



Transport Access Program **Beecroft Station Upgrade** Determination Report



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

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Glossary and abbreviations

Term	Meaning
ASA	Asset Standards Authority
BCA	Building Code of Australia
CBD	Central Business District
CCTV	Closed-circuit television
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the Construction Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance)
Construction Contractor	The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
CPTED	Crime Prevention Through Environmental Design
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance)
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
ETTT	Epping to Thornleigh Third Track
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
ISCA	Infrastructure Sustainability Council of Australia
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
OEH	NSW Office of Environment and Heritage
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW

Term	Meaning
Proposed Activity	The construction and operation of the Beecroft Station Upgrade
REF	Review of Environmental Factors
RMS	NSW Roads and Maritime Services (formerly Roads and Traffic Authority)
SoHI	Statement of Heritage Impact
TfNSW	Transport for NSW (the Proponent)
TGSI	Tactile ground surface indicators

Executive summary

Overview of Proposed Activity

Transport for NSW (TfNSW) is responsible for improving the customer experience of transport services, transport policy and regulation, planning and program administration, procuring transport services, and infrastructure and freight.

TfNSW is the Proponent for the Beecroft Station Upgrade (the 'Proposed Activity'), which is part of the Transport Access Program. The program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The program aims to provide a station precinct that is accessible to those with a disability, limited mobility, parents/carers with prams and customers with luggage.

In summary, the Proposed Activity as outlined in the REF comprises:

- construction of two new lifts; one from ground level to the pedestrian subway at the Wongala Crescent entrance, and one between the existing pedestrian subway and platform level through the former booking office, which will involve raising of the existing canopy roof of the booking office by about three metres to accommodate the lift shaft
- modifications to the existing non-compliant ramp from Wongala Crescent to provide an accessible path of travel from Wongala Crescent to the new lift. Modifications would include re-grading the existing ramp and adding new stairs to comply with the changes in level
- provision of a new bridge-slab over the existing staircase, extension of the platforms 1 and 2 (Northern end) and movement of the existing platform fence/gate at the northern end of the platform to accommodate a new pedestrian circulation area in front of the new lift
- upgrades to accessible parking spaces within the Sutherland Road car park to allow for two accessible parking spaces
- upgrade of the existing footpaths along the eastern side of Wongala Crescent, and between the Sutherland Road car park and Beecroft Station
- provision of a new kiss-and-ride zone along Wongala Crescent
- relocation of the existing taxi zone from Hannah Street to Wongala Crescent
- relocation of the communications room to the existing space adjacent to the family accessible toilet within the station building
- landscaping works around the western lift shaft and along eastern side of Wongala Crescent
- ancillary works including adjustments to lighting, electrical upgrades, minor drainage works, new seating, improvement to station communications systems (including CCTV cameras), hearing loops, wayfinding signage and installation of tactile ground surface indicators (TGSIs).

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

Construction is expected to commence in mid-2019 and take approximately 12 months to complete.

TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared by WSP 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).

Modifications to the Proposed Activity

No modifications have been made to the Proposed Activity since the REF was prepared, however, due to the extensive community feedback regarding the existing ramp at the Wongala Crescent entry (refer to Table 1), TfNSW is now further investigating potential design options and associated impacts to the surroundings. This will look at additional options to maintain a ramp between Wongala Crescent and the existing pedestrian underpass.

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

Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the Beecroft 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.

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

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 an initiative targeted at achieving compliance with the *Disability Standards for Accessible Public Transport 2002* (DSAPT) across the Network.

Beecroft Station has been identified for an accessibility upgrade as it currently does not accommodate mobility impaired access to rail services, or meet key requirements of the DSAPT or the Commonwealth *Disability Discrimination Act 1992* (DDA).

The Proposal would fulfil the Transport Access Program objectives by proposing to provide:

- stations that are accessible to customers with disabilities, customers who are less mobile, parents/carers with prams, and customers with luggage
- modern buildings and facilities for all modes that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers
- 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.

The Proposal is consistent with NSW planning strategies, including *NSW: Making It Happen* (NSW Government 2015) and the *Future Transport Strategy 2056* (TfNSW 2018). The Proposal would also ensure that Beecroft Station would meet legislative requirements under the *Disability DSAPT*.

TfNSW is the Proponent for the Beecroft Station Upgrade (referred to as the 'Proposed Activity' for the purposes of this document).

1.2 Review of Environmental Factors

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

The Beecroft Station Upgrade REF was placed on public display from 26 October 2018 to 9 November 2018, with 161 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3 Determination report

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



Figure 1: Planning approval process

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

- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the environmental impact assessment (and any proposed modifications, as detailed and assessed in this Determination Report)
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential environmental impacts are likely to be significant
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity.

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

- a) to 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

Beecroft Station is located on the Main Northern Line (T1 service), about 27 kilometres by rail from Central Station. It is within the Hornsby local government area (LGA) in Sydney's north-west.

Beecroft Station does not currently meet key requirements of the DSAPT or the Commonwealth *Disability Discrimination Act 1992* (DDA). It also does not allow for equitable access to the station platforms.

An overview of the Proposed Activity, which is the subject of the Beecroft Station Upgrade REF, is provided in the Executive Summary with full details set out in Chapter 3 of the REF. In summary, the Proposed Activity as outlined in the REF comprises:

- construction of two new lifts; one from ground level to the pedestrian subway at the Wongala Crescent entrance, and one between the existing pedestrian subway and platform level through the former booking office, which will involve raising of the existing canopy roof of the booking office by about three metres to accommodate the lift shaft
- modifications to the existing non-compliant ramp from Wongala Crescent to provide an accessible path of travel from Wongala Crescent to the new lift. Modifications would include re-grading the existing ramp and adding new stairs to comply with the changes in level
- provision of a new bridge-slab over the existing staircase, extension of the platforms 1 and 2 (Northern end) and movement of the existing platform fence/gate at the northern end of the platform to accommodate a new pedestrian circulation area in front of the new lift
- upgrades to accessible parking spaces within the Sutherland Road car park to allow for two accessible parking spaces
- upgrade of the existing footpaths along the eastern side of Wongala Crescent, and between the Sutherland Road car park and Beecroft Station

- provision of a new kiss-and-ride zone along Wongala Crescent
- relocation of the existing taxi zone from Hannah Street to Wongala Crescent
- relocation of the communications room to the existing space adjacent to the family accessible toilet within the station building
- landscaping works around the western lift shaft and along eastern side of Wongala Crescent
- ancillary works including adjustments to lighting, electrical upgrades, minor drainage works, new seating, improvement to station communications systems (including CCTV cameras), hearing loops, wayfinding signage and installation of tactile ground surface indicators (TGSIs).

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

Construction is expected to commence in mid-2019 and take approximately 12 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Beecroft Station Upgrade REF was placed on public display from 26 October 2018 to 9 November 2018 at two locations, as well as on the [TfNSW website](#)¹ and the [yoursay page](#)². Community consultation activities undertaken for the public display included:

- community information sessions on 5 November 2018 and 7 November 2018 within the Beecroft Station subway
- distribution of 4,500 flyers to customers at the station/nearby residents and/or businesses on 26 October 2018
- installation of project signage at and around the station
- public display of the REF at:
 - Pennant Hills Branch Library, corner Ramsay Road & Yarrara Roads, Pennant Hills, 2120
 - TfNSW Office at Level 5, Tower A, Zenith Centre, 821 Pacific Highway, Chatswood
- a business briefing conducted at UMUN Jewellery Studio on 26 October 2018
- placement of an advertisement in the Northern District Times on Wednesday 31 October 2018
- door knocking to 20 local businesses adjoining the project, including a detailed business briefing to UMUN Jeweller
- placement of information on the [TfNSW website](#)
- a briefing to Hornsby Shire Council officers on 23 October 2018.

Consultation was also undertaken with NSW Taxi Council during preparation of the REF/public display period.

2.2 REF submissions

A total of 161 submissions were received by TfNSW, including one from Hornsby Shire Council and one from the Beecroft Cheltenham Civic Trust. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions included:

- project design considerations, specifically:
 - a strong desire to maintain the existing Wongala Crescent entrance ramp to enable cross-corridor access in the case of lift breakdown
 - the configuration of the interchange
- improvements to the access from Sutherland Road
- concern regarding the potential impacts to the glass artwork panels of in the garden beds at the Wongala Crescent entrance.

¹ <http://www.transport.nsw.gov.au/Beecroft>

² <http://www.yoursay.transport.nsw.gov.au>

2.3 Consideration and response to submissions

Community submissions

A summary of all issues raised and associated responses is provided in Table 1.

Table 1: Response to community submissions received

No	Stakeholder	Issue/s raised	TfNSW response
1	Project design		
1.1	B005, B006, B008, B010, B011, B012, B013, B014, B016, B017, B020, B021, B022, B023, B024, B025, B028, B029, B032, B033, B034, B035, B036, B037, B040, B041, B042, B043, B044, B045, B046, B047, B049, B050, B051, B052, B053, B054, B055, B056, B057, B058, B059, B060, B061, B062, B063, B064, B065, B066, B067, B068, B069, B070, B071, B072, B073, B074, B075, B076, B077, B078, B079, B080, B081, B083, B084, B085, B086, B088, B089, B090, B091, B092, B093, B094, B095, B096, B097, B098, B099, B100, B101, B102, B103, B104, B105, B106,	<p>128 submissions expressed a strong desire to maintain the (non-compliant) ramp at the Wongala Crescent entrance:</p> <p>A number of design suggestions were identified including:</p> <ul style="list-style-type: none"> installing only one lift (to the station platform itself) and regrade the ramp to be DDA-compliant installing only one lift (to the station platform itself) and keep ramp as is keeping the existing non-compliant ramp and installing both lifts as planned maintaining the entrance as it currently is and installing a third DDA compliant entrance, including a new lift, from the Copeland Road bridge (to the south). <p>Note: one submission (B115) did however support the removal of the ramp.</p>	<p>While the request to maintain a ramp from Wongala Crescent is acknowledged, the existing ramp is not currently DSAPT compliant. The objective of the Transport Access Program is to achieve DSAPT compliant access at NSW train stations. Maintaining the existing ramp in its entirety is not feasible as it would be impacted by the proposed lift and associated access path from Wongala Crescent. This would create a difference in levels that cannot be accommodated by the existing ramp.</p> <p>However, due to the large volume of community feedback, TfNSW is undertaking further investigations to consider potential design options and associated impacts to the Wongala Crescent entrance to maintain a ramp arrangement between street level and the existing pedestrian underpass.</p> <p>With respect to the specific design suggestions provided, the following is noted:</p> <p>Installing only one lift and re-grading the ramp to be DDA compliant is not considered to be feasible as the existing difference in levels from the pedestrian underpass to Wongala Crescent is greater than three metres. The maximum grade permitted for a DDA compliant ramp is 1:14 (vertical : horizontal – V:H) , plus landings every six metres.</p> <p>Therefore, a new compliant ramp (including landings), would require a total length of around 60 metres. To fit a ramp of this size within the existing space without impacting the large trees or the playground would require multiple switch-backs and likely require relocation of the existing electrical transformer. This is not considered to be a good outcome for customer experience or urban design, and was therefore not taken forward as an option for further consideration.</p>

No	Stakeholder	Issue/s raised	TfNSW response
1.1 (cont.)	B107, B108, B109, B110, B111, B112, B114, B116, B117, B118, B119, B120, B121, B122, B123, B125, B126, B127, B128, B129, B130, B131, B132, B133, B134, B135, B138, B141, B145, B148, B152, B153, B154, B155, B156, B157, B158, B159, B160		<ul style="list-style-type: none"> • Additionally, the installation of only one lift and retention of the ramp in its current form was also not considered to be feasible as the objectives of the Transport Access Program require compliance with the DSAPT in order to meet requirements of the DDA. DSAPT requires an accessible path to be provided from the station entrance to the nominated accessible boarding points and other facilities at the station. • The existing ramp from Wongala Cres to the subway has a grade of 1:9.5 (V:H) and therefore does not comply with the maximum grade of 1:14 (V:H) to achieve an accessible path of travel. Accordingly, an alternate accessible access (in the form of a lift) has been chosen. • With respect to providing access from Copeland Road, this option would require a large structure and is not considered to be necessary. Providing an access point at this location would also be located a greater distance away from interchange with other modes of transport including existing car parking, bus stops, taxi locations and drop off points.
1.2	B031, B055, B112, B145, B150	Five submissions questioned the need for two lifts, as this would increase running costs and impact on existing structures.	<ul style="list-style-type: none"> • Two lifts are required to ensure access to Beecroft Station meets relevant disability and mobility access standards. One lift would allow passage between Wongala Crescent and the pedestrian subway, and another lift would provide passage from the pedestrian subway to the station platform.

No	Stakeholder	Issue/s raised	TfNSW response
1.3	B001, B008, B019, B029, B033, B037, B058, B059, B106, B107, B136, B137, B148, B155	<p>Fourteen submissions raised concerns regarding the proposed configuration of the interchange facilities:</p> <p>Several different issues were raised including:</p> <ul style="list-style-type: none"> request for an additional or larger kiss-and-ride zone (i.e. additional capacity) concern that the proposed location of the kiss-and-ride zone would interfere with the existing bus zone questioning need for a dedicated taxi zone moving the mail zone and letterbox to an alternative location. <p>It should also be noted that, while raising specific design concerns, a number of the submissions also noted general support for the inclusion of a kiss-and-ride zone as part of the Proposed Activity.</p>	<p>The configuration and design of the interchange would be refined as part of the detailed design phase for the Proposed Activity.</p> <p>The issues raised as part of the submissions would be taken into consideration during the detailed design phase as part of the refinement. With respect to the specific concerns regarding the proposed configuration of the interchange facilities, the following is noted:</p> <ul style="list-style-type: none"> the Proposed Activity is proposing to add an additional kiss-and-ride zone to the interchange on Wongala Crescent. There is already a 'no-parking' area further to the north of the station on Wongala Crescent, which can be used as kiss-and-ride, and therefore the project is only proposing to provide an additional area for one car at this stage the final location of the kiss-and-ride zone would be located in a position that would not interfere with the existing bus zone the project is only proposing to relocate the existing taxi zone (on Hannah Street) to Wongala Crescent so that it is in an accessible location moving the mail zone/letterbox to an alternative location is a potential solution for providing more space for kiss-and-ride. This would be considered during the detailed design phase. <p>TfNSW would continue to consult with key stakeholders such as Hornsby Shire Council, the NSW Taxi Council, bus operators, and Australia Post to inform the detailed design for further improvements to achieve a balanced outcome.</p>
1.4	B008, B13, B018, B033, B043, B048, B049, B052, B088, B106, B142, B145, B148, B161	<p>Concern was raised in a number of submissions regarding the potential impacts to the existing glass artwork and/or the historical Beecroft signage in the garden beds at the Wongala Crescent entrance.</p>	<p>As part of the Proposed Activity, the existing glass artworks and historical Beecroft signage would be relocated to a new location within the existing garden bed area. The final location of the signage and artwork would be determined during the detailed design stage with consideration of the suggestions identified by T3D Studios (refer to item 1.5 in Table 2), and in collaboration with the local community.</p>

No	Stakeholder	Issue/s raised	TfNSW response
1.5	B015	One submission made a request for the addition of two escalators between pedestrian subway and station platform in addition to the existing stairs.	Installation of escalators in addition to the proposed lifts is not considered viable for Beecroft Station due to the space constraints and the high costs associated with construction and maintenance.
1.6	B144	One submission made a request for a pedestrian bridge from the two station car parks, similar to those at Cheltenham Station.	Access footpaths from these locations are proposed to be upgraded to improve accessibility as part of the Proposed Activity. The provision of a new pedestrian bridge from these locations is not considered to be a cost-effective option for the project.
1.7	B107	One submission questioned the need to upgrade the existing stairs from the pedestrian subway to the platform.	As identified in section 1.1 of this report, current access to the station (including the existing stairs) has been identified as being non-compliant with existing disability and mobility access standards. Upgrades to these stairs would not be extensive, and would include refurbishment of the existing stairs to provide new handrails and capping of the stairs to achieve DSAPT compliance.
1.8	B121	One submission requested that the new lift be placed inside the station where the old ticket booth used to be.	As described in Chapter 3 of the Project REF, the Proposed Activity would include the provision of a lift in this location between the existing pedestrian subway and platform level through the former booking office.
1.9	B037	One submission identified a range of relevant standards and technical requirements that the Proposed Activity would be required to meet. These included various standards relating to: <ul style="list-style-type: none"> the Building Code of Australia WorkCover Codes Australian Standards 	The Proposed Activity has been developed, and would continue to be refined, in accordance with all relevant design codes and standards. All of the new proposed infrastructure would be designed and constructed following the ASA, BCA and Australian Standard requirements. This would include material choice, ventilation, orientation, paths of travel, durability, etc. With respect to the concerns raised regarding potential security issues, security risks would be further mitigated with the project implementing <i>Crime Prevention Through Environmental Design</i> (CPTED) principles throughout the design and delivery.

No	Stakeholder	Issue/s raised	TfNSW response
2	Accessibility		
2.1	B033, B136	Two submissions noted that the proposed new accessible car spaces (within the Sutherland Road carpark) would be located in front of the rubbish bin compound, which is potentially an awkward location.	Noted. This issue would be further considered during the detailed design phase and would seek to minimise potential conflicts between the new accessible car spaces and existing infrastructure.
2.2	B008, B026, B033, B109, B140, B149	<p>Six submissions raised concern regarding pedestrian access between Beecroft Station and Sutherland Road noting it is unsafe and difficult for people with mobility issues. Key issues identified included:</p> <ul style="list-style-type: none"> • poorly maintained footpaths • blind spots from dense vegetation and poor lighting • narrow footpaths • lack of safe pedestrian crossing at Wandeen Avenue and Malton Road • water overflowing the footpath in wet weather • an informal dirt track desire line which should be paved. 	<p>The current proposal includes one DSAPT compliant access path on each side of the station to the primary transport mode change points.</p> <p>As identified in Chapter 3 of the Project REF, elements of the Proposed Activity would include regrading, upgrade of the existing access paths and walkways on both the Wongala Crescent and Sutherland Road sites of Beecroft Station. To ensure pedestrian safety, a road safety audit is required as per Condition 40.</p> <p>Any further upgrades to footpaths within the wider station precinct have not been considered as part of the scope for the currently Proposed Activity.</p> <p>Items raised which are outside the scope of the Proposed Activity and on Council land will be forwarded to Hornsby Shire Council for their consideration.</p>

No	Stakeholder	Issue/s raised	TfNSW response
2.3	B009, B011, B027, B144, B145	<p>A series of submissions requested an additional access point from Copeland Road bridge to the platform. Reasons for this request included:</p> <ul style="list-style-type: none"> • this could negate the need for a lift at Wongala Crescent • this would utilise a newly constructed accessible footpath from the railway station gardens/park • this option would have minimal heritage impacts on Station building and precinct. 	<p>The Proposed Activity has been developed considering equitability of access and the existing transport mode change points (car parking, bus stops, taxi and drop off points).</p> <p>Providing additional access from Copeland Road would require a large structure and results in a greater distance away from the station interchange and therefore considered unnecessary.</p>
2.4	B030, B048, B066, B074, B080, B087, B110, B124	<p>Concern was raised in a series of submissions regarding whether the use of the pedestrian subway as an underpass would be impacted.</p> <p>Similar concerns were raised over the impact of the lift on increased congestion in the pedestrian subway.</p>	<p>The pedestrian subway is currently used as an existing underpass to provide access between Wongala Crescent and Sutherland Road.</p> <p>The continued use of the pedestrian subway for pedestrians following installation of the lifts would not be impeded, as the lifts are located away from the pedestrian path of travel, with sufficient space for a waiting area at each lift incorporated into the design.</p> <p>Some minor narrowing of sections of the existing pathway may occur during construction (to allow for construction works) however continued access to the platform would be maintained at all times, with the exception of scheduled track possessions (i.e. scheduled rail shut down periods) or construction staging works.</p>
2.5	B139	<p>One submission noted that the gap between the platform and the train is too wide and is challenging for people with a disability.</p>	<p>Transport for NSW recognises that there is variability in the width of the gap between station platforms and trains at stations across the network.</p> <p>The gap which is in existence is to allow for varying train widths as there is a diverse range of models in operation.</p> <p>Sydney Trains staff are available at stations and/or on trains to assist customers boarding and alighting at the assisted boarding point locations. Portable ramps can be provided upon request.</p>

No	Stakeholder	Issue/s raised	TfNSW response
2.6	B041	One submission raised concern regarding access to the station from the Chapman Road Bridge over the railway line. Specifically, it was noted that there is no kerb ramp on the other side of Chapman Road or Wongala Crescent, making it inaccessible to people with mobility issues.	<p>The current proposal includes one DDA compliant access path on each side of the station to the primary transport mode change points.</p> <p>As identified in Chapter 3 of the Project REF, elements of the Proposed Activity would include regrading / upgrade of existing access paths and walkways on both the Wongala Crescent and Sutherland Road sites of Beecroft Station. Any further upgrades to footpaths within the wider station precinct have not been considered as part of the scope for the currently Proposed Activity.</p>
2.7	B037	One submission asked if a road safety audit had been undertaken for the Proposed Activity.	<p>Section 6.1 of the REF outlines the impacts of the Proposed Activity on traffic, transport, and access at Beecroft Station. This includes a list of mitigation measures to ensure safe pedestrian access during construction and operation.</p> <p>TfNSW would undertake a road safety audit for the Proposed Activity as part of the detailed design and Condition 40 Road Safety Audit requirement.</p>
3	Heritage		
3.1	B008	One submission requested that the roof over the lift shaft at the Wongala Street entrance match the existing heritage roof of the station building, noting that this would improve amenity and provide wet-weather protection.	<p>The lift lobbies would be provided with weather protection canopies. The final design of the roof and canopies would be determined during detailed design. This would include consideration of heritage context.</p> <p>A heritage conservation architect would be engaged for the detailed design process and to inform the detailed design recommendations. This would include the final design for the Wongala Street lift shaft.</p>

No	Stakeholder	Issue/s raised	TfNSW response
3.2	B003, B009, B126, B131, B148	<p>Five submissions expressed a general desire to maintain the heritage features of Beecroft Station.</p> <p>One submission specifically requested that the upgrades retain the use of timber posts, rather than replacing with steel posts and new roofing.</p>	<p>TfNSW is aiming to maintain heritage aspects of Beecroft Station as much as possible, whilst developing a sympathetic design which responds to both the station accessibility needs, but also preserves the heritage look and feel.</p> <p>The heritage impacts of the proposed upgrades were discussed in Section 6.5 of the REF. This section provided a summary of expected impacts to the historic station. A series of heritage mitigation measures were also identified and summarised in section 7.2 of the REF. Mitigation measures included:</p> <ul style="list-style-type: none"> • engagement of a heritage architect during detailed design • identification of key heritage elements for retention or conservation • consideration of materials and finishes during detailed design • heritage inductions for construction workers.
3.3	B028	<p>One submission noted that the design was too focussed on maintaining heritage features, and should be more modern.</p>	<p>The Beecroft Station upgrades have been designed to comply with relevant requirements outlined in local, NSW, and Commonwealth heritage policies and legislation, as well as current TfNSW design guides for stations. The design of the station has also undergone consultation with relevant stakeholders such as the Sydney Trains Heritage Branch.</p> <p>It is also noted that TfNSW received a number of submissions outlining a desire to maintain the heritage aspects of the Station as much as possible (refer to item 3.2 above).</p>

No	Stakeholder	Issue/s raised	TfNSW response
4 Cumulative Impacts			
4.1	B003, B009, B019, B029, B111, B148, B151, B159	<p>Concern was raised regarding the amount of construction that has been undertaken at Beecroft Station in the past few years (citing examples such as Epping to Thornleigh Third Track (ETTT), NorthWest Metro, high-rise development, upgrades to the Station Gardens).</p> <p>Several submissions questioned why the access upgrades weren't completed at time of the ETTT works (in comparison to Pennant Hills and Cheltenham).</p>	<p>The upgrade of Cheltenham and Pennant Hills Stations was required as the additional line for the ETTT project would have otherwise prevented access to the station. The project was federally funded, with the purpose being to increase freight reliability (as opposed to station upgrades which are a NSW Government responsibility under the Transport Access Program).</p> <p>TfNSW understands that construction works from successive projects can result in construction fatigue for surrounding residents, particularly in relation to noise, traffic, and air quality impacts.</p> <p>TfNSW would seek to avoid and/or minimise potential impacts where possible. Chapter 7 of the REF outlined a range of proposed mitigation measures which would be implemented (particularly during construction) to minimise potential impacts from the Proposed Activity.</p>
5 Construction impacts			
5.1	B026, B033	<p>Two submissions noted confusion regarding the location of the proposed construction compound. One submission also wanted to know about remedial work to restore the compound after works are completed.</p>	<p>The location of the proposed construction compound and associated material laydown were identified in Figure 3.6 of the REF.</p> <p>The main site compound area was selected as it is contained within the existing rail corridor. These sites were also previously used as construction compounds for the ETTT project.</p> <p>The material laydown site is currently a grassed area and would be rehabilitated to its current state after construction.</p>
5.2	B029	<p>Complaint about the length of construction timeframe (12 months) being too long.</p>	<p>The 12-month timeframe is based on a conservative program and is indicative only. The length of the construction duration is also subject to use of scheduled track possessions in order to minimise impact to commuters and to provide a safe working environment.</p> <p>TfNSW would endeavour to manage, avoid, and minimise these impacts where possible. Chapter 7 of the REF outlined TfNSW's proposed mitigation measures for the Proposed Activity.</p>

No	Stakeholder	Issue/s raised	TfNSW response
5.3	B151	As a result of the business briefing conducted at UMUN Jewellery Studio on 26 October 2018, concern was raised about parking during the construction phase, particularly the impact on local businesses when construction workers park in the street in parking designated for customers.	<p>Where possible, construction vehicles would be restricted to parking in nominated construction compound area(s).</p> <p>In addition, as identified in section 7.2 a Traffic Management Plan (as part of the CEMP) would be prepared and implemented for the Proposed Activity (refer to mitigation measure 8).</p> <p>A sub-plan would also be required to be created within the CEMP which addresses the management of subcontractor parking during construction of the Beecroft Station Upgrade.</p> <p>This plan would outline additional mitigation measures to reduce impacts from the construction, including identifying parking locations for construction workers away from the station and details of how this would be monitored for compliance.</p> <p>Some businesses in the area are expected to experience a small positive economic benefit from increase patronage due to the presence of construction workers in the area.</p>
6	Options assessment		
6.1	B043, B062, B111	Three submissions questioned the options assessment procedure, particularly the decision to replace the ramp with a lift. Additionally, more information about the options assessment procedure was requested, in particular a cost/benefit analysis.	<p>A <i>Concept Design Report</i> for the Beecroft Station Upgrades was prepared by Cardno in April 2018. This report considered the existing station precinct infrastructure, existing and future user needs, and key design considerations.</p> <p>The report also undertook a detailed consideration of the proposed options and options development process. The relevant information from this assessment was presented in section 2.3 of the REF.</p> <p>Based on the options assessment, and in order to meet the objectives of the Proposed Activity, it was concluded that replacement of the ramp was required in order to meet current accessibility standards.</p>

No	Stakeholder	Issue/s raised	TfNSW response
6.1 (cont.)			With respect to the request for a cost/benefit analysis, the project is part of the Transport Access Program, in which the main objective is to achieve compliance with the DSAPT and the DDA which is Federal Legislation. This legislation requires the accessibility upgrade to occur and therefore a cost/benefit analysis is not necessary for the Proposed Activity to proceed. Various options were considered as part of the concept design development and assessed against multiple criteria with the most optimal solution taken forward.
7	Community engagement		
7.1	B062, B106, B148	Three submissions expressed a desire for more community consultation throughout the planning and design process, particularly with people with mobility issues.	The objective of the public display of the REF was to seek community input on the Proposed Activity. The comments and submissions received during this period have been summarised in this Determination Report and would be considered during the detailed design phase and construction phase. TfNSW will continue to communicate with the community throughout the construction process and seek feedback during detailed design where relevant.
8	Ecology		
8.1	B106, B111, B131, B135, B142, B145	Concern was raised in six submissions about proposed tree and vegetation removal.	The existing vegetation and landscaping surrounding the station would be maintained, wherever possible (i.e. outside the area of impact from new infrastructure). Potential impacts to biodiversity and trees were considered in Section 6.7 of the REF. As identified in the REF, two trees are proposed to be removed. This would consist of one tree of low retention value, a Weeping Bottlebrush (<i>Callistemon viminalis</i>), and one tree of moderate retention value, a Blueberry Ash (<i>Elaeocarpus reticulatus</i>), near the bus shelter on Wongala Crescent.

No	Stakeholder	Issue/s raised	TfNSW response
8.1 (cont.)			As identified in mitigation measure 64, (section 7.2 of the REF) In order to compensate for loss of amenity resulting from the removal of the tree of moderate retention value, a minimum number of four new trees capable of attaining a height of at least ten metres at maturity would be planted within an appropriate area of the site in accordance with the <i>TfNSW Vegetation Offset Guidelines</i> (2016).
9	Miscellaneous		
9.1	B002, B007, B008, B136	Four submissions requested additional parking facilities. It was also requested that the existing car spaces in the Sutherland Road car park be redrawn as the current layout is inefficient.	The current proposal includes making the existing two non-compliant DDA parking spaces compliant to current standards. Reconfiguration of the other car spaces is outside of the scope for the Proposed Activity.
9.2	B029, B059, B087, B113, B145	Concern was raised that the design of the Proposed Activity would impact on the children's playground and existing gardens adjacent to the station.	The current proposal has been designed to avoid impacts to the playground. No changes are proposed to the existing children's playground as part of the Proposed Activity.
9.3	B023	One submission requested a more detailed explanation of the new pedestrian landing over the existing staircase.	The pedestrian landing would be a concreted area in front of the new lift, constructed over the existing staircase. This would provide a circulation space for customers entering and exiting the lift. The landing would not impact on the use of the stairs.
9.4	B023	Suggestion for a bridge across the street from Beecroft shopping centre to Beecroft Station, including lift access.	This request is beyond the scope of the Transport Access Program objectives which are focused on improving access to the station itself.
9.5	B146	One submission made a request for a community vegetable garden.	This issue is beyond the scope of the Transport Access Program objectives as the intention of the Program is to improve the overall accessibility of the station for customers. However, TfNSW would liaise with Hornsby Shire Council regarding a community vegetable garden for their consideration.

No	Stakeholder	Issue/s raised	TfNSW response
9.6	B146	One submission made a request for more trains.	This issue is beyond the scope of the Transport Access Program objectives. TfNSW is currently undertaking a separate program of works to investigate opportunities to increase train services across the broader network (refer to https://www.transport.nsw.gov.au/projects/more-trains-more-services).
9.7	B003, B028, B082	Some submissions outlined general objections to various aspects of the Proposal, including: <ul style="list-style-type: none"> generally unimaginative design concern over quality of construction concern that the Proposed Activity will make it more difficult for station users to move through the station. 	<p>TfNSW is responsible for improving the customer experience of transport services, transport policy and regulation, planning and program administration, procuring transport services, infrastructure and freight.</p> <p>The Transport Access Program has been established to provide a better experience for public transport customers, including those with mobility issues.</p> <p>The Proposed Activity is necessary to ensure Beecroft Station is accessible for all users, and compliant with relevant access and inclusion legislation.</p> <p>TfNSW would ensure that the Proposed Activity is constructed to a high standard by the nominated contractor. The Project would undergo an urban design review as part of the design process.</p>
9.8	B052	One submission provided an objection to the removal of services in the area (e.g. direct train service to the CBD), and concern that the Proposed Activity will 'destroy' Beecroft further.	TfNSW is currently undertaking a separate program of works to investigate opportunities to increase train services across the broader network (refer to https://www.transport.nsw.gov.au/projects/more-trains-more-services).

Other stakeholder submissions

Table 2 outlines issues raised by Hornsby Shire Council, and Beecroft Cheltenham Civic Trust in their submissions, along with TfNSW's response. Both submissions generally supported the upgrades, but raised concerns with specific design, accessibility, and construction impact issues. A submission was also received by T3D Studios, who produced the glass artwork currently installed at the Wongala Crescent entrance.

Table 2: Response to other stakeholder submissions received

No	Stakeholder	Issue/s raised	TfNSW response
1	Project design		
1.1	Beecroft Cheltenham Civic Trust and Hornsby Shire Council	The submissions expressed a desire to retain the ramp.	Refer to the TfNSW response to item 1.1 in Table 1.
1.2	Beecroft Cheltenham Civic Trust	The submission expressed a desire for another kiss-and-ride zone, suggesting that the taxi rank could be converted for this purpose.	The configuration and design of the interchange would be refined as part of the detailed design phase for the Proposed Activity, and may include additional kiss and ride spaces. TfNSW would continue to consult with key stakeholders such as Hornsby Shire Council, the NSW Taxi Council, bus operators, and Australia Post to inform the detailed design for further improvements to achieve a balanced outcome.
1.3	Beecroft Cheltenham Civic Trust	The submission suggested the installation of a separate pedestrian subway under the rail tracks parallel to the existing subway, specifically for wheelchair access.	This option was not considered due to the high cost associated with constructing a second walkway. Each of the options considered in section 2.3 of the REF were considered to provide DSAPT compliance in a cost effective and environmentally considerate manner.
1.4	Beecroft Cheltenham Civic Trust and Hornsby Shire Council	The submissions expressed concern about the impact on the glass artwork and Beecroft historical signage.	The glass artworks and historical Beecroft signage would be relocated. This would be planned further during detailed design, however the relocation of the glass artwork would consider the suggestions made by the T3D submission (issue 1.5 below).

No	Stakeholder	Issue/s raised	TfNSW response
1.5	T3D Studios	T3D Studios was commissioned by ETTT to create the glass artworks. T3D outlined that the artwork involved 300 children and parents, and that the artwork printing process can no longer be reproduced. T3D Studios provided a detailed framework for relocating the panels that would be impacted by the proposed Activity.	TfNSW would determine the final location for the glass artworks in consultation with T3D and the local community.
1.6	Hornsby Shire Council	The submission expressed concern about impacts to the general landscaping and children's playground at the Wongala Crescent entrance, as well as general visual impacts.	Landscape and visual impacts were discussed in section 6.2 of the REF. The visual impact assessment of this viewpoint noted that where visible, the new built elements in this view would be generally in character with the developed nature of the station and improve the accessibility of the station entrance. This would result in no change in visual amenity and a negligible visual impact during operations. TfNSW would work collaboratively with Hornsby Shire Council to ensure any impacts to the existing landscaping at this entrance are appropriate. No changes are proposed to the existing children's playground as a result of the Proposed Activity.
1.7	Hornsby Shire Council	The submission requested additional lighting to light up significant trees and architectural elements, such as the glass artwork.	This issue would be considered as part of the detailed design for the Proposed Activity.
2	Accessibility		
2.1	Beecroft Cheltenham Civic Trust	The submission noted that the proposed new accessible car spaces (within the Sutherland Road carpark) would be located in front of the rubbish bin compound, which is potentially an awkward location.	Noted. This issue would be further considered during the detailed design phase and would seek to minimise potential conflicts between the new accessible car spaces and associated ramps, and existing infrastructure.

No	Stakeholder	Issue/s raised	TfNSW response
2.2	Beecroft Cheltenham Civic Trust and Hornsby Shire Council	The submissions noted concern regarding the footpaths along Sutherland Road and expressed desire to formalise the well-used dirt track desire line from Sutherland Road to the station entrance.	The current proposal includes one DSAPT compliant access path on each side of the station to the primary transport mode change points. As identified in Chapter 3 of the REF, elements of the Proposed Activity would include upgrading of the existing access footpaths at a section off Sutherland Road to the station entrance. The conditioning of any footpaths and tracks outside of the station precinct and on Council land are the responsibility of Hornsby Shire Council.
3 Construction			
3.1	Beecroft Cheltenham Civic Trust and Hornsby Shire Council	The submissions raised confusion regarding the location of the construction compound.	The location of the proposed construction compound and associated material laydown were identified in Figure 3.6 of the REF. The main site compound area was selected as it is contained within the existing rail corridor. These sites were also previously used as construction compounds for the ETTT project. The material laydown site is currently a grassed area and would be rehabilitated to its current state after construction.
4 Roads and Traffic			
4.1	Hornsby Shire Council	The submission requested to be consulted regarding all proposed new signage at the Station.	TfNSW would consult with Hornsby Shire Council regarding signage on Council land during detailed design.
4.2	Hornsby Shire Council	The submission requested that the Proposed Activity demonstrate consideration of existing parking arrangements and potential for increasing parking capacity.	The existing parking arrangement was considered as part of the impact assessment for the Proposed Activity (refer to section 6.1 of the REF). The objective of the Transport Access Program is to achieve DSAPT compliant access at NSW train stations. The provision of additional parking capacity is outside of the project scope.
4.3	Hornsby Shire Council	The submission requested that any proposed temporary road closures be subject to review and approval by Council.	As identified in mitigation measures 10 (section 7.2 of the REF) Road Occupancy Licences for temporary road closures would be obtained, where required. TfNSW would liaise with Hornsby Shire Council regarding these licences as required.

No	Stakeholder	Issue/s raised	TfNSW response
5 Heritage			
5.1	Hornsby Shire Council	Hornsby Shire Council encouraged TfNSW to further consider reducing any potential impact on heritage items within the station precinct, including detailed consideration of the potential to restrict further cumulative loss of original fabric and in consideration of retaining the capacity for interpretation of the heritage items in their setting.	<p>The final design of the Proposed Activity would be determined during detailed design. This would include consideration of additional design elements to link the proposed works with the existing heritage station design.</p> <p>In addition, section 7.2 of the REF outlined a number of proposed mitigation measures including consideration of potential heritage impacts at part of the Proposed Activity.</p> <p>Specifically, mitigation measure 41 noted that a heritage conservation architect would be engaged for the detailed design process and to inform the detailed design recommendations. This would include the final design for the Wongala Street lift shaft.</p>
6 Miscellaneous			
6.1	Hornsby Shire Council	<p>Hornsby Shire Council is planning to deliver a shared pedestrian and cycleway between Pennant Hills and Epping on behalf of the State Government, with the assistance of TfNSW and Roads and Maritime Services (RMS).</p> <p>This project is still in the planning and design phase, however some cycling infrastructure is planned in the vicinity of Beecroft Station.</p>	TfNSW would consult with Hornsby Shire Council regarding potential impacts the Proposed Activity may have on the shared pedestrian and cycleway project during detailed design and potential interfaces or scope duplication.

2.4 Future consultation

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

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

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)³ and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](http://www.transport.nsw.gov.au/projects-tap)⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ <http://www.transport.nsw.gov.au/projects-tap>

3 Consideration of the environmental impacts

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.

In respect of the Proposed Activity an assessment has been carried out regarding potential impacts on critical habitat, threatened species, populations or ecological communities or their habitats, under section 5.7 of the EP&A Act.

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*⁵ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Part 5.2 of the EP&A Act is not required.

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 in accordance with Commonwealth Administrative Guidelines on determining whether an action has, will have, or is likely to have a significant impact. A summary of the evaluation is provided in Chapter 6 and Appendix A of the REF.

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

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

4 Conditions of Approval

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

5 Conclusion

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 under Part 5.2 of the EP&A Act.

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

The Proposed Activity is expected to provide a better experience for public transport by improving interchange facilities and ensuring that Beecroft Station is accessible to customers with disabilities, customers who are less mobile, 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

BEECROFT STATION UPGRADE

APPROVAL

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

1. Have examined and considered the Proposed Activity in the *Beecroft Station Upgrade Review of Environmental Factors* (October 2018) and the *Beecroft Station Upgrade Determination Report* in (February 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 (February 2019), consistent with the Proposal described in the *Beecroft Station Upgrade Review of Environmental Factors* (October 2018) as amended by this Determination Report (February 2019).



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

Date: 4 February 19

References

TfNSW (October 2018), *Transport Access Program Beecroft Station Upgrade: Review of Environmental Factors*, Sydney

NSW Department of Planning (1995), *Is an EIS required?*, Sydney

TfNSW (November 2018), *More trains, More services*,
<https://www.transport.nsw.gov.au/projects/more-trains-more-services>

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Beecroft Station Upgrade REF:

- *Beecroft Station Upgrade Review of Environmental Factors – Transport Access Program* (Desksite reference 6150980)
- Link to Transport for NSW website: <https://www.transport.nsw.gov.au/projects/current-projects/beecroft-station-upgrade>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Beecroft Station Upgrade

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Beecroft Station Upgrade Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment
ADEM	Associate Director Environmental Management
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLMP	Community Liaison Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
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> .
ICNG	<i>Interim Construction Noise Guidelines</i> (Department of Environment and Climate Change, 2009)
ISO	International Standards Organisation
NPI	NSW Noise Policy for Industry (Environment Protection Authority, 2017)
OEH	NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PCSR	Pre Construction Sustainability Report

Acronym	Definition
PDP	Public Domain Plan
PECM	Pre-construction environmental compliance matrix
POCR	Pre-operational compliance report
RAP	Remedial action plan
RBL	Rating Background Level
REF	Review of Environmental Factors
RING	NSW Rail Infrastructure Noise Guideline
RNP	NSW Road Noise Policy
SOHI	Statement of Heritage Impact
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDLP	Urban Design and Landscape Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, unless otherwise agreed by the ADEM).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works 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.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Environmental Management Representative	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Reasonable and feasible	Consideration of best practice taking into account the benefit of proposed measures and their technological and associated operational application in the NSW and Australian context. Feasible relates to engineering considerations and what is practical to build. Reasonable relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and nature and extent of potential improvements.
the Project	The construction and operation of the Beecroft Station Upgrade as described in the Environmental Impact Assessment.
the Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.

CoA number	Condition
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General	
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1 Terms of Approval

The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:

- a) *Beecroft Station Upgrade – Review of Environmental Factors*, (WSP, October 2018)
- b) *Beecroft Station Upgrade – Determination Report*, (WSP, February 2019)

In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.

2 Project Modifications

Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.

3 Statutory Requirements

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.

4 Pre-Construction Environmental Compliance Matrix

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.

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).

5 Construction Environmental Compliance Report

The Proponent shall prepare a construction environmental compliance report (CECR) which addresses the following matters:

- (a) compliance with the construction environmental management plan (CEMP) and these conditions
- (b) compliance with Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability Rating Scheme (v1.2)
- (c) compliance with any approvals or licences issued by relevant authorities for construction of the Project
- (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)
- (e) environmental monitoring results, presented as a results summary and analysis
- (f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused

CoA number	Condition
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5 (cont.)

- (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)
- (h) details of any review and amendments to the CEMP resulting from construction during the reporting period
- (i) any other matter as requested by the ADEM.

The Proponent shall:

- (j) 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
- (k) submit a copy of the CECR to the ADEM (or nominated delegate) for approval upon completion of the EMR review period.

The first CECR shall report on the first six months of construction and be submitted within 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.

6 Pre-Operation Compliance Report

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.

The Proponent shall:

- (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.
- (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).

7 Graffiti and advertising

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:

- (a) offensive graffiti will be removed or concealed within 24 hours
- (b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week
- (c) graffiti that is neither offensive or highly visible will be removed or concealed within a month
- (d) any unauthorised advertising material will be removed or concealed within 24 hours.

Communications

8 Community Liaison Management Plan

A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

- a) 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
- b) stakeholder and issues identification and analysis
- c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number
- d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLMP.

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.

9 Community Notification and Liaison

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

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

Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).

10 Website

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 Project, on dedicated pages within its existing website, including:

- a) a copy of the documents referred to under Condition 1 of this approval
- b) a list of environmental management reports that are publicly available
- c) 24 hour contact telephone number for information and complaints.

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

11 Complaints Management

The Proponent shall set up a 24 hour construction response line number.

Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.

Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.

Environmental Management

12 Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:

- a) traffic and pedestrian management (in consultation with the relevant roads authority)
- b) noise and vibration management
- c) water and soil management
- d) air quality management (including dust suppression)
- e) indigenous and non-indigenous heritage management
- f) flora and fauna management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) sustainability
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures.

The CEMP shall:

- i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management
- ii) comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources, 2004)
- iii) include an Environmental Policy.

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(cont.)

The Proponent shall:

1. consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP
2. submit a copy of the CEMP to EMR for review
3. submit a copy of the CEMP to the ADEM (or nominated delegate) for approval
4. review and update the CEMP at regular intervals, and in response to any actions identified as part of the EMR's audit of the document
5. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the ADEM for approval.

The CEMP must be approved by the ADEM prior to the commencement of construction work associated with the Project.

13

Environment Personnel

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

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

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

14

Environmental Management Representative

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

The EMR shall provide advice to the ADEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:

- (a) considering and advising the Proponent on matters specified in these conditions and compliance with such
- (b) reviewing and where required by the ADEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation
- (c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the ADEM
- (d) reporting weekly to the Proponent, or as required by the ADEM
- (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
- (f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts
- (g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections

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- (h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary
- (i) where required by the ADEM, providing advice on the content and implementation of the CEMP and environmental controls map (ECM) in accordance with the conditions
- (j) reviewing and approving updates to the CEMP.

The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.

15 Environmental Controls Map

The Proponent shall prepare an environmental controls map (ECM) in accordance with TfNSW's *Guide to Environmental Controls Map (3TP-SD-015)* prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages as set out in the CEMP.

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).

The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.

Updates to the ECM shall be made within 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.

Hours of Work

16 Standard Construction Hours

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:

- a) 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
- b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)
- c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the ADEM
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any other work as agreed by the ADEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).

17 High Noise Generating Activities

Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL), unless inaudible at nearby residential properties and/or other noise sensitive receivers.

Noise and Vibration

18 Construction Noise and Vibration

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise and Vibration Strategy (7TP-ST-157)* and the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to:

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints
- e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 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 *Construction Noise and Vibration Strategy (7TP-ST-157)*
- 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.

19 Vibration Criteria

Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:

- a) for structural damage vibration – German Standard DIN 4150:Part 3 – 1999: *Structural Vibration in Buildings: Effects on Structures*
- b) for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (Department of Environment and Conservation, 2006).

These limits apply unless otherwise approved by the ADEM through the CEMP.

20 Piling

Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.

21 Non-Tonal Reversing Beepers

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

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22	Noise impact on educational facilities
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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.

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

- (a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works
- (b) all heritage listed buildings and other sensitive structures within 100 metres from the edge of the Designated Works.

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

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

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

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

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

Flora and Fauna	
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24	Replanting program
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All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide* (9TP-SD-087). 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.

25	Removal of trees or vegetation
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Separate approval, in accordance with TfNSW's *Application for Removal or Trimming of Vegetation* (9TP-SD-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.

Contamination and Hazardous Materials

26 Duty to Notify

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 *Contaminated Land Management Act 1997*, and notify the EPA in accordance with the EPA's Guidelines on the Duty to Report Contamination under the *Contaminated Land Management Act 1997* (Department of Environment and Climate Change, 2009).

27 Unidentified Contamination (other than asbestos)

If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and 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 *Guidelines for Consultants Reporting on Contaminated Sites* (OEH, 2011).

The proponent shall:

- (a) 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.
- (b) 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.

Note: *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 27 and Condition 28.*

28 Asbestos Management

If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.

Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.

Note: *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 27 and Condition 28.*

29

Storage and Use of Hazardous Materials

Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's *Chemical Storage and Spill Response Guidelines* (9TP-SD-066) and Australian and ISO standards. These measures shall include:

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

30

Contamination investigation

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:

- (a) *The National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013*
- (b) *Contaminated Sites - Sampling Design Guidelines (EPA, 1995)*
- (c) *AS4482 (2005) Guide to investigation and sampling of site with potentially contaminated soil (2005)*.

The report shall be prepared in accordance with the DECCW's *Guidelines for Consultants Reporting on Contaminated Sites* (Office of Environment and Heritage, 2011). The report shall include a preliminary waste classification in accordance with the NSW EPA *Waste Classification Guidelines* (EPA, 2014).

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.

If contamination is identified within the Site, the Proponent is to determine whether there is a Duty to Report under section 60 of the *Contaminated Land Management Act 1997* and the OEH Guidelines.

31

Contamination Management Plan

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.

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Erosion and Sediment Control

32 Erosion and Sediment Control

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 *Managing Urban Stormwater: Soils and Construction - Volume 1*, 4th Edition (Landcom, 2004).

Lighting

33 Lighting scheme

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

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

The proposed lighting scheme is to be submitted to and accepted by the TfNSW Urban Design Team.

Sustainability

34 Sustainability officer

The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project.

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 PCSR.

35 Pre-construction sustainability report

Prior to commencement of construction, a pre-construction sustainability report (PCSR) shall be prepared to the satisfaction of the ADSPD. The Report shall include the following minimum components:

- (a) a completed electronic checklist demonstrating compliance with ISCA Sustainability Infrastructure Rating Scheme (v1.2)
- (b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc.

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35 (cont.)	<p>(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.</p> <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>
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Urban design and landscaping

36	<p>Urban Design Plan</p> <p>An Urban Design Plan (UDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:</p> <p>a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to:</p> <ul style="list-style-type: none"> i. connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown ii. integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown iii. integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc. iv. integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use <p>b) total water management principles to be integrated into the design where considered appropriate</p> <p>c) consideration of the design refinements listed below during design development to maximise the urban design outcomes of the Project, along with a justification if any of the below is unable to be progressed:</p> <ul style="list-style-type: none"> v. minimise bulk of the replacement platform canopy and new pedestrian bridge to and ensure that the heritage station building is the dominant feature vi. selection of appropriate materials and colour finishes for new elements of the Project to minimise visual impacts and enhance the overall appearance vii. consideration of the selection and location of new tree plantings that may provide partial screening <p>d) protection of the existing mosaics adjacent to the bus stop throughout all stages of construction</p> <p>e) any other matters which the conditions require the UDP to address.</p> <p>The UDP shall be:</p> <ol style="list-style-type: none"> 1. prepared and submitted to TfNSW with the first design submission (System Definition Review) and updated and submitted for subsequent design submissions 2. prepared in consultation with councils and relevant stakeholders 3. prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise 4. endorsed by the TfNSW Urban Design team.
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37 Public Domain Plan

A Public Domain Plan (PDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:

- a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences
- b) location and design of pedestrian pathways, street (where relevant), telephones and lighting equipment
- c) landscape treatments and street tree planting to integrate with surrounding streetscape
 - i. landscape details, including details of soil preparation, mulches, plant selection, plant sizes (planting container and expected final sizes)
 - ii. selection and location of new tree plantings that may provide partial screening of the station from surrounding receivers and facilitate improved amenity
 - iii. where platform garden beds are to be relocated or replaced, use of plants of a similar species and maturity and reuse of existing stone edging
 - iv. a schedule which details the landscape maintenance requirements to be implemented for the 12 month period following the commencement of operation
- d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project, including consideration of incorporating moveable heritage, or other forms of heritage interpretation, into blank street facing walls
- e) total water management principles to be integrated into the design where considered appropriate
- f) design measures included to meet ISCA Sustainability Infrastructure Rating Scheme
- g) identification of design and landscaping aspects that will be open for stakeholder input, as required
- h) any other matters which the conditions require the PDP to address.

The PDP shall be:

1. prepared and submitted to TfNSW with the first design submission (System Definition Review) and updated and submitted for subsequent design submissions
2. prepared in consultation with councils and relevant stakeholders
3. prepared by a registered landscape architect
4. endorsed by TfNSW's Precincts and Urban Design team

Traffic and Access

38 Traffic Management Plan

The Proponent shall prepare a construction traffic management plan (TMP) as part of the CEMP which addresses, as a minimum, the following:

- (a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised
- (b) maximising safety and accessibility for pedestrians and cyclists
- (c) ensuring adequate sight lines to allow for safe entry and exit from the site
- (d) ensuring access to railway stations, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)
- (e) managing impacts and changes to on and off street parking and requirements for any temporary replacement provision

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38 (cont.)	<ul style="list-style-type: none"> (f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance (g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses (h) details for relocating kiss-and-ride, taxi ranks and rail replacement bus stops if required, including appropriate signage to direct patrons, in consultation with the relevant bus operator. Particular provisions should also be considered for the accessibility impaired. (i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP. <p>The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required. The performance of all Project traffic arrangements must be monitored during construction.</p>
39	<p>Road condition reports</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>
40	<p>Road safety audit</p> <p>A Road Safety Audit would be undertaken as part of the detailed design process. The Road Safety Audit would include specific assessment of items including:</p> <ul style="list-style-type: none"> (a) sight distances associated with the formalisation of the proposed bus zones and kiss-and-ride zone along Wongala Crescent (b) assessment of the taxi rank location along Wongala Crescent <p>The Road Safety Audit is to be submitted to and accepted by TfNSW.</p>
Heritage Management	
41	<p>Indigenous and non-Indigenous heritage</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> (3TP-SD-115) 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 Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage advisor.</p>
42	<p>Heritage Advisor</p> <p>A suitably qualified and experienced Heritage Conservation Architect shall be engaged by the Contractor, 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>

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42 (cont.) In particular, the Heritage Conservation Architect is required to:

- a) advise on the materials and finishes palette.
- b) advise on the design of the balustrade around the platform stairs. This is with respect to the relocation of panels and the design of mesh infill additions between the rails.

In addition to providing specialist advice with respect to design, the Heritage advisor will also have responsibility for:

- i. providing input into site heritage inductions; and
- ii. inspecting the works to ensure the design and construction impacts on heritage fabric are consistent with the provisions of these Conditions of Approval, *Statement of Heritage Impact*, heritage approvals under the *Heritage Act 1977*, and the CEMP.

43 **Vibration Impacts to Heritage Listed Structure at the Station**

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 works 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

44 **Archival recording**

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 *Photographic recording of heritage items using film or digital capture* (NSW Heritage Office, 2006) and *How to prepare archival records* (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, platforms, footbridge and gardens are to be comprehensively included as part of the archival recording.

Site-specific conditions

45 **Wongala Crescent ramp access**

As part of the detailed design process, further investigation of additional design options which would enable retention of the existing ramp access between Wongala Crescent and the existing pedestrian underpass are to be undertaken. The additional design options are to be documented in a design report. The report is to be submitted to TfNSW at least 28 days prior to the commencement of Construction for review by the Director Community Engagement, Director Planning and Environment, Director Urban Design, and Project Director Transport Access Program.

The final design of the Wongala Crescent station access shall be agreed by the above mentioned parties prior to the commencement of construction of relevant elements within this area.

46 **Relocation of glass artworks**

The existing glass artworks and historical Beecroft signage are to be relocated to a new location within the existing garden bed area. The final location of the signage and artwork is to be determined during the detailed design stage. The artwork is to be relocated in consideration of the suggestions identified by T3D Studios and in collaboration with the local community.

END OF CONDITIONS