

# Transport Access Program **Hawkesbury River Station Upgrade**

## Determination Report



*Artist's impression of the proposed Hawkesbury River Station Upgrade, subject to change during detailed design.*

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# Glossary and abbreviations

| Term                           | Meaning  |
|--------------------------------|--|
| <b>CCTV</b>                    | Closed-circuit television  |
| <b>CEMP</b>                    | Construction Environmental Management Plan   |
| <b>CoA</b>                     | Condition of Approval  |
| <b>Concept design</b>          | The concept design is the preliminary design presented in the REF, which would be refined by the Construction Contractor (should the Proposed Activity proceed) to a design suitable for construction (subject to TfNSW acceptance)  |
| <b>Construction Contractor</b> | The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity   |
| <b>DDA</b>                     | <i>Disability Discrimination Act 1992</i> (Cwlth)  |
| <b>Detailed design</b>         | Detailed design broadly refers to the process that is undertaken (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction.  |
| <b>DSAPT</b>                   | <i>Disability Standards for Accessible Public Transport 2002</i> (Cwlth)   |
| <b>EP&amp;A Act</b>            | <i>Environmental Planning and Assessment Act 1979</i> (NSW)  |
| <b>EP&amp;A Regulation</b>     | <i>Environmental Planning and Assessment Regulation 2000</i> (NSW)   |
| <b>EPBC Act</b>                | <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwlth)   |
| <b>ISCA</b>                    | Infrastructure Sustainability Council of Australia   |
| <b>Kiss and ride space</b>     | A kiss and ride space allows for quick entry and exit which helps minimise congestion and risk when used properly. These types of spaces operate under the same conditions as no parking zones, which means a driver may stop to drop off or pick up others for a maximum of two minutes. The driver is required to remain in, or within three metres of their vehicles. |
| <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>OEH</b>                     | NSW Office of Environment and Heritage   |
| <b>PoEO Act</b>                | <i>Protection of the Environment Operations Act 1997</i> (NSW)   |
| <b>Proponent</b>               | A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW   |
| <b>Proposed Activity</b>       | The construction and operation of the Hawkesbury River Station upgrade   |

| Term                               | Meaning  |
|------------------------------------|--|
| <b>REF</b>                         | Review of Environmental Factors  |
| <b>(former) Roads and Maritime</b> | (former) Roads and Maritime Services (amalgamated into TfNSW from 1 July 2019) |
| <b>TfNSW</b>                       | Transport for NSW (the Proponent)  |



# Executive summary

## Overview of Proposed Activity

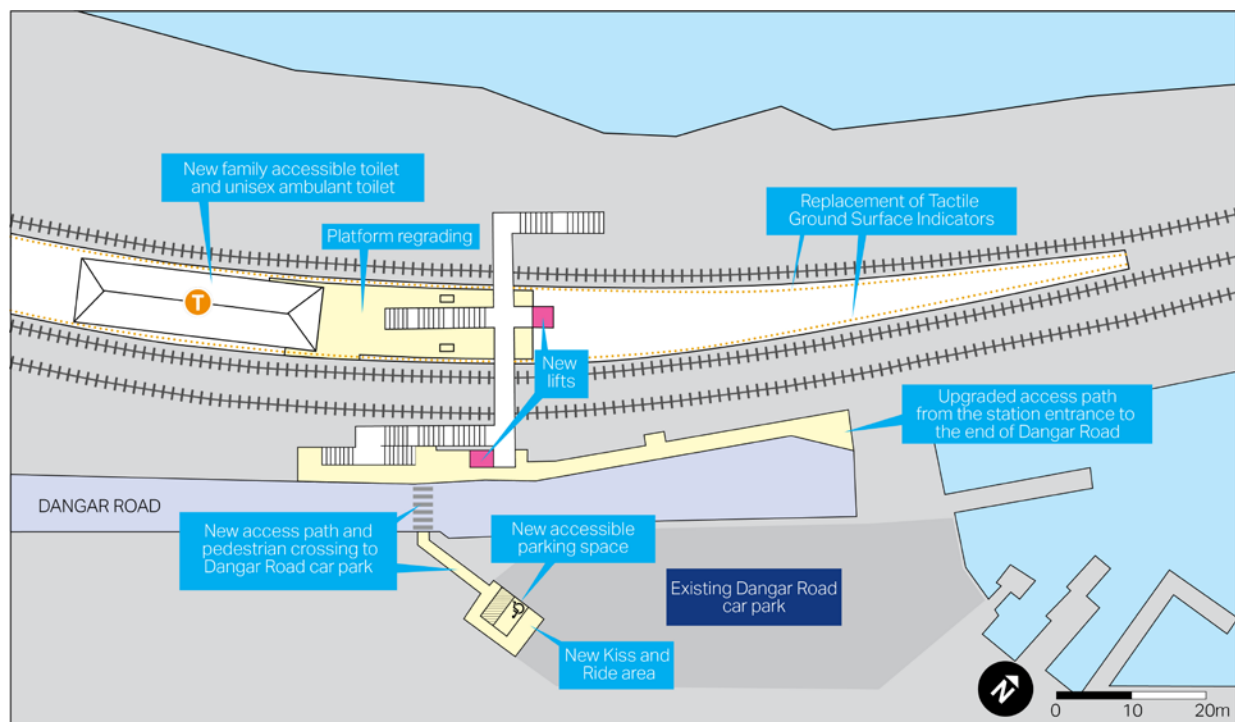
Transport for NSW (TfNSW) is the government agency responsible for the delivery of major transport infrastructure projects in NSW and is the proponent for the Hawkesbury River Station Upgrade (the Proposed Activity).

The Proposed Activity forms part of the Transport Access Program, a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

In summary, the Proposed Activity, as outlined in the Review of Environmental Factors (REF) includes:

- lift access from Dangar Road to the station platforms
- a new accessible path between the Dangar Road car park and the station, including a pedestrian crossing
- improvements to CCTV, lighting and wayfinding
- improved amenities such as a new ambulant toilet and family accessible toilet
- provision of a new kiss and ride space and a compliant accessible car space.

An overview of the Proposed Activity is shown in Figure ES.1 below.



(Indicative only, subject to detailed design)

**Figure ES.1 Key features of the Proposed Activity**

The Proposed Activity would improve accessibility to Hawkesbury River Station in line with the requirements of the *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public Transport 2002* (DSAPT). The need for, and benefits of, the Proposed Activity are further described in Chapter 2 of the REF. Construction is expected to commence in late 2019 and take around 18 months to complete.

TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of work and environmental impacts associated with the Proposed Activity. The REF was prepared by AECOM Australia on behalf of TfNSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

### **Purpose of this report**

The purpose of this Determination Report is for TfNSW, as the Proponent of the Hawkesbury River Station Upgrade, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Part 5, Division 5.1 of the EP&A Act.

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

### **Conclusion**

Based on the assessments in the REF, and a review of the submissions received from the community and stakeholders, it is recommended that the Proposed Activity be approved, subject to the mitigation measures included in the REF and the proposed Conditions of Approval. TfNSW will continue to liaise with the community and other stakeholders as the Proposed Activity progresses through detailed design and into the construction phase.

# 1 Introduction

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## 1.1 Background

The NSW Government is committed to facilitating and encouraging use of public transport, such as trains, by upgrading stations to make them more accessible, and improving interchanges around stations with other modes of transport such as buses, bicycles and cars. 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 where it is needed most.

The Hawkesbury River Station Upgrade (the Proposed Activity) forms part of the Transport Access Program. The Proposed Activity would help to fulfil the objectives of the Transport Access Program, which include:

- stations that are accessible to people with disabilities, limited mobility, parents/carers with prams, and customers with luggage
- modern buildings and facilities for transport modes that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers between transport modes for all
- safety improvements including extra lighting, lift alarm, fences and security measures for car parks and interchanges, including stations, bus stops and wharves
- signage improvements so customers can more easily use public transport and transfer between modes at interchanges.

TfNSW is the Proponent for the Proposed Activity. The Proposed Activity would improve accessibility to Hawkesbury River Station and ensure that the station would meet legislative requirements under the *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

The Proposed Activity is consistent with NSW planning strategies, including *NSW: Making It Happen* (NSW Government, 2015) and the *Future Transport Strategy 2056* (TfNSW, 2018).

## 1.2 Review of Environmental Factors

A REF was prepared in accordance with sections 5.5 to 5.7 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), to ensure that TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included in Appendix A.

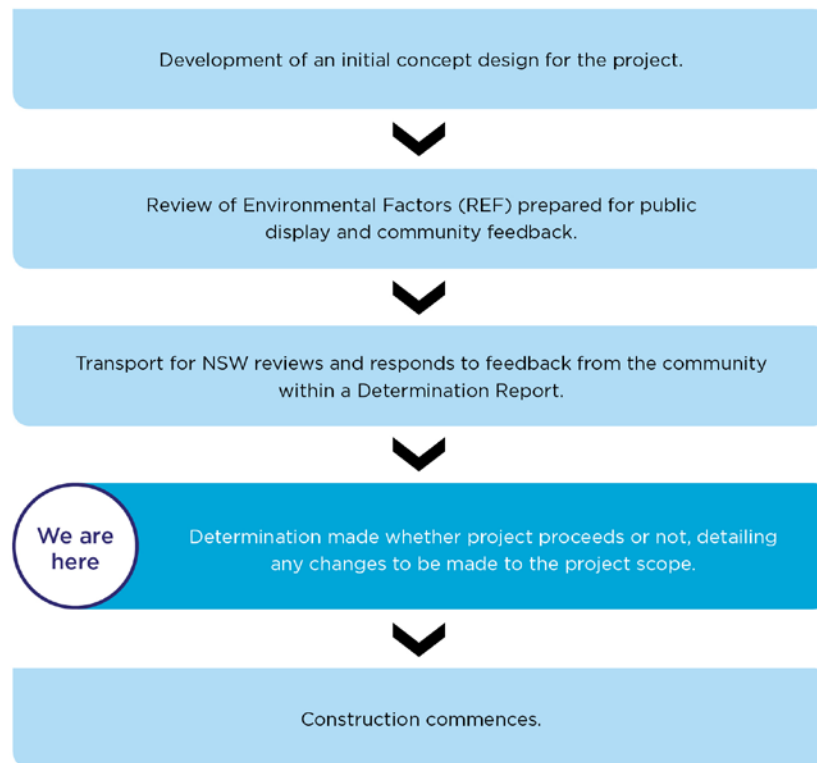
The Hawkesbury River Station Upgrade REF was placed on public display by TfNSW from 27 June 2019 to 22 July 2019, with 17 submissions received, which included a submission from Hornsby Shire Council.

Issues raised in these submissions are addressed in Section 2.3 of this report.



### 1.3 Determination Report

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



**Figure 1: Planning approval process**

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

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

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

- a) to plan for a transport system that meets the needs and expectations of the public
- b) to promote economic development and investment
- c) to provide integration at the decision-making level across all public transport modes
- d) to promote greater efficiency in the delivery of transport infrastructure projects
- e) to promote the safe and reliable delivery of public transport and freight services.

## 1.4 Description of the Proposed Activity in the REF

Hawkesbury River Station is located on Dangar Road, Brooklyn. Hawkesbury River Station services the Central Coast and Newcastle Line travelling between Newcastle and Central Station as part of the Intercity Trains Network, approximately 57 kilometres from Sydney's Central Station. The suburb of Brooklyn is located in the Hornsby Shire Council Local Government Area (LGA).

As outlined in Section 3.1 of the REF the Proposed Activity, based on the concept design, comprises:

### Station accessibility upgrade

- construction of two new lifts to provide access to the existing footbridge and station platforms, including associated landings and support structures
- provision of a kiss and ride space within the Dangar Road car park
- provision of a new accessible parking space within the Dangar Road car park
- provision of a new access path and pedestrian crossing from the new accessible parking/kiss and ride space in the Dangar Road car park to the station entrance
- re-grading of the footpath at the access points to the station on the Dangar Road side of the station and extending to the end of Dangar Road
- construction of a new family accessible toilet, a new unisex ambulant toilet, and a new staff toilet within the existing toilet facilities and installation of false walls to accommodate toilet cisterns
- re-grading of the station platform surfaces to provide compliant access to station amenities
- installation of a pedestrian resting zone along the Dangar Road pedestrian footpath adjacent to the rail corridor. The exact location of the resting zone will be confirmed during detailed design.

### Other work

- installation of mechanical ventilation systems for new toilets and lifts
- installation of signage and line-marking for the new accessible parking space, kiss and ride space and pedestrian crossing
- expansion of Closed-Circuit Television (CCTV) cameras and upgrading of the Public Address (PA) systems to cover areas impacted by the construction contractor's activities
- relocation and/or repositioning station Help Points and telephone so that they are accessible to all customers
- relocation and provision of additional Opal card readers
- relocation of services as required by the construction contractor's activities
- installation of a glass canopy over the entrance to the proposed family accessible toilet.

### Electrical work

- installation of a new padmount transformer to supply electricity to the station and new lifts

- installation of all related cabling work connecting from Sydney Trains main switchboard to the distribution padmount transformer
- installation of a new service pole within the rail corridor, near the distribution padmount transformer to take the existing electricity supply to the new transformer
- provision of a new distribution board, including installation of circuit breakers and switches
- disconnect and remove the overhead aerial lines between Sydney Trains pole No. 11 and Ausgrid pole BR83732
- removal of Sydney Trains pole No. 11 to facilitate the installation of the lift on Dangar Road.

## **Drainage**

- the installation of lift downpipe system to support the new lifts and sanitary drainage
- potable water adjustments for the station toilets
- a downpipe from the proposed canopy over the entrance to the proposed family accessible toilet.

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

Construction of the Proposed Activity is expected to commence in late 2019 and take up to 18 months to complete.

## 2 Consultation and assessment of submissions

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### 2.1 REF public display

The Hawkesbury River Station Upgrade REF was on public display between 27 June 2019 and 22 July 2019 at three locations, as well as on the [TfNSW website](https://www.transport.nsw.gov.au/hawkesbury-river)<sup>1</sup> and the [NSW Government Have Your Say website](https://www.nsw.gov.au/improving-nsw/have-your-say)<sup>2</sup>. Community consultation activities undertaken for the public display included:

- a community information session held on Tuesday 2 July 2019 between 4pm-6pm at Hawkesbury River Station
- installation of signage about the Proposed Activity and the information session at the station
- distribution of a newsletter to the local community (including Dangar Island), key stakeholder groups and to commuters at the station, outlining the Proposed Activity and inviting feedback on the REF
- public display of the REF at the following locations:
  - Hornsby Shire Council  
296 Peats Ferry Road  
Hornsby NSW 2077
  - Berowra Library  
Community Centre, The Gully Road  
Berowra NSW 2081
  - TfNSW Office  
Level 5, Tower A, Zenith Centre  
821 Pacific Highway  
Chatswood NSW 2067
- placement of an advertisement in the Bush Telegraph Weekly on 27 June 2019
- placement of information on the TfNSW website and the launch of a virtual reality feature, allowing submissions to be made through this platform
- a briefing to Hornsby Shire Council officers on Friday 22 March 2019.

### 2.2 REF submissions

A total of 17 submissions were received by TfNSW, including one submission received from Hornsby Shire Council. Of the 17 submissions, 10 expressed support for the Proposed Activity.

In addition to general support for the Proposed Activity, key issues that were raised in the submissions included:

- requests for additional bicycle parking/storage to be made available at the station
- requests for more commuter parking

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<sup>1</sup> [www.transport.nsw.gov.au/hawkesbury-river](https://www.transport.nsw.gov.au/hawkesbury-river)

<sup>2</sup> [www.nsw.gov.au/improving-nsw/have-your-say](https://www.nsw.gov.au/improving-nsw/have-your-say)

Additional issues raised by some submissions also included:

- comments about pedestrian accessibility of the station including requests to upgrade pedestrian paths and lighting along adjoining streets
- suggestion that the access path from the station to the public ferry wharf is upgraded
- comments about the location of the proposed kiss and ride space
- suggestion that the commuter car park on Brooklyn Road is graded and sealed.

## 2.3 Consideration and response to submissions

### Community submissions

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

**Table 1: Response to community submissions received**

| No       | Stakeholder ID number   | Issue/s raised  | TfNSW response  |
|----------|---|---|---|
| <b>1</b> | <b>Support for Proposed Activity</b>                          |   |   |
| 1.1      | HR001, HR002, HR003, HR005, HR008, HR010, HR013, HR014, HR016 | Nine community submissions expressed support for the Proposed Activity, or certain aspects of the Proposed Activity.  | The respondent's support for the Proposed Activity is noted.  |
| <b>2</b> | <b>Proposed Activity need and justification</b>               |   |   |
| 2.1      | HR015   | One submission questioned the need for the toilets to be upgraded given that they have been recently upgraded.  | <p>The Proposed Activity includes toilet refurbishment in order to provide a new family accessible toilet, a new unisex ambulant toilet, and a new staff toilet within the existing toilet facilities.</p> <p>The toilet refurbishment work is required to ensure Hawkesbury River Station meets legislative requirements under the DDA and the DSAPT. This is the primary objective of the Transport Access Program.</p>   |
| <b>3</b> | <b>Proposed Activity Description / Scope of work</b>          |   |   |
| 3.1      | HR004, HR014  | <p>Two submissions suggested that the access path from the station to the public ferry wharf be upgraded.</p> <p>One submission also expressed concern about the lack of a clear, unimpeded pathway from the station to the waterfront on the western side.</p> | <p>The Proposed Activity includes regrading of the existing footpath to construct an access path from the station entrance to the end of Dangar Road. Provision of an access path beyond the end of Dangar Road is not in the scope of the current Proposed Activity, however TfNSW is aware that there are discussions between Sydney Trains and Hornsby Council regarding a proposal to seal the road beyond Dangar Road.</p> <p>The jetty on the western side of the station is owned by Sydney Trains and has been closed to the public until maintenance work is completed. It is therefore also outside of the scope of the Transport Access Program, and this current Proposed Activity.</p> |

| No  | Stakeholder ID number | Issue/s raised  | TfNSW response  |
|-----|-----------------------|---|---|
| 3.2 | HR004                 | One submission stated that there is too much lighting at the station which makes the station too bright.  | Current lighting at the station is managed by Sydney Trains (the operator of the station). This feedback will be passed on to Sydney Trains for consideration.  |
| 3.3 | HR009                 | One submission questioned the safety of customers given the lack of CCTV in the lobby room to the unisex toilet.  | <p>The Proposed Activity has provisioned for new Closed-Circuit Television (CCTV) cameras, in order to increase safety and security to the areas affected by the Proposed Activity. The CCTV coverage of the lobby room to the unisex toilet will be reviewed during detailed design and operation.</p> <p>Upgrades would be made in accordance with rail station security requirements and standards.</p>  |
| 3.4 | HR011                 | One submission suggested a speed limit sign is installed on Dangar Road near the station.   | A road safety audit will be undertaken during detailed design to assess the impacts to road safety as a result of the Proposed Activity, and the findings will be incorporated into the design. Any independent findings from the road safety audit as a result of existing conditions or matters beyond TfNSW's authority, such as changes to speed limit signs, will be provided to the appropriate Authority.  |
| 3.5 | HR013                 | One submission suggested that the informal kiss and ride drop-off at the station entrance should be formalised.   | The Proposed Activity includes the provision of a formalised kiss and ride space within the Dangar Road car park, located close to the station entrance. The provision of the kiss and ride space in the Dangar Road car park would provide a safe and formalised area to pick-up and drop-off passengers.  |
| 3.6 | HR015                 | One submission is concerned that the Proposed Activity would reduce the number of female toilets, which would result in a queue and could potentially make customers miss infrequent trains. The respondent suggested that the proposed ambulant toilet (to be installed in the existing female toilets) is located within the existing male toilets to avoid this happening. | <p>Upgrades to the existing toilets to provide a new family accessible toilet and a new unisex ambulant toilet would ensure that Hawkesbury River Station meets legislative requirements under the DDA and the DSAPT. This is the primary objective of the Transport Access Program.</p> <p>The male toilets were chosen as the location for the family accessible toilet as they are closer to the platform lift and provide a compliant accessible path for users of the family accessible toilet. The female toilets were chosen as the location for the unisex ambulant toilets as the pathway into the toilet entry is not compliant for family accessible toilet users, however is compliant for ambulant users. Further, modifications that would be required to convert the female toilets to a family accessible toilet would impact on the heritage fabric of the station building.</p> <p>Please note that there is an opportunity to consider additional unisex toilets during detailed design.</p> |



| No       | Stakeholder ID number        | Issue/s raised   | TfNSW response  |
|----------|------------------------------|--|---|
| <b>4</b> | <b>Traffic and Transport</b> |  |   |
| 4.1      | HR006, HR007                 | Two submissions requested that the Proposed Activity include provisions for secure bicycle storage.  | <p>As described in Section 6.1.1 of the REF, cycle connectivity to Hawkesbury River Station is currently limited with no formal cycle routes in the vicinity of the station and no bicycle racks provided at the station. Bicycle racks are however provided at nearby businesses.</p> <p>Consideration has been given to this matter and it is proposed to provide bicycle hoops near the station entrance on Dangar Road. This will be further defined during detailed design.</p>  |
| 4.2      | HR003, HR012, HR013          | Three submissions stated that the kiss and ride space and the provision of a new accessible parking space within the Dangar Road car park would reduce the already limited number of parking spaces available at the station. Two submissions suggested that people would not utilise the kiss and ride spaces but rather stop at the station entrance instead, therefore interrupting traffic, and particularly during peak hours as buses and coaches use it as a turning bay. | <p>The Proposed Activity includes the provision of one DDA compliant parking space and one kiss and ride space. These spaces are required to meet legislative requirements under the DDA and DSAPT for accessibility of the train station.</p> <p>The Proposed Activity improves the provision of accessible parking surrounding Hawkesbury River Station. The new accessible parking spaces would result in the loss of two unmarked parking spaces. The REF and specialist traffic study found that the loss of these two spaces would have a minor impact only as there are a number of short term on-street and off-street parking spaces available in the area.</p> <p>The final location of the accessible car space and kiss and ride space is subject to detailed design and a road safety audit.</p> <p>The car park including the upgrades would be subject to applicable rules and regulations, including no stopping/no parking areas in front of the station as administered by Council.</p> |
| 4.3      | HR012, HR013                 | Two submissions made suggestions for the commuter car park on Brooklyn Road to be graded, sealed and provide maximised parking spaces.   | <p>Work to the commuter car park on Brooklyn Road is outside of the scope of the Proposed Activity as it does not require upgrading for the station to meet DDA and DSAPT legislative requirements. This is the primary objective of the Transport Access Program.</p>  |
| 4.4      | HR013                        | One submission requested that additional car parking spots be provided.  | <p>The Proposed Activity has been designed to meet DDA and DSAPT legislative requirements. This is the primary objective of the Transport Access Program.</p> <p>TfNSW does not operate or manage street parking, however will provide the community responses to Hornsby Shire Council for its consideration.</p>  |
| 4.5      | HR016                        | One submission expressed concern that construction work for the Proposed Activity would interrupt access to McKell Park, which   | <p>The Proposed Activity would assist in making public transport infrastructure more accessible to rail customers and provide an improved transition between transport modes, which would likely increase patronage.</p>  |

| No       | Stakeholder ID number                         | Issue/s raised  | TfNSW response  |
|----------|---|---|---|
|          |   | <p>is used by many people, including members of “water access only communities”.</p> <p>The respondent provided suggestions for alternative routes into McKell Park, utilising traffic into Karoola and William Street to access McKell Park.</p> | <p>Section 6.1.2 of the REF acknowledges that localised traffic control during construction would be essential to maintaining functionality of the surrounding road network.</p> <p>Work zones to construct the proposed access paths along Dangar Road may require temporary or partial lane closures and/or traffic diversions, however access through to McKell Park would be maintained at most times and where possible. Further, road work would be undertaken progressively and in the minimum area and timeframe required to undertake the particular phase of work. Signage would be displayed around work areas to inform the public. A Traffic Management Plan would also be prepared to manage the traffic flows around the area affected by the Proposed Activity and ensure safety for workers, pedestrians and cyclists (refer REF Section 7.2 and Appendix B of this report).</p> |
| 4.6      | HR013   | <p>One submission expressed concern that the new accessible parking and kiss and ride space would be used as permanent car spaces.</p>  | <p>Kiss and ride spaces, such as the one proposed under the Proposed Activity, operate under the same conditions as no parking zones, which means a driver may stop to drop off or pick up others for a maximum of two minutes. Drivers are required to remain in, or within three metres of their vehicle (Service NSW, 2016).</p> <p>The area would continue to be monitored by Council parking inspectors and any illegal use of the new kiss and ride space would be subject to applicable penalties.</p>   |
| <b>5</b> | <b>Community and stakeholder consultation</b> |   |   |
| 5.1      | HR012   | <p>One submission said that Dangar Road is not featured in TfNSW’s published plan, which made it difficult to interpret, and mentioned that buses set down their passengers directly outside the station entry.</p>                               | <p>The REF and the published figures within it label Dangar Road and include assessment of the potential impacts on and within Dangar Road.</p> <p>There are dedicated bus stops provided along Dangar Road for buses to set down and pick up passengers. The Proposed Activity does not include changes to bus services and would not impact on the operation of buses near the station. A road safety audit would be undertaken during detailed design, which would include an assessment of road safety at the station entrance location (refer Appendix B – Conditions of Approval).</p>  |
| 5.2      | HR013   | <p>One submission suggested that the concerns of the community about the Proposed Activity would not be properly considered.</p>  | <p>TfNSW are taking concerns raised by the community into consideration.</p> <p>One of the purposes of this Determination Report is for TfNSW to provide a response to community submissions received and consider them in the further development of the Proposed Activity.</p>  |

## Other stakeholder submissions

A response to the public display of the REF was provided by Hornsby Shire Council on 22 July 2019. The submission was generally supportive of the upgrades. Table 2 outlines the issues raised by Hornsby Shire Council as part of its submission, along with TfNSW's response.

**Table 2: Response to Hornsby Shire Council's submission**

| No       | Issue/s raised  | TfNSW response   |
|----------|---|--|
| <b>1</b> | <b>Appreciation of the Proposed Activity</b>  |  |
| 1.1      | Council expressed appreciation for the Proposed Activity as part of the Transport Access Program.   | TfNSW note Council's comment.  |
| <b>2</b> | <b>Traffic and road safety</b>  |  |
| 2.1      | Council requested that a detailed signage proposal is to be developed and provided to Council along with the outcome of the public consultation report, and that the signage proposal would be referred to the Hornsby Local Traffic Committee for a recommendation to Council. Council also commented that all new signs and marking shall be installed at no cost to Council.   | TfNSW will continue to consult with Council throughout detailed design including the Hornsby Local Traffic Committee in regards to this Proposed Activity.<br><br>It is also noted that all signage and marking works under the Proposed Activity would be paid for by TfNSW.  |
| 2.2      | Council suggested that it would be safer to retain the existing informal set down and pickup area (i.e. No Parking zone) along the train station side of Dangar Road rather than introduce the kiss and ride space at its current proposed location. Council noted that this area generates a high turnover of vehicles and kiss and ride space are best located in parallel parking areas along the kerb; and that this area allows for safe and direct access for passengers in and out of vehicles without the need to cross the road. | TfNSW notes Council's concerns on this matter. The final location of the kiss and ride space is subject to detailed design, which would also include a road safety audit.  |
| 2.3      | Council suggested that Council's existing accessible parking space is utilised as part of the Proposed Activity to meet accessibility requirements, due to the high demand for parking within the immediate area.   | TfNSW welcomes Council's suggestion of using its existing accessible parking space. The Proposed Activity has been designed to meet the requirements of the DDA and DSAPT and it has been assessed that an additional accessible parking space within distance to the station entrance is required. TfNSW will consult further with Council during detailed design in regards to the accessible parking space. |
| 2.4      | Council stated that all marked pedestrian crossings in NSW must be assessed in accordance with Roads and Maritime Services warrants for the safe operation of pedestrian crossings. Council requested that this information is provided to Council's Traffic and Road Safety Branch for consideration. Subject to meeting the RMS warrants, the Proposed Activity for a formal  | Detailed design of the Proposed Activity would ensure compliance with the (former) Roads and Maritime Services standards for pedestrian crossings. Furthermore, TfNSW will continue to consult with Council throughout detailed design, including Council's Traffic and Road Safety Branch.  |

| No       | Issue/s raised   | TfNSW response  |
|----------|--|---|
|          | crossing is to be referred to the Hornsby Local Traffic Committee for a recommendation to Council.   |   |
| <b>3</b> | <b>Heritage</b>  |   |
| 3.1      | Council is concerned regarding the potential impacts to the locally listed heritage items in the vicinity of the Proposed Activity, including the potential relocation of the Governor Phillip Memorial (Item A15).  | <p>The Statement of Heritage Impact found that there would be no direct impacts on items of local significance under the <i>Hornsby Local Environmental Plan 2013</i>.</p> <p>TfNSW appreciates Council's concerns regarding the potential relocation of the Governor Phillip Memorial (item A15) however, it is not intended to relocate the monument.</p> <p>TfNSW will continue to consult with Council throughout detailed design.</p>  |
| 3.2      | Council has raised concerns regarding the lack of mitigation measures provided to avoid construction vehicles impacting the Governor Phillip Memorial (Item A15).  | <p>TfNSW appreciates Council's concerns regarding construction vehicles impacting on the Governor Phillip Memorial (Item A15).</p> <p>Suitable protection from construction vehicles is to be provided at the Governor Phillip Memorial (Item A15) prior to the commencement of works in the area.</p>  |
| 3.3      | Council has requested that additional information and assessment relating to the locally listed heritage items in the vicinity of the Proposed Activity should be submitted to Council pursuant to Clause 14 of the <i>State Environmental Planning Policy (Infrastructure) 2007</i> .   | <p>The Statement of Heritage Impact found that there would be no direct impacts on items of local significance under the <i>Hornsby Local Environmental Plan 2013</i>. As impacts have been assessed as no more than minor, consultation in accordance with Clause 14 of the <i>State Environmental Planning Policy (Infrastructure) 2007</i> was not required.</p> <p>However, Council was provided with the opportunity to comment on the Proposed Activity more generally through consultation under other clauses of the <i>State Environmental Planning Policy (Infrastructure) 2007</i>.</p> <p>TfNSW will continue to consult with Council throughout detailed design.</p> |
| <b>4</b> | <b>Parks, trees and recreation</b>   |   |
| 4.1      | Council stated that the exclusion of the proposed accessible pathway linking the railway station to the Brooklyn Wharf would not meet the <i>Transport for NSW Disability Inclusion Action Plan 2018-2022</i> and the Transport Access Program objectives which is to provide barrier-free end to end journeys to all customers and promotes accessible and integrated transport infrastructure to allow seamless transfers between all modes of public transport for all customers. | <p>The Proposed Activity includes regrading of the existing footpath to construct an access path from the station entrance to the end of Dangar Road. Provision of an access path beyond the end of Dangar Road is not in the scope of the current Proposed Activity however, TfNSW is aware that there are discussions between Sydney Trains and Hornsby Council regarding a proposal to seal the road beyond Dangar Road.</p>   |

| No       | Issue/s raised   | TfNSW response   |
|----------|--|--|
| 4.2      | Council requested that an arborist assessment is required to ensure that the work will not have any impacts on the heritage palms.   | An arborist will be engaged, if required in accordance with AS 4970-2009 <i>Protection of Trees on Development Sites</i> , during detailed design. TfNSW will continue to consult with Council throughout detailed design.   |
| 4.3      | Council requested detailed landscape plans to ensure appropriate integration into existing park assets and functional zones.   | TfNSW notes Council's request and will continue to consult with Council throughout detailed design on the landscape plans to ensure appropriate integration with the surrounding area.   |
| 4.4      | Council requested consultation with Council to determine a suitable location for the installation of the new 200kVA distribution padmount.   | The proposed location of the new 200kVA distribution padmount is within rail land and inside the rail corridor fence. Should the design be amended to locate the distribution padmount outside of the rail corridor, TfNSW would consult further with Council.   |
| 4.5      | Council has requested that the existing kerb outside the stair structure along Dangar Road should be reinstated as part of the pavement work, and that the kerb is to match the existing stone kerb on Dangar Road.  | TfNSW will continue to consult with Council throughout detailed design regarding the reinstatement of the stone kerb on Dangar Road.   |
| 4.6      | Council stated that the new pedestrian path within McKell Park will require a driveway crossover constructed to the standard approved by Council. Any areas of disturbance due to the work within McKell Park are to be restored to the satisfaction of Council.       | TfNSW will continue to consult with Council throughout detailed design to ensure that the design and placement of the driveway crossover is suitable.  |
| 4.7      | To ensure a cohesive and functional transport hub at Brooklyn, Council requested to be provided with an opportunity to actively collaborate with Transport in the design and scope of the auxiliary work on Council managed adjoining lands as the project progresses. | TfNSW will continue to consult with Council throughout detailed design.  |
| <b>5</b> | <b>Environmental Protection</b>  |  |
| 5.1      | Council has requested that the REF be amended to clarify the mitigation measure in the REF regarding preparation of an Acid Sulfate Soils Management Plan (ASSMP).   | Consideration has been given to the potential for Acid Sulfate Soils to be uncovered. Mitigation measure 85 in the REF requires an Acid Sulfate Soils Management Plan (ASSMP) is developed for the management of Acid Sulfate Soils during design and construction. In addition, Condition of Approval 12 requires the management of Acid Sulfate Soils to be addressed in the Construction Environmental Management Plan (refer to Appendix B). |
| 5.2      | Council requested that Section 6.8.3 and 6.9.3 of the REF be amended to include all the relevant authorities that are required to be notified in the event of a pollution incident   | TfNSW notes that Part 5.7 of the PoEO Act also contains a requirement to notify other relevant authorities besides the EPA. TfNSW will be required to comply with this   |

| No  | Issue/s raised   | TfNSW response  |
|-----|--|---|
|     | in accordance with Part 5.7 of the <i>Protection of the Environment Operations Act 1997</i> (PoEO Act).  | requirement of the PoEO Act.  |
| 5.3 | Council requested consideration of the requirement for air quality monitoring in the event that asbestos containing material (ACM) is encountered during construction. | Section 7.2 of the REF includes a mitigation measure that addresses unexpected finds of asbestos, and states that an Unexpected Finds Protocol be developed in accordance with SafeWork NSW requirements. These requirements include air quality monitoring in some circumstances. Further, Condition of Approval 28 in this determination report (refer Appendix B) also addresses asbestos management in accordance with SafeWork NSW requirements. |
| 5.4 | Council requested that Section 6.11.2 of the REF be amended to include liquid waste as a potential waste material (as noted in Section 6.9.3 of the REF).              | Groundwater waste has been considered and would be managed according to the mitigation measure in Section 6.9.3 of the REF.   |

## 2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities will continue, including consultation with Hornsby Shire Council and other relevant stakeholders regarding design development. In addition, TfNSW will notify residents, businesses and community members in the lead up to and during construction. The consultation activities will 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 any 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 and considered.

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)<sup>3</sup>, TfNSW Infoline (1800 684 490) and 24-hour Construction Response Line (1800 775 465) will be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, will continue to occur. The [TfNSW website](https://www.transport.nsw.gov.au/projects/current-projects/hawkesbury-river-station-upgrade)<sup>4</sup> will also include updates on the progress of construction.

<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/hawkesbury-river-station-upgrade>



## **3 Consideration of the environmental impacts**

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### **3.1 *Environmental Planning and Assessment Act 1979***

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

In accordance with the checklist of matters pursuant to clause 228(3) of the EP&A Regulation, an assessment is provided in Chapter 6 of the REF and Appendix B of the REF.

Based on the assessment contained in the REF, it is considered that the Proposed Activity is not likely to have a significant impact upon the environment or any threatened species, populations or communities. Accordingly, an environmental impact statement is not required, nor is the approval of the Minister for Planning.

### **3.2 *Environment Protection and Biodiversity Conservation Act 1999***

As part of the consideration of the Proposed Activity, all matters of national environmental significance (NES) and any impacts on Commonwealth land for the purposes of the EPBC Act have been assessed. In relation to NES matters, this evaluation has been undertaken to determine whether an action has, will have, or is likely to have a significant impact. A summary of the evaluation is provided in Chapter 6 and Appendix A of the REF.

It is considered that the Proposed Activity described in the REF is not likely to have a significant impact on any Commonwealth land and is not likely to have a significant impact on any matters of NES.

## **4 Conditions of Approval**

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

## 5 Conclusion

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Having regard to the assessment in the REF and consideration of the submissions received, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement is not required to be prepared.

It is also considered that the Proposed Activity does not trigger the requirement for any approvals under Part 3 of the EPBC Act.

The Proposed Activity is expected to provide a better experience for public transport customers by improving interchange facilities and ensuring that Hawkesbury River Station is accessible to people with a disability, limited mobility, parents/carers with prams and customers with luggage.

The environmental impact assessment (REF and Determination Report) is recommended to be approved subject to the proposed mitigation and environmental management measures included in the Conditions of Approval (refer Appendix B).

# Determination

## HAWKESBURY RIVER STATION UPGRADE

### APPROVAL

I, LOUISE SUREDA, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the *Hawkesbury River Station Review of Environmental Factors* (June 2019) and the *Hawkesbury River Station Upgrade Determination Report* in (August 2019) in accordance with section 5.5 of the *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 (August 2019), and consistent with the Proposal described in the *Hawkesbury River Station Upgrade Review of Environmental Factors* (June 2019) as amended by this Determination Report (August 2019).



Louise Sureda  
Director, Planning and Environment  
Infrastructure and Place  
Transport for NSW

Date: 28.8.19

## References

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AECOM, 2019, *Transport Access Program Hawkesbury River Station Upgrade: Review of Environmental Factors*, June, Sydney

AECOM, 2019b, *Hawkesbury River Station Upgrade Statement of Heritage Impact*, May 2019, Sydney

NSW Government, 2015, *Making It Happen*, Sydney

Service NSW, 2016, *Kiss and Ride Zones*, Sydney. Available at:  
<https://www.service.nsw.gov.au/transaction/kiss-and-ride-zones>

TfNSW, 2018, *Future Transport 2056*, Sydney

# Appendix A      Review of Environmental Factors

Please refer to the TfNSW website to access the Hawkesbury River Station Upgrade REF:

- *Hawkesbury River Station Upgrade Review of Environmental Factors*, June 2019 – Transport Access Program (Desk site reference 6301686)
- Link to Transport for NSW website:  
<https://www.transport.nsw.gov.au/projects/current-projects/hawkesbury-river-station-upgrade>



## Appendix B Conditions of Approval

### CONDITIONS OF APPROVAL

#### Hawkesbury River Station Upgrade

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the *Hawkesbury River Station Upgrade Review of Environmental Factors* (June, 2019).

#### Schedule of acronyms and definitions used

| Acronym  | Definition   |
|----------|--|
| ADEIA    | Associate Director Environmental Impact Assessment (or nominated delegate)   |
| ADEM     | Associate Director Environmental Management (or nominated delegate)  |
| ADSPD    | Associate Director, Sustainability, Planning & Development (or nominated delegate)   |
| CECR     | Construction Environmental Compliance Report   |
| CEMP     | Construction Environmental Management Plan   |
| CLMP     | Community Liaison Management Plan  |
| CoA      | Conditions of Approval   |
| dBA      | Decibels (A-weighted scale)  |
| DPIE     | NSW Department of Planning, Industry and Environment   |
| ECM      | Environmental Controls Map   |
| EIA      | Environmental Impact Assessment  |
| EMR      | Environmental Management Representative  |
| EMS      | Environmental Management System  |
| 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> . |
| ISO      | International Standards Organisation   |
| OOHWP    | Out of Hours Work Protocol   |
| PCSR     | Pre-Construction Sustainability Report   |
| PECM     | Pre-construction environmental compliance matrix   |
| POCR     | Pre-operational compliance report  |
| RBL      | Rating Background Level  |
| REF      | Review of Environmental Factors  |

| Acronym      | Definition              |
|--------------|-------------------------|
| <b>TfNSW</b> | Transport for NSW       |
| <b>TMP</b>   | Traffic Management Plan |
| <b>UDP</b>   | Urban Design Plan       |

| Term   | Definition   |
|--|--|
| <b>Construction</b>                            | Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, unless otherwise agreed by the ADEM). |
| <b>Contamination</b>                           | The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.   |
| <b>Designated Work</b>                         | Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact work including jack hammering and compaction, for Construction.   |
| <b>Emergency Work</b>                          | Includes work to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.  |
| <b>Environmental Impact Assessment (EIA)</b>   | The documents listed in Condition 1 of this approval.  |
| <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>Environmental Management Representative</b> | An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.   |
| <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>Reasonable</b>                              | Selecting reasonable measures from those that are feasible involves making a judgement to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.   |
| <b>the Project</b>                             | The construction and operation of the Hawkesbury River Station Upgrade as described in the Environmental Impact Assessment.  |
| <b>the 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.  |

| CoA number | Condition  |
|------------|--|
|            | <b>General</b>   |
| <b>1</b>   | <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> <ul style="list-style-type: none"> <li>a) <i>Hawkesbury River Station Upgrade – Review of Environmental Factors</i> (AECOM, June 2019)</li> <li>b) <i>Hawkesbury River Station Upgrade – Determination Report</i> (AECOM, August 2019).</li> </ul> <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>   |
| <b>2</b>   | <p><b>Project Modifications</b></p> <p>Any modification to the Project would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.</p>   |
| <b>3</b>   | <p><b>Statutory Requirements</b></p> <p>These conditions do not relieve the Proponent of the 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 Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>   |
| <b>4</b>   | <p><b>Pre-Construction Environmental Compliance Matrix</b></p> <p>A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Associate Director Environmental Management (ADEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.</p> <p>A copy of the PECM shall be submitted to the ADEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p>   |
| <b>5</b>   | <p><b>Construction Environmental Compliance Report</b></p> <p>The Proponent shall prepare a construction environmental compliance report (CECR) which addresses the following matters:</p> <ul style="list-style-type: none"> <li>a) compliance with the construction environmental management plan (CEMP) and these conditions</li> <li>b) compliance with Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability Rating Scheme (v1.2)</li> <li>c) compliance with any approvals or licences issued by relevant authorities for construction of the Project</li> <li>d) 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>e) environmental monitoring results presented as a results summary and analysis</li> <li>f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused</li> </ul> |

| CoA number                 | Condition  |
|----------------------------|--|
| <b>5</b><br><b>(cont.)</b> | <p>g) 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)</p> <p>h) details of any review and amendments to the CEMP resulting from construction during the reporting period</p> <p>i) any other matter as requested by the ADEM.</p> <p>The Proponent shall:</p> <p>i) submit a copy of the CECR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the CECR</p> <p>ii) submit a copy of the CECR to the ADEM (or nominated delegate) for approval upon completion of the EMR review period.</p> <p>The first CECR shall report on the first six months of construction and be submitted within 21 days of expiry of that period (or at any other time interval agreed to by the ADEM). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the ADEM) for the duration of construction.</p> |
| <b>6</b>                   | <p><b>Pre-Operation Compliance Report</b></p> <p>A pre-operation compliance report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all conditions of approval, licences and permits required to be obtained under any other legislation for the Project.</p> <p>The Proponent shall:</p> <p>a) submit a copy of the POCR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the POCR.</p> <p>b) upon completion of the EMR review period submit a copy of the POCR to the ADEM (or nominated delegate) for approval. The POCR is to be provided to the ADEM at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the ADEM).</p>  |
| <b>7</b>                   | <p><b>Graffiti and advertising</b></p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures within the Project footprint or built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:</p> <p>a) offensive graffiti will be removed or concealed within 24 hours</p> <p>b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week</p> <p>c) graffiti that is neither offensive or highly visible will be removed or concealed within a month</p> <p>d) any unauthorised advertising material will be removed or concealed within 24 hours.</p>   |

| CoA number | Condition  |
|------------|--|
|            | <b>Communications</b>  |
| <b>8</b>   | <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) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period</li> </ul> <p>stakeholder and issues identification and analysis</p> <p>procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number</p> <p>details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLMP.</p> <p>The CLMP shall be prepared to the satisfaction of the Director Community Engagement (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.</p> |
| <b>9</b>   | <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 Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>  |
| <b>10</b>  | <p><b>Website</b></p> <p>The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Proposed Activity, on dedicated pages within its existing website, including:</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> <p>All documents uploaded to the website must be compliant with the <i>Web Content Accessibility Guidelines Version 2.0</i>.</p>   |



| CoA number | Condition  |
|------------|--|
| 11         | <p><b>Complaints Management</b></p> <p>The Proponent shall set up a 24 hour construction response line number.</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 undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.</p>  |
|            | <p><b>Environmental Management</b></p>   |
| 12         | <p><b>Construction Environmental Management Plan</b></p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:</p> <ul 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) indigenous and non-indigenous heritage management</li> <li>f) flora and fauna 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) sustainability</li> <li>l) environmental incident reporting and management procedures</li> <li>m) non-compliance and corrective/preventative action procedures.</li> </ul> <p>The CEMP shall:</p> <ul 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>Guideline for Preparation of Environmental Management Plans</i> (Department of Infrastructure, Planning and Natural Resources, 2004)</li> <li>iii) include an Environmental Policy.</li> </ul> |

| CoA number                  | Condition   |
|-----------------------------|---|
| <b>12</b><br><b>(cont.)</b> | <p>The Proponent shall:</p> <ul style="list-style-type: none"> <li>a) consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP</li> <li>b) submit a copy of the CEMP to EMR for review</li> <li>c) submit a copy of the CEMP to the ADEM (or nominated delegate) for approval</li> <li>d) 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</li> <li>e) ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document and be submitted to the ADEM for approval.</li> </ul> <p>The CEMP must be approved by the ADEM prior to the commencement of construction work associated with the Project.</p>  |
| <b>13</b>                   | <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 ADEM, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p> <p>Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.</p>   |
| <b>14</b>                   | <p><b>Environmental Management Representative</b></p> <p>Prior to the commencement of construction, the ADEM shall appoint an EMR for the duration of the construction period for the Project.</p> <p>The EMR shall provide advice to the ADEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:</p> <ul style="list-style-type: none"> <li>a) considering and advising the Proponent on matters specified in these conditions and compliance with such</li> <li>b) reviewing and where required by the ADEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation</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 ADEM</li> <li>d) reporting weekly to the Proponent, or as required by the ADEM</li> <li>e) issuing a recommendation to the Proponent 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> </ul> |

| CoA number    | Condition  |
|---------------|--|
| 14<br>(cont.) | <p>providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary</p> <p>where required by the ADEM, providing advice on the content and implementation of the CEMP and environmental controls map (ECM) in accordance with the conditions reviewing and approving updates to the CEMP.</p> <p>The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.</p>   |
| 15            | <p><b>Environmental Controls Map</b></p> <p>The Proponent shall prepare an environmental controls map (ECM) in accordance with TfNSW's <i>Guide to Environmental Controls Map</i> prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages as set out in the CEMP.</p> <p>The Proponent shall submit a copy of the ECM to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).</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 7 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> |
|               | <b>Hours of Work</b>   |
| 16            | <p><b>Standard Construction Hours</b></p> <p>Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <ol style="list-style-type: none"> <li>any works which do not cause noise emissions to be more than 5 dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers</li> <li>out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)</li> <li>the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the ADEM</li> <li>Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm</li> <li>any other work as agreed by the ADEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).</li> </ol>                            |
| 17            | <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 ADEM, or as approved by the EPA (where relevant to the issuing of an EPL), unless inaudible at nearby residential properties and/or other noise sensitive receivers.</p>   |

| CoA number | Condition   |
|------------|---|
|            | <b>Noise and Vibration</b>  |
| <b>18</b>  | <p><b>Construction Noise and Vibration</b></p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise and Vibration Strategy</i> (7TP-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 be 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 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 10 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's <i>Construction Noise and Vibration Strategy</i></li> <li>f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating 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.</li> </ul> |
| <b>19</b>  | <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> <ul style="list-style-type: none"> <li>a) for structural damage vibration – German Standard DIN 4150: Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i></li> <li>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).</li> </ul> <p>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>  |
| <b>20</b>  | <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 ADEM shall be obtained prior to commencement of piling activities.</p>  |
| <b>21</b>  | <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>  |

| CoA number | Condition   |
|------------|---|
| 22         | <p><b>Noise impact on educational facilities</b></p> <p>Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.</p>  |
| 23         | <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> <ol style="list-style-type: none"> <li>all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works</li> <li>all heritage listed buildings and other sensitive structures within 100 metres from the edge of the Designated Works.</li> </ol> <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 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>Flora and Fauna</b>  |
| 24         | <p><b>Replanting program</b></p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i>. All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>   |
| 25         | <p><b>Removal of trees or vegetation</b></p> <p>Separate approval, in accordance with TfNSW's <i>Application for Removal or Trimming of Vegetation</i>, 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>  |

| CoA number | Condition  |
|------------|--|
|            | <b>Contamination and Hazardous Materials</b>   |
| 26         | <p><b>Duty to Notify</b></p> <p>If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i> and notify the EPA in accordance with the EPA's Guidelines on the Duty to Report Contamination under the <i>Contaminated Land Management Act 1997</i> (Department of Environment and Climate Change, 2009).</p>   |
| 27         | <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 undertaken, and a 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 relevant EPA guidelines, including <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011).</p> <p>The proponent shall:</p> <ol style="list-style-type: none"> <li>submit a copy of any contamination report to the EMR for review. The EMR is to be given a minimum period of seven days to review and provide any comments to the Proponent in relation to the report.</li> <li>submit a copy of the report to the ADEM for consideration upon completion of the EMR review period. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.</li> </ol> <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 27 and Condition 28.</i></p> |
| 28         | <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 and SafeWork NSW guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</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 27 and Condition 28.</i></p>  |



| CoA number | Condition   |
|------------|---|
| 29         | <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, TfNSW's <i>Chemical Storage and Spill Response Guidelines</i> (9TP-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 to be undertaken in clearly marked designated areas that are 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> |
| 30         | <p><b>Contamination investigation</b></p> <p>If recommended by the Stage 1 preliminary site investigation report, a Stage 2 detailed site investigation shall be undertaken prior to construction commencing. The assessment shall generally be undertaken in accordance with:</p> <ul style="list-style-type: none"> <li>a) <i>The National Environment Protection (Assessment of Site Contamination) Amendment Measure</i> (NEPM, 2013)</li> <li>b) <i>Contaminated Sites - Sampling Design Guidelines</i> (EPA, 1995)</li> <li>c) <i>AS4482 (2005) Guide to investigation and sampling of site with potentially contaminated soil</i> (2005).</li> </ul> <p>The report shall be prepared in accordance with the DECCW's <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011). The report shall include a preliminary waste classification in accordance with the NSW EPA <i>Waste Classification Guidelines</i> (EPA, 2014).</p> <p>Specific requirements for further investigation, remediation or management of any contamination within the identified areas recommended in the Stage 2 Detailed Site Investigation shall be included in the CEMP as appropriate.</p> <p>If contamination is identified within the Site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i> and the DPIE Guidelines.</p>  |
| 31         | <p><b>Contamination Management Plan</b></p> <p>Specific requirements for further investigation, remediation and management of any potential contamination within the identified areas recommended in the Phase 2 contamination assessment shall be included in a contamination management plan (CMP) as appropriate.</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 and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater: Soils and Construction - Volume 1</i>, 4th Edition (Landcom, 2004).</p>   |



| CoA number | Condition  |
|------------|--|
|            | <b>Lighting</b>  |
| <b>33</b>  | <p><b>Lighting scheme</b></p> <p>A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with <i>AS 1158 - Road Lighting</i> and <i>AS 4282 - Control of the Obtrusive Effect of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <ul style="list-style-type: none"> <li>a) consideration of lighting demands of different areas</li> <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 and platform</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> <p>The proposed lighting scheme is to be submitted to and endorsed by the TfNSW Technical Design Team.</p> |
|            | <b>Sustainability</b>  |
| <b>34</b>  | <p><b>Sustainability officer</b></p> <p>The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project.</p> <p>Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the ADSPD prior to preparation of the pre-construction sustainability report (PCSR).</p>   |
| <b>35</b>  | <p><b>Pre-construction sustainability report</b></p> <p>Prior to commencement of construction, a PCSR shall be prepared to the satisfaction of the ADSPD. The Report shall include the following minimum components:</p> <ul style="list-style-type: none"> <li>a) Completed ISCA Scorecard demonstrating credits targeted to meet an ISCA Infrastructure Sustainability Rating Scheme (v1.2) Design and As Built, Excellent Rating</li> <li>b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc.</li> <li>c) a section specifying a process to identify and progress innovation initiatives on the Project as appropriate. The process should identify any areas of innovation that are currently being explored and/or implemented on the Project.</li> </ul> <p>The Proponent shall submit a copy of the PCSR to the ADSPD for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADSPD).</p>   |

| CoA number | Condition  |
|------------|--|
|            | <b>Urban design and landscaping</b>  |
| <b>36</b>  | <p><b>Urban Design Plan</b></p> <p>An Urban Design Plan (UDP) is to be submitted to TfNSW and endorsed by the Precincts and Urban Design team during detailed design. The UDP is to address the fundamental design principles as outlined in <i>'Around the Tracks' – urban design for heavy and light rail, TfNSW, Interim 2016</i>. The UDP shall:</p> <ul style="list-style-type: none"> <li>a) Demonstrate a robust understanding of the site through a comprehensive site analysis to inform the design direction, demonstrate connectivity with street networks, transport modes, active transport options, and pedestrian distances</li> <li>b) Identify opportunities and challenges</li> <li>c) Establish site specific principles to guide and test design options</li> <li>d) 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 UDP is to include the Public Domain Plan (PDP) for the chosen option and will provide analysis of the:</p> <ul style="list-style-type: none"> <li>a) Landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art</li> <li>b) Materials Schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping</li> <li>c) An Artist's Impression or Photomontage to communicate the proposed changes to the precinct</li> <li>d) A schedule which details the landscape maintenance requirements to be implemented for the 12 month period following the commencement of operation or as agreed with TfNSW.</li> </ul> <p>The following design guidelines are available to assist and inform the UDP for the Project:</p> <ol style="list-style-type: none"> <li>1. <i>TAP Urban Design Plan, Guidelines</i>, TfNSW, Draft 2018</li> <li>2. <i>Commuter Car Parks, urban design guidelines</i>, TfNSW, Interim 2017</li> <li>3. <i>Managing Heritage Issues in Rail Projects Guidelines</i>, TfNSW, Interim 2016</li> <li>4. <i>Creativity Guidelines for Transport Systems</i>, TfNSW, Interim 2016</li> <li>5. <i>Water Sensitive Urban Design Guidelines for TfNSW Projects</i>, 2016</li> </ol> |

| CoA number | Condition   |
|------------|---|
|            | <b>Traffic and Access</b>   |
| <b>37</b>  | <p><b>Traffic Management Plan</b></p> <p>The Proponent shall prepare a construction traffic management plan (TMP) as part of the CEMP which addresses, as a minimum, the following:</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> <li>d) ensuring access to railway stations, 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, taxi ranks and rail replacement bus stops if required, including appropriate signage to direct patrons, 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>The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required, and obtain any approvals required under the <i>Roads Act 1993</i>. The performance of all Project traffic arrangements must be monitored during construction.</p> |
| <b>38</b>  | <p><b>Road condition reports</b></p> <p>Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. 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>  |
| <b>39</b>  | <p><b>Road safety audit</b></p> <p>A road safety audit would 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 and new kiss and ride space and identification of mitigation measures proposed.</p> <p>The road safety audit is to be submitted to and endorsed by TfNSW. Any recommendations made in the audit relating to Hornsby Shire Council matters outside the Project scope and boundary would be provided to Council for information.</p>   |

| CoA number | Condition   |
|------------|---|
|            | <b>Heritage Management</b>  |
| <b>40</b>  | <p><b>Indigenous and non-Indigenous heritage</b></p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager 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 the Department of Premier and Cabinet (Heritage) where appropriate). Work in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage advisor.</p>  |
| <b>41</b>  | <p><b>Heritage Advisor</b></p> <p>A suitably qualified and experienced Heritage Conservation Architect who is independent of the design and construction team's personnel shall be engaged to the satisfaction of the ADEIA. The Heritage Conservation Architect will provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications.</p> <p>The Heritage Advisor is required to provide specialist advice throughout the detailed design phase to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA, and the approval issued by the Office of Environment and Heritage under Section 60 of the <i>Heritage Act 1977</i>.</p> <p>For works with the potential to affect the fabric of existing station buildings and/or moveable heritage items, the Heritage Architect shall prepare and submit a Heritage Report to the ADEIA at least 21 days prior to commencement of these works (unless otherwise agreed by the ADEIA).</p> <p>The report shall include, but not be limited to:</p> <ol style="list-style-type: none"> <li>confirmation of extent of involvement of the Heritage Architect in the detailed design process at completion of Approved for Construction (AFC) design stage</li> <li>identification of the proposed scope of work to be undertaken which would affect significant heritage fabric identified in the State Heritage Register listing for the Hawkesbury River Railway Station Group</li> <li>identification of any changes to, and/or additional to the scope of work identified in the EIA which would affect heritage fabric</li> <li>a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (d) above, and</li> <li>confirmation that the detailed design is compliant with the requirements of the EIA, and the approval issued by the Department of Premier and Cabinet under Section 60 of the <i>Heritage Act 1977</i> (14 August 2019).</li> </ol> <p>Works with the potential to affect significant heritage fabric shall not commence until the Heritage Report is approved by the ADEIA (unless otherwise agreed by the ADEIA).</p> |
| <b>42</b>  | <p><b>Vibration Impacts to Heritage Listed Structure at the Station</b></p> <p>To effectively mitigate potential impacts of vibration on the heritage structures within the station, activities that cause vibration are to be managed in accordance with German Standard DIN 4150 – Part 3 (DIN 1999) heritage specifications. Real time vibration monitoring is to be conducted at commencement of relevant work to confirm compliance with the German Standard DIN 4150. If vibration levels approach the determined trigger level, then the construction activity shall cease and the heritage structure is to be assessed and alternative construction methodologies developed, where practicable, before construction.</p>  |

| CoA number | Condition   |
|------------|---|
| 43         | <p><b>Archival recording</b></p> <p>Archival recording of the station as a whole, is to be undertaken prior to the commencement of construction in accordance with the NSW Heritage Division guidelines <i>Photographic recording of heritage items using film or digital capture</i> (NSW Heritage Office, 2006) and <i>How to prepare archival records</i> (NSW Heritage Office, 1998). Copies are to be provided to Hornsby Shire Council and Sydney Trains Heritage Team for future reference. In particular, the station building and platforms, are to be comprehensively included as part of the archival recording.</p>             |
| 44         | <p><b>Protection of State heritage items</b></p> <p>Design and construction of the Project within the State Heritage Register curtilage of the 'Hawkesbury River Railway Station Group' must be undertaken in accordance with the conditions of the approval granted under section 60 of the NSW <i>Heritage Act 1977</i> (issued 14 August 2019) and recommendations made in the Statement of Heritage Impact (AECOM 2019b).</p> <p>In the event of any inconsistency between the conditions of the section 60 approval and the Statement of Heritage Impact, the section 60 approval will prevail to the extent of the inconsistency.</p> |
|            | <b>Site Specific Conditions</b>   |
| 45         | <p><b>Protection of local heritage-listed item</b></p> <p>Suitable protection from construction vehicles is to be provided at the Governor Phillip Memorial (Hornsby LEP Item A15) prior to the commencement of works in the area.</p>  |

END OF CONDITIONS

## **Appendix C      Section 60 *Heritage Act 1977***

### **Approval and Conditions of Approval**

Our ref: DOC19/531792

Mr Ben Groth  
Associate Director, Environmental Impact Assessment  
Transport of New South Wales (TfNSW)  
Level 5, Tower A Zenith Centre 821 Pacific Highway  
CHATSWOOD NSW 2067

Via Email: [Ben.Groth@transport.nsw.gov.au](mailto:Ben.Groth@transport.nsw.gov.au)

Cc: Ashe Earl-peacock [Ashe.Earl-Peacock@transport.nsw.gov.au](mailto:Ashe.Earl-Peacock@transport.nsw.gov.au)

Natalie Moore [Natalie.Moore2@transport.nsw.gov.au](mailto:Natalie.Moore2@transport.nsw.gov.au)

Dear Mr Groth,

**APPLICATION UNDER S60 OF THE *HERITAGE ACT 1977*  
HAWKESBURY RIVER RAILWAY STATION GROUP, SHR N° 01195**

**Proposal:** Transport Access Program works, including:

- Construction of two new lifts to provide access to the existing footbridge and station platforms, including associated landings and support structures
- Provision of a kiss and ride space, accessible parking space and upgrading Dangar Road pedestrian access
- Construction of a new family accessible toilet, a new unisex ambulant toilet, and a new staff toilet.
- Installation of a canopy over the entrance of the family accessible toilet
- Installation of new padmount transformer as well as ancillary electrical works to supply the station and new lifts with electricity
- Ancillary works including lighting, electrical upgrades, improvements to station communications system (including CCTV cameras), hearing loops, wayfinding and tactile ground surface indicators.

**Section 60 application no:** S60/2019/101, received 27 June 2019

**Information received with the application:** As per Condition No. 1

**Additional information requested:** Yes

As delegate of the Heritage Council of NSW (the Heritage Council), I have considered the above section 60 application. Pursuant to section 63 of the *Heritage Act 1977*, approval is granted subject to the following conditions:

**APPROVED DEVELOPMENT**

1. Development must be in accordance with:

a) Architectural drawings prepared for Transport for NSW, as listed in the table below.

| Drawing No.                                    | Title                 | Date       | Rev |
|--|-----------------------|------------|-----|
| <b>Project Title: HAWKESBURY RIVER STATION</b> |                       |            |     |
| TAP-150072-AR-DWG-0001                         | COVER                 | 22/05/2019 | 6   |
| TAP-150072-AR-DWG-0100                         | SITE PLAN             | 22/05/2019 | 9   |
| TAP-150072-AR-DWG-1001                         | PLAN – PLATFORM LEVEL | 22/05/2019 | 9   |



|                        |   |            |   |
|------------------------|---|------------|---|
| TAP-150072-AR-DWG-1002 | PLAN – FOOTBRIDGE LEVEL                   | 22/05/2019 | 7 |
| TAP-150072-AR-DWG-1003 | PLANS – EXISTING & DEMOLITION             | 22/05/2019 | 7 |
| TAP-150072-AR-DWG-1004 | PLANS – PROPOSED & REFLECTED CEILING PLAN | 22/05/2019 | 4 |
| TAP-150072-AR-DWG-2001 | ELEVATIONS                                | 22/05/2019 | 8 |
| TAP-150072-AR-DWG-2010 | ELEVATIONS – NORTH/SOUTH/EAST/WEST        | 22/05/2019 | 3 |
| TAP-150072-AR-DWG-2011 | ELEVATIONS – FOOTBRIDGE                   | 22/05/2019 | 5 |
| TAP-150072-AR-DWG-2012 | ELEVATIONS – FOOTBRIDGE                   | 22/05/2019 | 5 |
| TAP-150072-AR-DWG-2013 | ELEVATIONS – FOOTBRIDGE                   | 22/05/2019 | 5 |
| TAP-150072-AR-DWG-2014 | ELEVATIONS – FOOTBRIDGE                   | 22/05/2019 | 5 |
| TAP-150072-AR-DWG-3001 | SECTIONS                                  | 22/05/2019 | 8 |
| TAP-150072-AR-DWG-3002 | SECTIONS/DETAILS                          | 22/05/2019 | 3 |
| TAP-150072-AR-DWG-4000 | MATERIALS AND FINISHES SCHEDULE           | 22/05/2019 | 5 |

- b) Heritage Impact Statement titled *Transport Access Program 3 Hawkesbury River Station*, prepared by AECOM, 31 May 2019

## **FURTHER DEVELOPMENT DETAILED DESIGN**

2. The following items are to be submitted for approval by the Heritage Council or delegate prior to the commencement of each component of the work:
  - a) Further development of the lift shaft design to provide a more appropriate response to the scale, character and setting of the heritage precinct. The design should be developed in consultation with the Heritage DPC.
  - b) Further development of the Family Accessible Toilet and Ambulant Toilets. The design should be developed in consultation with the Heritage DPC.
  - c) Detailed designs for lighting, comms (e.g. hearing loops, speakers/PA) and CCTV. Designs should utilise existing penetrations to heritage fabric where possible. The detail design must be accompanied by a Statement of Heritage Impact which addresses any potential heritage impacts and recommended management measures.
  - d) A detailed service plan showing new services and/or relocated services (including padmount transformer). Service plan must include locations, associated excavations and trenching (including depth and width). The detailed design must be accompanied by a Heritage Impact Assessment which addresses any potential heritage impacts (including archaeological) of these works.
  - e) Additional locations must be investigated during detailed design regarding the relocation for the public telephone.
  - f) Provision of a significance assessment of sandstone kerbing on Dangar Road. Further development of footpath upgrade designs that detail treatment of kerbing appropriate to level of heritage significance.

*Reason: To protect significant fabric and ensure that design is appropriate to the heritage values of the place.*

### **PLATFORM BUILDING VENTS**

3. Re-grading of the station platform must not cover any existing wall vents on the station building.

*Reason: To ensure no long-term damage to the platform building caused by changes in ventilation to the substructure.*

### **PLATFORM BUILDING TOILETS**

4. The internal paint scheme must be developed in consultation with Sydney Trains Heritage Team and consider 'Engineering Standard Stations and Buildings: ESB Heritage Paint Schemes' to finalise the colour scheme.

*Reason: To ensure that design is appropriate to the heritage values of the place.*

### **SPECIALIST TRADESPERSONS**

5. All work to, or affecting, significant fabric shall be carried out by suitably qualified tradespersons with practical experience in conservation and restoration of similar heritage structures, materials and construction methods.

*Reason: So that the construction, conservation and repair of significant fabric follows best heritage practice.*

### **HERITAGE CONSULTANT**

6. A suitably qualified and experienced heritage consultant must be nominated for this project. The nominated heritage consultant must provide input into the detailed design, provide heritage information to be imparted to all tradespeople during site inductions, and oversee the works to minimise impacts to heritage values. The nominated heritage consultant must be involved in the selection of appropriate tradespersons and must be satisfied that all work has been carried out in accordance with the conditions of this consent.

*Reason: So that appropriate heritage advice is provided to support best practice conservation and ensure works are undertaken in accordance with this approval.*

### **SITE PROTECTION**

7. Significant built and landscape elements are to be protected during site preparation and the works from potential damage. Protection systems must ensure significant fabric, including landscape elements, is not damaged or removed.

*Reason: To ensure significant fabric, including vegetation, is protected during construction.*

### **PHOTOGRAPHIC ARCHIVAL RECORDING**

8. A photographic archival recording of the forecourts, pedestrian footbridge and toilets must be prepared prior to the commencement of works and at the completion of works. This recording must be in accordance with the NSW Heritage Division publication 'Photographic Recording of Heritage Items using Film or Digital Capture' (2006). The digital copy of the archival record must be provided to the Heritage Division, Office of Environment and Heritage.

*Reason: To capture the condition and appearance of the place prior to, and during, modification of the site which impacts significant fabric.*

### **UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS**

9. The applicant must ensure that if unexpected archaeological deposits or relics not identified and considered in the supporting documents for this approval are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.

*Reason: This is a standard condition to identify to the applicant how to proceed if historical archaeological deposits or relics are unexpectedly identified during works.*

### **COMPLIANCE**

10. If requested, the applicant and any nominated heritage consultant may be required to participate in audits of Heritage Council of NSW approvals to confirm compliance with conditions of consent.

*Reason: To ensure that the proposed works are completed as approved.*

### **DURATION OF APPROVAL**

11. This approval will lapse five years from the date of the consent unless the building works associated with the approval have physically commenced.

*Reason: To ensure the timely completion of works.*

### **ADVICE**

Section 148 of the *Heritage Act 1977* (the Act), allows people authorised by the Minister to enter and inspect, for the purposes of the Act, with respect to buildings, works, relics, moveable objects, places or items that is or contains an item of environmental heritage. Reasonable notice must be given for the inspection.

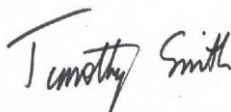
### **RIGHT OF APPEAL**

If you are dissatisfied with this determination appeal may be made to the Minister for Heritage under section 70 of the *Heritage Act 1977*.

It should be noted that an approval under the Heritage Act is additional to that which may be required from other Local Government and State Government Authorities in order to undertake works.

If you have any questions regarding the above Transport Access Program approval for Hawkesbury River Station please contact Alexander Timms, Senior Heritage Officer at Heritage, Community Engagement, Department of Premier and Cabinet on (02) 8837 6067 or via [Alexander.Timms@environment.nsw.gov.au](mailto:Alexander.Timms@environment.nsw.gov.au)

Yours sincerely



### **Tim Smith OAM**

Director Heritage Operations  
Heritage, Community Engagement  
Department of Premier and Cabinet  
14 August 2019

**As Delegate of the Heritage Council of NSW**