved for Construction (AFC) design stage</li> <li>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</li> <li>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</li> <li>d) confirmation that the detailed design is compliant with the requirements of the EIA.</li> </ol>
28.	<p><b>Heritage Interpretation Plan</b></p> <p>If required by the recommendations of the SoHI (AECOM, 2022) 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 <i>Sydney Trains Heritage Interpretation Guidelines</i>. 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.</p> <p>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).</p>
29.	The contractor in collaboration with the Heritage Advisor 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 Transport for NSW Heritage Specialist prior to the commencement of permanent works
<b>Lighting</b>	
30.	<p>A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with <i>AS 1158 Lighting for Roads and Public Spaces</i> and <i>AS 4282 Control of the Obtrusive Effects of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <ol style="list-style-type: none"> <li>a. consideration of lighting demands of different areas</li> </ol>

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	<ul style="list-style-type: none"> <li>b. strategic placement of lighting fixtures to maximise ground coverage</li> <li>c. use of LED lighting</li> <li>d. minimising light spill by directing lighting into the station, car park and onto the pathways</li> <li>e. control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving</li> <li>f. motion sensors to control low traffic areas</li> <li>g. allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and</li> <li>h. ensuring security and warning lighting is not directed at neighbouring properties.</li> </ul>
	<b>Property</b>
31.	<p><b>Property Condition Surveys</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works</li> <li>b) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works.</li> </ul> <p>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.</p> <p>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.</p> <p>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.</p> <p>A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.</p> <p>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).</p>
	<b>Erosion and Sediment Control</b>
32.	<p><b>Erosion and Sediment Control</b></p> <p>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 <i>Managing Urban Stormwater: Soils and Construction Volume 1 4<sup>th</sup> Edition</i> (Landcom, 2004).</p>
	<b>Flora and Fauna</b>
33.	<p><b>Removal of Trees or Vegetation</b></p> <p>Separate approval, in accordance with Transport for NSW's <i>Removal or Trimming of Vegetation Application</i> (FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be carried out in accordance with the conditions of that approval.</p>
34.	<p><b>Replanting Program</b></p> <p>All cleared vegetation shall be offset in accordance with Transport for NSW's <i>Vegetation Offset Guide</i> (ST-149). All vegetation planted on-site is to consist of locally endemic native species,</p>

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	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.
	<b>Sustainability</b>
35.	<p><b>Sustainability Officer</b></p> <p>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.</p> <p>Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Director Sustainability prior to the preparation of the Sustainability Management Plan.</p>
36.	<p><b>Infrastructure Sustainability Council of Australia (ISCA) Ratings</b></p> <p>The Project shall be registered with the Infrastructure Sustainability Council of Australia (ISC), and shall aim to achieve a minimum 'Infrastructure Sustainability Rating Tool' v1.2 (2017) 'Excellent' rating with an overall score of 65 or for the 'Design', 'As-Built' and 'Operating' components of the Project.</p>
37.	<p><b>Sustainability Management Plan</b></p> <p>The Construction Contractor shall prepare and implement a Sustainability Management Plan (SMP) which details the approach to managing sustainability requirements and opportunities during design and construction. The SMP shall include the following as a minimum:</p> <ul style="list-style-type: none"> <li>a. the Infrastructure Sustainability Council of Australia (ISCA) scorecard demonstrating credits targeted to meet an Infrastructure Sustainability Rating Scheme (v1.2/2.0) of 'Excellent'</li> <li>a. a statement outlining the Construction Contactor's own corporate or project specific sustainability commitments, obligations, goals and targets</li> <li>b. a description of the processes for identifying innovative sustainability outcomes on the Project, the areas targeted for innovative sustainable solutions, and copy of the project's opportunities register to be assessed and implemented on the Project</li> <li>c. summary of strategies and initiatives to reduce carbon emissions, energy use, water use and embodied lifecycle impacts of the Project. A description of the initiatives to meet the energy and carbon management objectives and targets for the Project.</li> <li>d. summary of sustainable procurement processes and alignment to the principles of practices of sustainable procurement in the selection of all materials, products and services (eg ISO 20400 or UN SDG 12)</li> <li>e. summary of processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events.</li> </ul> <p>A copy of the SMP shall be submitted to the Senior Manager Sustainability (SMS) 30 days prior to the commencement of main works construction for approval by the SMS (or such time as otherwise agreed by the SMS).</p>
	<b>Traffic, Transport and Access</b>
38.	<p><b>Traffic Management Plan</b></p> <p>A construction Traffic Management Plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following matters:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) maximising safety and accessibility for pedestrians and cyclists</li> <li>c) ensuring adequate sight lines to allow for safe entry and exit from the site</li> </ul>

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	<ul style="list-style-type: none"> <li>d) ensuring access to the railway station, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)</li> <li>e) managing impacts and changes to on and off street parking and requirements for any temporary replacement provision</li> <li>f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance</li> <li>g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses</li> <li>h) details for relocating kiss-and-ride bays 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</li> <li>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.</li> </ul> <p>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.</p>
39.	<p><b>Road Condition Reports</b></p> <p>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.</p>
40.	<p><b>Road Safety Audit</b></p> <p>A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include but not be limited to detailed assessment of sight distances for vehicles travelling from the intersection of Orara Street and Alexandria Parade towards the proposed pedestrian crossing, and mitigation measures proposed.</p> <p>The Road Safety Audit is to be submitted to and accepted by Transport for NSW. The findings of the Road Safety Audit shall be provided to Hornsby Shire Council for information.</p>
<b>Urban Design and Landscaping</b>	
41.	<p><b>Urban Design and Landscaping Plan</b></p> <p>An Urban Design and Landscaping Plan (UDLP) for the Project shall be prepared and submitted to Transport for NSW for endorsement by the Precincts and Urban Design Team. The UDLP is to address the fundamental design principles as outlined in <i>'Around the Tracks' – urban design for heavy and light rail</i> (Transport for NSW, Interim 2016). At a minimum, the UDLP shall:</p> <ul style="list-style-type: none"> <li>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</li> <li>a) identify opportunities and challenges</li> <li>b) establish site-specific principles to guide and test design options</li> <li>c) demonstrate how the preferred design option responds to the design principles established in <i>Around the Tracks</i>, including consideration of Crime Prevention through Environmental Design Principles.</li> </ul> <p>The UDLP is to include the Public Domain Plan for the chosen option and shall provide analysis of the:</p> <ul style="list-style-type: none"> <li>(i) landscape design approach including design of the pedestrian underpass, pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art</li> </ul>

CoA	Condition
	<p>(ii) materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping</p> <p>(iii) an Artist's Impression or Photomontage to communicate the proposed changes to the precinct.</p> <p>The following design guidelines are available to assist and inform the UDLP for the Project:</p> <ul style="list-style-type: none"> <li>• <i>TAP Urban Design Plan Guidelines</i> (Transport for NSW, Draft 2018)</li> <li>• <i>Commuter Car Parks Urban Design Guidelines</i> (Transport for NSW, Interim 2017)</li> <li>• <i>Managing Heritage Issues in Rail Projects Guidelines</i> (Transport for NSW, Interim 2016)</li> <li>• <i>Creativity Guidelines for Transport Systems</i> (Transport for NSW, Interim 2016)</li> <li>• <i>Water Sensitive Urban Design Guideline SD-106</i> (Transport for NSW, 2017).</li> </ul> <p>The UDLP shall be:</p> <ol style="list-style-type: none"> <li>1. prepared and provided to councils and relevant stakeholders</li> <li>2. prepared by a registered architect and/or landscape architect</li> <li>3. prepared to inform/support the concept design and submitted to Transport for NSW for review</li> </ol>
	<b>Site Specific Conditions</b>
42.	<p><b>Offset Commuter Car Parking</b></p> <p>Opportunities for offset parking arrangements shall be further investigated regarding the use of existing car parks in the vicinity of the station and nearby stations. Outcomes of these investigations and proposed offset arrangements shall be reported back to the Transport Senior Manager Environment and Sustainability. A memo from the Transport Senior Manager Environment and Sustainability to the Transport Project Manager and Construction Contractor endorsing the proposed arrangements must be provided prior to the occupation of existing car parking spaces.</p>
43.	<p><b>Bicycle Hoops</b></p> <p>To reduce impacts on cyclists, the construction work would be sequenced to prioritise early installation of bicycle hoops at the southern end of the station.</p>
44.	<p><b>Pedestrian Underpass Urban Design</b></p> <p>Detailed design would investigate opportunities for positive urban design outcomes at the proposed pedestrian underpass entrance on Alexandria Parade including consideration of Aboriginal artwork, public artwork, heritage interpretation and/or offset tree replacement planting as visual screening.</p>
45.	<p><b>Crime Prevention Through Environmental Design.</b></p> <p>Detailed design would comply with Crime Prevention Through Environmental Design principles and include lift alarms and CCTV as well as coverage of the lift landings at platform level to support safety outcomes for the pedestrian underpass.</p>
46.	<p><b>Construction Site Office</b></p> <p>The use of the ground floor at 2 Romsey Street as a site office, which is subject to a lease agreement, will not involve any materials storage or construction vehicle parking.</p>
47.	<p><b>Tree Protection</b></p> <p>Trees to be retained would be protected through temporary protection measures. These would include:</p> <ul style="list-style-type: none"> <li>• establishment of Tree Protection Zones as nominated by the Arborist Impact Assessment Report (Urban Tree Management, 2022)</li> <li>• non-destructive slit trenching along the edge of the footpath adjacent to the Broad-leaf privet (Tree 13) as supervised and monitored by an arborist in an effort to retain the tree.</li> </ul>