



Transport Access Program

# Denistone Station Upgrade

Determination Report



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

February 2022

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## Glossary and abbreviations

Term	Meaning
<b>BC Act</b>	<i>Biodiversity Conservation Act 2016 (NSW)</i>
<b>BDAR</b>	Biodiversity Development Assessment Report
<b>CBD</b>	Central Business District
<b>CEMP</b>	Construction Environmental Management Plan
<b>CLP</b>	Community Liaison Plan
<b>CoA</b>	Condition of Approval
<b>Construction Contractor</b>	The Construction Contractor for the Proposed Activity would be appointed by Transport for NSW to undertake the detailed design and construction of the Proposed Activity.
<b>CPTED</b>	Crime Prevention Through Environmental Design
<b>DDA</b>	<i>Disability Discrimination Act 1992 (Cwlth)</i>
<b>Detailed design</b>	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction (subject to Transport for NSW acceptance).
<b>Determination Report</b>	This document – a report prepared by Transport for NSW to assess and address certain matters to allow for a determination of the Proposed Activity under, and in accordance with Division 5.1 of the EP&A Act.
<b>DSAPT</b>	<i>Disability Standards for Accessible Public Transport (2002)</i>
<b>EIS</b>	Environmental Impact Statement
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
<b>EP&amp;A Regulation</b>	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
<b>Infrastructure SEPP</b>	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
<b>ISC</b>	Infrastructure Sustainability Council
<b>LEP</b>	Local Environmental Plan
<b>LGA</b>	Local Government Area
<b>NES</b>	Matters of ‘National Environmental Significance’ under the EPBC Act
<b>NSW</b>	New South Wales
<b>Proponent</b>	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, Transport for NSW.
<b>Proposed Activity</b>	The construction and operation of the Denistone Station Upgrade
<b>REF</b>	Review of Environmental Factors
<b>SIS</b>	Species Impact Statement
<b>TAHE</b>	Transport Asset Holding Entity of New South Wales
<b>TfNSW</b>	Transport for NSW (the Proponent)

# Executive summary

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## Overview of Proposed Activity

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

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

Denistone Station has been identified for an accessibility upgrade as it does not currently meet key requirements of the *Disability Standards for Accessible Public Transport (DSAPT)* or the Commonwealth *Disability Discrimination Act 1992 (DDA)*. The proposed upgrade work would aim to provide:

- two new lifts and landings to provide access between the existing station concourse and the platforms
- reconfiguration of the existing bathrooms on Platform 1/2 to accommodate:
  - a new family accessible toilet
  - a unisex ambulant toilet
  - a store room including communications infrastructure
- alterations to the existing waiting room on Platform 1/2 to provide DDA / DSAPT compliant access
- a lowered floor within the Platform 3/4 waiting area to provide compliant access (existing seating to be reinstated)
- provision of new canopies and seating at the boarding assistance zones on Platform 1/2 and Platform 3/4
- upgrade of the existing stairs to include adjustment of stair nosings, new compliant handrails and tactile ground surface indicators (tactiles)
- regrade the existing platform surfaces as required, to provide accessible paths from the new lifts to the station amenities and improve accessibility at the base of the existing stairs
- reinstatement of the original art deco style awning on the station concourse building facing Gordon Crescent
- installation of a new concrete slab on the northern side of the station entrance to extend across the current void space to allow for relocation of the existing bins. New perforated metal screens would also be installed to surround the new area of concrete



- station interchange upgrades including:
  - upgrade of the existing footpaths including regrading and widening paths between the station entrance and existing Gordon Crescent car park
  - one new DDA car space in the existing Gordon Crescent commuter car park and adjustment and regrading of the car park surface, including new line marking as required
  - a new kiss and ride bay with new kerb ramp, bench and landscaping
- minor work including adjustments to station lighting, relocation of electronic ticketing (Opal readers), relocation or replacement of existing customer facilities (drinking fountain, vending machine, waste and recycling bins and seating), improvement to station communications systems (including CCTV cameras), hearing loops, wayfinding signage and installation of yellow lines and tactiles.

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

## Modifications to the Proposed Activity

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

- modification to the internal arrangement of the proposed works to reconfigure the existing bathrooms on Platform 1/2. The proposed modification would continue to accommodate a new family accessible toilet, unisex ambulant toilet and store room however the amended configuration would include
- a slightly reduced overall area for the ambulant toilet
- reconfiguration of the proposed storeroom to increase the overall size of the storeroom compared to what was assessed in the REF. The increase in the storeroom area would require demolition of part of the existing storeroom/ bathroom wall
- proposed communications cupboard relocated to be within the enlarged storeroom in the Platform 1/2 building
- inclusion of an additional section of glazing at the station entrance within the vicinity of the proposed rubbish bins
- minor change to the proposed design of the boarding assistance zone canopies on Platform 1/2 and Platform 3
- minor change to the location of the proposed rubbish bins within the commuter car park.

The impacts associated with the design changes have been considered in accordance with clause 228 of the EP&A Regulation (refer to Chapter 3).

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

## **Purpose of this report**

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

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

## **Conclusion**

Based on the assessments in the REF, consideration of the submissions received, and the minor design changes subsequent to the public display of the REF, it is recommended that the Proposed Activity be approved, subject to the mitigation measures included in the REF and the proposed Conditions of Approval (refer Appendix B). Transport for NSW will continue to liaise with the community and other stakeholders as the Proposed Activity progresses through detailed design and into the construction phase.

# 1. Introduction

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## 1.1. Background

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

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

Denistone Station has been identified for an accessibility upgrade as it does not currently meet key requirements of the *Disability Standards for Accessible Public Transport* (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA). The non-compliant station entrances and stairs to the platform do not facilitate access for people with reduced mobility, parents/carers with prams or customers with luggage. There are no accessible parking spaces, no lift facilities and inadequate tactile ground surface indicators (TGSI) to stairs, platforms and interchange facilities.

Transport for NSW is the Proponent for the Denistone Station Upgrade (referred to as the 'Proposed Activity' for the purposes of this document). Also refer to Section 1.4 for a description of the Proposed Activity.

## 1.2. Review of Environmental Factors

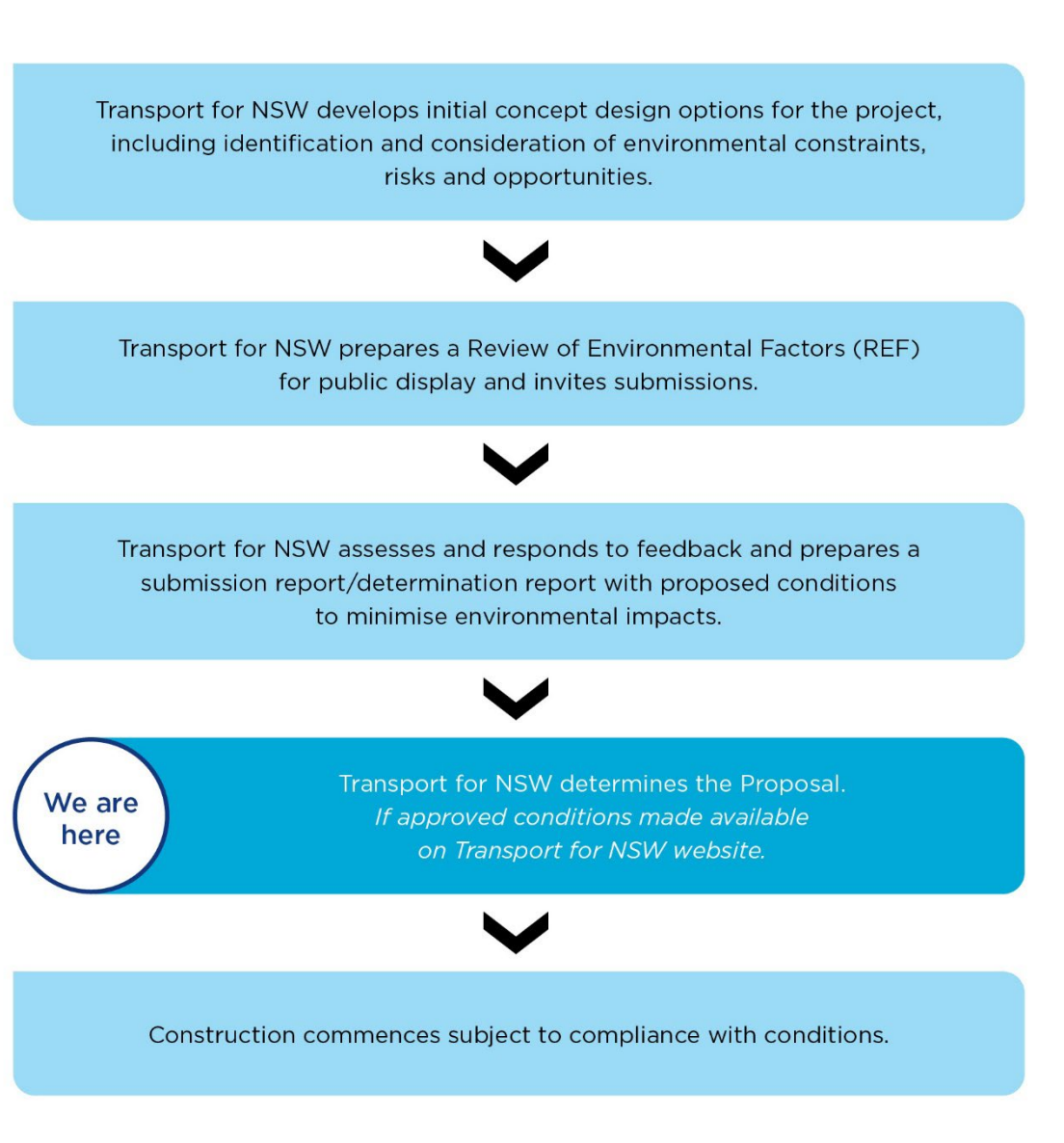
A Review of Environmental Factors (REF) has been prepared by WSP Australia Pty Limited on behalf of Transport for NSW in accordance with Sections 5.5 and 5.7 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A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

The Denistone Station Upgrade REF was placed on public display from 3 December 2021 to 17 December 2021, with 39 submissions received (consisting of 37 public submissions, one submission from City of Ryde Council and one submission from the NSW Taxi Council). Issues raised in these submissions are addressed in Section 2.3 of this report.



### 1.3. Determination Report

Prior to proceeding with the Proposed Activity, the Secretary for Transport for NSW must make a determination in accordance with Division 5.1 of the EP&A Act (refer Figure 1.1).



**Figure 1.1 Planning approval process**

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

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

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

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

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

Denistone Station is located on the North Shore line (T9 Service), about 20 kilometres north-west by rail from Central Station. It is within the City of Ryde local government area (LGA) in Sydney's north-west. Denistone Railway Station Group is listed on the Transport Asset Holding Entity of NSW (TAHE) Section 170 Heritage and Conservation Register.

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

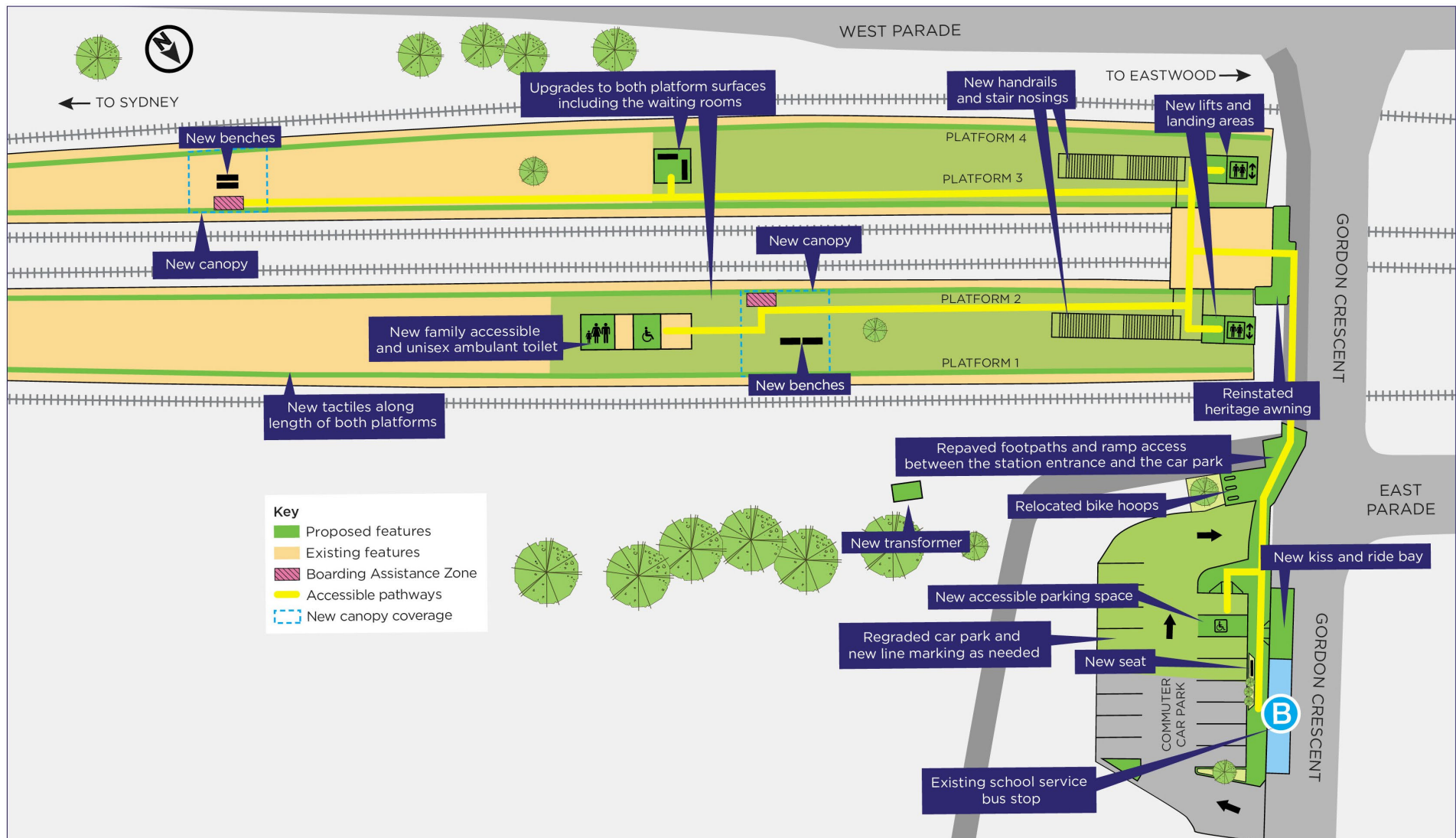
- two new lifts and landings to provide access between the existing station concourse and the platforms
- reconfiguration of the existing bathrooms on Platform 1/2 to accommodate:
  - a new family accessible toilet
  - a unisex ambulant toilet
  - a store room including communications infrastructure
- alterations to the existing waiting room on Platform 1/2 to provide DDA / DSAPT compliant access
- a lowered floor within the Platform 3/4 waiting area to provide compliant access (existing seating to be reinstated)
- provision of new canopies and seating at the boarding assistance zones on Platform 1/2 and 3/4
- upgrade of the existing stairs to include adjustment of stair nosings, new compliant handrails and tactile ground surface indicators (tactiles)
- regrade the existing platform surfaces as required, to provide accessible paths from the new lifts to the station amenities and improve accessibility at the base of the existing stairs
- reinstatement of the original art deco style awning on the station concourse building facing Gordon Crescent
- installation of a new concrete slab on the northern side of the station entrance to extend across the current void space to allow for relocation of the existing bins. New perforated metal screens would also be installed to surround the new area of concrete

- station interchange upgrades including:
  - upgrade of the existing footpaths including regrading and widening paths between the station entrance and existing Gordon Crescent car park
  - one new DDA car space in the existing Gordon Crescent commuter car park and adjustment and regrading of the car park surface, including new line marking as required
  - a new kiss and ride bay with new kerb ramp, bench and landscaping
- minor work including adjustments to station lighting, relocation of electronic ticketing (Opal readers), relocation or replacement of existing customer facilities (drinking fountain, vending machine, waste and recycling bins and seating), improvement to station communications systems (including CCTV cameras), hearing loops, wayfinding signage and installation of yellow lines and tactiles.

A schematic outlining the key features of the Proposed Activity is provided in Figure 1.2.

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

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



**Figure 1.2 Key features of the Proposed Activity**

## 2. Consultation and assessment of submissions

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### 2.1. REF public display

The Denistone Station Upgrade REF was placed on public display from 3 December 2021 to 17 December 2021 using a range of consultation mechanisms including information signage, flyers, well as display of the REF on the Transport for NSW corporate [website](#)<sup>1</sup>, Transport for NSW [Have Your Say website](#)<sup>2</sup> and the [NSW Have our Say Website](#)<sup>3</sup>. Under normal circumstances, printed copies of the REF would have been available at various locations, however, due to the COVID-19 restrictions, the REF was available online in digital format only with printed copies available on request. No printed copies of the REF were requested.

Community consultation activities undertaken for the public display included:

- distribution of around 1000 flyers to customers at the station and 636 flyers letterbox dropped within the suburb of Denistone on 3 December 2021
- installation of project signage at Denistone Station
- geotargeted social media post to the residents of Denistone
- placement of a digital run of network geotargeted advertisement to residents in Denistone and a quarter page advert in the Ryde Weekly Time outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the Transport for NSW website, along with details on how to make a submission
- a briefing to City of Ryde Council on 3 November 2021 and City of Ryde Council Executive Officer on 8 November 2021
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the Transport for NSW website, along with details on how to make a submission was sent to City of Ryde Council as per the consultation requirements under clause 13 and 14 of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP)

### 2.2. REF submissions

A total of 39 submissions were received via letter, email, telephone and online submissions. Community submissions are addressed in Table 2.1, while submissions received from City of Ryde Council are addressed in Table 2.2. Overall around 49 percent of the submissions (19 submissions) provided support for the Proposed Activity.

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

- suggestion to include additional weather protection
- the need to consider more parking including additional DDA compliant parking
- suggestion to consider removing brick walls on the Gordon Crescent overbridge to enable better sight lines for pedestrians and vehicles
- concern regarding the potential impacts to the heritage nature of the existing station design.

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<sup>1</sup> [www.projects.com.au/densitone](http://www.projects.com.au/densitone)

<sup>2</sup> <https://www.nsw.gov.au/have-your-say/denistone-station-accessibility-upgrades>

<sup>3</sup> <http://www.haveyoursay.nsw.gov.au>

## 2.3. Consideration and response to submissions

### Community submissions

Issues raised in community submissions and responses are summarised in Table 2.1.

**Table 2.1 Response to community submissions received**

No.	Submission no.	Issue/s raised	Transport for NSW response
<b>1</b>	<b>General</b>		
1.1	DEN004, DEN005, DEN008, DEN009, DEN010, DEN012, DEN013, DEN018, DEN020, DEN023, DEN025, DEN026, DEN027, DEN029, DEN030, DEN031, DEN032, DEN034, DEN035	Support for the project was noted in 19 of the submissions received.	Support for the Proposed Activity is noted.
<b>2</b>	<b>Project design</b>		
2.1	DEN008, DEN011, DEN019, DEN020, DEN028, DEN032, DEN033, DEN035, DEN044, DEN045	Ten submissions noted that additional weather protection should be considered for the platform and stairs and weather protected seating should be provided.	<p>As described in Section 3.2.1 of the REF, new canopies would be provided at the new lift landings as well as the construction of new boarding assistance zone canopies on Platform 1/2 and Platform 3/4 and new seating beneath. These new canopies would provide additional weather protection at waiting areas on the platforms.</p> <p>In addition, as described in Section 3.3.2 of the REF, the Proposed Activity would include lowering of the existing concrete slab within the waiting room to provide compliant access to the existing building on Platform 3/4. While this building provides existing weather protection, the proposed alteration to the access of this building would increase the accessibility of this area for customers requiring weather protection.</p> <p>The focus of the Proposed Activity is to provide equitable access to Denistone Station in accordance with the key requirements of the DDA and DSAPT. Additional canopy coverage and platform shelters are outside of the scope of this accessibility upgrade.</p>
2.2	DEN002	One submission noted that the station should be well lit to prevent vandalism.	As described in section 3.2.4 of the REF and in accordance with Condition of Approval (CoA) 30, the Proposed Activity would include installation or replacement of existing station lighting (where required) to ensure the station is well lit and meets all relevant standards.



No.	Submission no.	Issue/s raised	Transport for NSW response
2.3	DEN012	One submission stated that consideration should be given for 'drive through' lifts and suggested access to the lift entry from the overbridge to achieve this.	The focus of the Proposed Activity is to provide accessibility upgrades at Denistone Station in accordance with the key requirements of the DDA and DSAPT. The current lift design achieves this and would have a capacity size for 17 people. The lifts therefore would be large enough for a cyclist and bicycle or a parent and pram. Provision of a 'drive through' lift would require extensive modification to the overbridge and platform. The design of the Proposed Activity as presented in the REF includes a variety of measures to minimise impacts and ensure consistency in design to Denistone Railway Station Group and the surrounding heritage precincts. This includes ensuring the station remains structurally independent of the overbridge.
2.4	DEN014, DEN021	Two submissions suggested that consideration be given to providing ramps to the platforms.	The selection to provide new lifts rather than ramps from the station entrance to the platforms would better meet the objectives of the Proposed Activity ensuring those with a range of mobility restrictions, parents with prams and customers with luggage can access the platforms.
2.5	DEN015	One submission suggested that consideration be given to making the station underground so parkland can be developed on top.	The proposal to underground the station and develop a parkland are beyond the scope of the Proposed Activity. The focus of the Proposed Activity is to provide accessibility upgrades at Denistone Station in accordance with the key requirements of the DDA and DSAPT.
2.6	DEN029	One submission suggested that consideration be given to providing a drinking fountain or water bottle refilling station and a vending machine.	As described in Section 3.2.4 of the REF, the Proposed Activity includes provision for an accessible drinking fountain on Platform 1/2. It is likely a bottle filler would be able to be included with the water fountain, the exact specifications would be investigated during detailed design. The provision of vending machines is outside the scope of the proposed activity which is focused on providing accessibility upgrades.
2.7	DEN005	One submission noted that the current design of the toilet room is outdated.	As described in the REF in Section 3.2.2 a number of accessibility upgrades to the station buildings are included as part of the Proposed Activity. The bathrooms on Platform 1/2 would be reconfigured to provide a new family accessible toilet and a unisex ambulant toilet which would provide DDA / DSAPT compliant access (including the proposed modifications as outline in Chapter 3 of this report). Due to the heritage values of Denistone Station, upgrades to the station buildings have been designed to maintain as much of the heritage fabric as possible while modernising the amenities to provide compliant access in accordance with DDA / DSAPT standards.

No.	Submission no.	Issue/s raised	Transport for NSW response
2.8	DEN037	One submission suggested that the proposal should include addition of solar panels.	<p>Solar panels have not been considered at this time. Provision of solar panel as part of the station would likely detract from the heritage values of the station (which are being sought to be retained as part of the Proposed Activity).</p> <p>While it is not proposed at this time to include solar panels as part of the Proposed Activity, as described in Section 3.3.3 of the REF, as a principle of the proposal Transport for NSW is committed to minimising the impact on the natural environment. The Denistone Station Upgrade is one of a number of projects within the Transport Access Program that is using version 1.2 of the Infrastructure Sustainability rating tool and targeting an 'Excellent' rating.</p> <p>The development of the concept design for the Proposal has also been undertaken in accordance with the project targets identified in the program wide TAP 3 Sustainability Strategy.</p>
2.9	DEN004	One submission suggested that the proposal should consider art deco tiles to replace bitumen surface of the platforms.	<p>Art deco tiles to the station concourse may provide a safety slip risk to customers using the platform and may result in non-compliant visual contrast for those with sight restrictions which would not deliver the Proposed Activity objective of increasing accessibility. The Proposed Activity proposes to restore the original concourse surface to bitumen. This would be consistent with the original design of the platforms and would maintain this aspect of the heritage character of the station.</p>
<b>3</b>	<b>Construction</b>		
3.1	DEN020	One submission requested that cycling access surrounding the station be maintained.	<p>As discussed in Section 6.1.2 of the REF, construction of the Proposed Activity is expected to have a minor impact on the pedestrian and cycle network given the restricted space in which construction work is to be carried out. However, existing access to the station would be maintained throughout construction and diversions would be minimised wherever possible.</p> <p>No impacts to existing pedestrian and cycling access would occur during operation.</p>
<b>4</b>	<b>Traffic, transport and access</b>		
4.1	DEN003, DEN010, DEN019, DEN022, DEN032, DEN035	Six submissions requested further consideration be given to additional parking.	<p>The focus of the Proposed Activity is to provide accessibility upgrades at Denistone Station in accordance with the key requirements of the DDA and DSAPT.</p> <p>As a result of the provision of a compliant DDA parking space, it is acknowledged that there would be a loss of one parking space and conversion of one space to an accessible parking space in the commuter carpark.</p> <p>While the provision of additional parking is outside the scope objectives of the Proposed Activity, Transport for NSW would ensure that parking impacts are minimised as much as possible during the detailed design of the Proposed Activity.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
4.2	DEN001, DEN006, DEN008, DEN034	Four submissions requested further considerations be given to additional DDA compliant parking.	The proposed upgrade to the existing commuter carpark would provide a single DDA compliant parking space and would result in the loss of one additional parking space. Further provision of DDA compliant parking spaces would come at a loss of additional parking spaces, which at this commuter carpark are limited.
4.2	DEN006, DEN013, DEN016, DEN024, DEN034	Five submissions requested further consideration be given to removing brick walls on the overbridge to enable better sight lines for pedestrians and vehicles. Consider including a footpath on the eastern side of Gordon Crescent beyond the existing footpath.	The removal of brick walls on the overbridge would result in additional impact to the heritage values of Denistone Station and is outside of the scope of the Proposed Activity. The removal of the existing brick walls would also present a potential safety hazard to the station entrance as these walls currently prevent falling from the bridge and also prevent the public from coming into contact with the electrical wires that service the running trains. Footpath upgrades would be provided to the bus stop and new kiss-and-ride bay on Gordon Crescent which allow for provision of an accessible path from these locations to the station entrance. However this would occur to the existing pedestrian footpath on the station entrance side of Gordon Crescent. Additional pedestrian upgrades to the broader precinct are not proposed as part of the station accessibility upgrade works.
4.3.	DEN030	One submission requested consideration be given to including a pedestrian crossing from West Parade and widening the existing entry and adding a pedestrian crossing and new footpath directly opposite the entry.	The focus of the Proposed Activity is to provide accessibility upgrades at Denistone Station in accordance with the key requirements of the DDA and DSAPT. Pedestrian safety would be investigated as part of a road safety audit for the Proposed Activity during detailed design. If it is identified that a pedestrian crossing is required from West Parade, the provision of this crossing would be explored with City of Ryde Council. There is currently not space within the width of the Gordon Crescent overbridge to accommodate an additional footpath.
4.4	DEN034	One submission requested consideration be given to extending the no stopping zone across whole Gordon Crescent bridge.	The extension of the no stopping area on Gordon Crescent across the front of the station would be explored as part of a road safety audit and with City of Ryde Council during detailed design.

No.	Submission no.	Issue/s raised	Transport for NSW response
4.5	DEN034, DEN036	Two submissions requested consideration be given to adding an additional kiss and ride bay on the other side of Gordon Crescent. It was also noted that the currently proposed kiss and ride location was not suitable due to the narrow street and that consideration be given to providing this facility within the existing carpark.	The proposed kiss and ride location provides a safe and accessible location in proximity to the station. Locating the kiss and ride bay on the other side of Gordon Crescent would require additional road crossings for pedestrians, which would be inconsistent with the objectives of the Proposed Activity.  The option to locate the kiss and ride bay within the existing commuter carpark was considered, however would result in the loss of additional parking spaces and would pose potential traffic safety risks associated with frequent reversing after dropping off passengers which would be inconsistent with the objectives of the Proposed Activity.
4.6	DEN004	One submission requested consideration be given to provision of a barrier along Gordon Crescent to prevent drop off/pick up on narrow bridge	Opportunities to increase pedestrian safety along Gordon Crescent, including the provision of a fence (or other form of barrier) would be considered during detailed design.
4.7	DEN017	One submission noted they would like the night ride bus to stop at station N80.	The Proposed Activity involves a station upgrade to provide equitable access to Denistone Station in accordance with key requirements of the DDA and DSAPT, and the provision of additional services is not proposed. However, bus timetables are regularly reviewed by Transport for NSW and this feedback has been passed onto the relevant team within Transport for NSW for consideration.
4.8	DEN001, DEN025	Two submissions requested consideration be given to improving the gap between train and platform.	As described in Section 3.1 of the REF, the proposal would include regrading the existing platform surfaces (as required) to provide accessible paths from the new lifts to the station amenities and improve accessibility at the base of the existing stairs. The proposed regrading may improve some height differences between the platform and the train carriages. However, the Proposed Activity does not include amendments to existing gaps between the platform and train carriages and the regrading works would not fully resolve height differences between the platform and trains.  The existing gaps between the platform and train carriages currently meet the required standards and therefore are not required to be upgraded as part of this Proposed Activity.

No.	Submission no.	Issue/s raised	Transport for NSW response
			The improvement to the platform / train gap is limited by other existing rail infrastructure such as rail alignment, tracks and platform curve and the train stock which operate on this line.
4.9	DEN032	One submission suggested that consideration be given to moving the bicycle parking elsewhere.	<p>The focus of the Proposed Activity is to provide accessibility upgrades at Denistone Station in accordance with the key requirements of the DDA and DSAPT.</p> <p>While the Proposed Activity would result in a minor relocation of the existing bicycle parking, it is not proposed to change the general location of the existing bicycle parking. The existing location is considered to be suitable as a result there are no parking impacts.</p> <p>Additionally, it is not proposed to change the number of bicycle parking spaces available as part of the Proposed Activity.</p>
<b>5</b>	<b>Landscape and visual amenity</b>		
5.1	DEN033, DEN037	Two submissions asked for consideration of planting shrubs and trees as part of the proposal.	<p>As described in Section 3.2.4 of the REF, the Proposed Activity would include provision for planting within the Gordon Crescent commuter carpark.</p> <p>There is limited space for further tree and shrub planting as part of the Proposed Activity, in particular at the station entrance. The existing planting on the station platforms would be retained.</p>
<b>6</b>	<b>Non-Aboriginal heritage</b>		
6.1	DEN002, DEN007, DEN008, DEN010	Four submissions raised concerns regarding the retention of heritage aspects of the existing station as a result of the proposal, in particular noting that the proposed lifts would look out of place for a heritage station.	<p>A key consideration of the Proposed Activity is to ensure that the design of the new elements minimises heritage impacts to the station and surrounding context, by respectfully adapting the existing heritage elements of the site whilst improving the station access. In order to provide DDA and DSAPT compliant access to the platforms, lifts are required.</p> <p>The design of the Proposed Activity includes a variety of measures to minimise impacts and ensure consistency in design to Denistone Railway Station Group and the surrounding heritage precincts. This would include</p> <ul style="list-style-type: none"> <li>• retaining and upgrading, rather than replacing the station buildings</li> <li>• locating the lifts to face the existing footbridge to minimise impacts to the overbridge and station building</li> <li>• reinstating original ticket office canopy.</li> </ul> <p>The new lifts have been designed with consideration of reducing the visual impacts to only what is necessary to provide compliant access. The roofline of the two proposed lift shafts have been designed to be below the height of the existing concourse building so as to not detract from the prominence of this heritage structure and local viewpoint.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
6.2	DEN023	One submission requested that the waiting room and ticket office be preserved.	<p>The Proposed Activity is considered to be as sympathetic to the design of the original station as possible and has also been developed in consultation with a Heritage Architect.</p> <p>Further consideration of the design of the Proposed Activity would be undertaken through ongoing detailed design development in consultation with the nominated Heritage Architect and Transport for NSW Heritage Specialist. The recommendations provided in Section 6.5.3 of the REF would be followed in order to mitigate heritage impacts.</p>
6.3	DEN032	One submission suggested that consideration be given to extending the art deco façade onto the lifts.	<p>The Proposed Activity would preserve the waiting room and ticket office. However, where they do not currently comply with current accessibility requirements, they would be upgraded to comply with these requirements consistent with the objectives of the Proposed Activity.</p> <p>A key consideration of the Proposed Activity is to ensure that the design of the new elements minimises heritage impacts to the station and surrounding context, by respectfully adapting the existing heritage elements of the site whilst improving the station access on both sides.</p> <p>The design of the Proposed Activity includes a variety of measures to minimise impacts and ensure consistency in design to Denistone Railway Station Group and the surrounding heritage precincts.</p> <p>The proposed restoration of the art deco façade at the station entrance is considered to be sympathetic to the original design intent of the station building. Extending this onto the new lift shafts would detract from the original intent of the design. To maintain a sense of visual symmetry, it has been proposed to extend the concourse screening and soffit to the lifts.</p> <p>The design has been developed in consultation with heritage architects and the Proposed Activity is considered to be sympathetic to the original station.</p>



## Other stakeholder submissions

A response to the public display of the REF was provided by City of Ryde Council on 16 December 2021.

A summary of the submission and the response from Transport for NSW is provided in Table 2.2.

**Table 2.2 Response to City of Ryde submission**

Issue no.	Issue/s raised	Transport for NSW response
<b>1</b>	<b>General</b>	
1.1	City of Ryde Council noted that the entire car park should be resurfaced as it is envisioned the car park would be damaged during the construction period. Line-marking should also be reinstated as required.	Transport for NSW and its nominated construction contractor would consider the requirement of re-surfacing of the car park in consultation with City of Ryde Council during the detailed design phase.
1.2	City of Ryde Council noted that there appears to be insufficient cover above the proposed 375mm RCP stormwater line. If the required cover cannot be achieved, this will need to be replaced with a boxed culvert.	It is currently estimated that there is around 700mm cover at pit DNS01-1 location. Transport for NSW and its nominated construction contractor propose to undertake further survey during the detailed design phase and would amend the current design as required to provide sufficient clearance to the existing stormwater utility.
1.3	City of Ryde Council noted that the design should consider removing the proposed grated trench stormwater drain located on the existing pram ramp adjacent to the car park and station.	The drain was placed along the kerb ramp to prevent water from flowing down the existing cycle path, which is a requirement by standard. It is currently Transport for NSW's preference to leave the trench at this stage, pending further discussion with City of Ryde Council during the detailed design phase.
1.4	City of Ryde Council noted that the existing vehicle access for maintenance (side adjacent to the station and public reserve) is to be maintained.	The existing vehicle access gate into rail corridor is to be retained. The existing cycle path is also to be retained (if this is considered by City of Ryde Council as part of the vehicle access).
<b>2</b>	<b>Construction</b>	
2.1	City of Ryde Council noted that all affected residents should be consulted and notified prior to construction.	As outlined in Section 5.6 of the REF (and Section 2.4 of this Determination Report), Transport for NSW and the nominated construction contractor would undertake necessary communication consultation and construction notice through the subsequent phases of the Proposed Activity.  In accordance with CoA 6, the Proposed Activity would include preparation and implementation of a Community Liaison Plan (CLP) to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders prior to and during construction.  Additionally, CoA 7 identifies that the local community is to be advised of any activities related to the Proposed Activity with the potential to impact upon them. This is to occur prior to any site activities commencing and throughout the Proposed Activity duration.

A response to the public display of the REF was provided by the NSW Taxi Council on 21 December 2021.

A summary of the submission and the response from Transport for NSW is provided in Table 2.3.

**Table 2.3 Response to NSW Taxi Council submission**

Issue no.	Issue/s raised	Transport for NSW response
<b>1</b>	<b>General</b>	
1.1	The NSW Taxi Council noted support to the Proposed Activity to improve accessible services	Support for the Proposed Activity by the NSW Taxi Council is noted.
<b>2</b>	<b>Parking and taxi spaces</b>	
2.1	The NSW Taxi Council sought clarification regarding what consideration has been given to taxi space(s) for the proposal, in particular for Wheelchair Accessible Taxis.	The proposed kiss and ride bay along Gordon Crescent which would be provided as part of the Proposed Activity would be suitable for use as a taxi pick up and drop off location. This facility would be designed to be suitable for all taxis including wheelchair accessible taxis.
2.2	The NSW Taxi Council noted the need to ensure that a door through door solution is made available for Taxi services whenever consideration is being given for accessible transport.	As noted above, the proposed kiss and ride bay along Gordon Crescent would be suitable for use as a taxi pick up and drop off location. The design of this facility is considered to be suitable to meet the needs of taxi services using this space.

## 2.4. Future consultation

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

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

The [Transport for NSW email address](mailto:projects@transport.nsw.gov.au)<sup>4</sup> and Transport for NSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [Transport for NSW project website](https://www.transport.nsw.gov.au/projects/current-projects/denistone-station-upgrade)<sup>5</sup> would also include updates on the progress of construction.

<sup>4</sup> [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

<sup>5</sup> <https://www.transport.nsw.gov.au/projects/current-projects/denistone-station-upgrade>

### 3. Changes to the Proposed Activity

Further design development has resulted in a series of minor changes since the Denistone Station REF was prepared.

#### 3.1. Assessment of design changes

The proposed changes are summarised in Table 3.1, along with a discussion of the potential impacts.

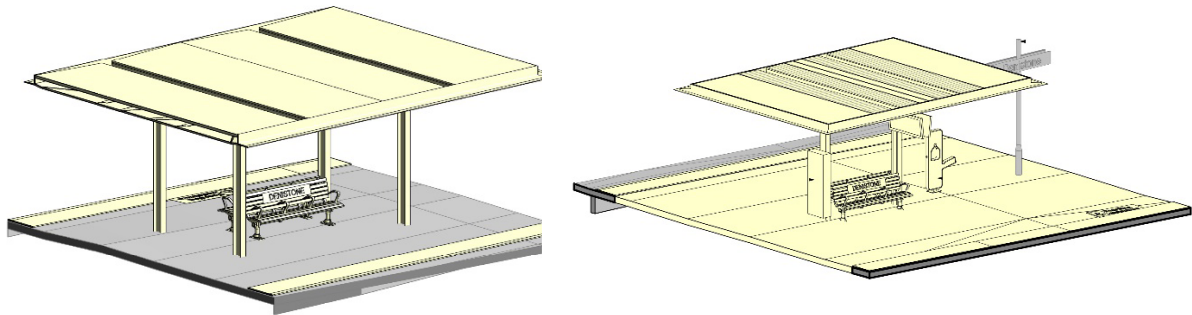
**Table 3.1 Assessment of design changes**

Design change	Discussion of impacts
<p>A series of minor design changes have been identified to the internal configuration of the Platform 1/2 building. These design changes include:</p> <ul style="list-style-type: none"> <li>• modification to the internal arrangement of the proposed works to reconfigure the existing bathrooms on Platform 1/2. The proposed modification would continue to accommodate a new family accessible toilet, unisex ambulant toilet and store room however the amended configuration would include               <ul style="list-style-type: none"> <li>○ a reduced area for the ambulant toilet</li> <li>○ reconfiguration of the proposed storeroom to increase the overall size of the storeroom compared to what was assessed in the REF. proposed communications cupboard relocated to be within the enlarged storeroom in the Platform 1/2 building.</li> </ul> </li> </ul>	<p>Potential impacts of the reconfiguration of the Platform 1/2 building would generally be consistent with those assessed in the REF.</p> <p>The reduced area for the ambulant toilet would still provide a DDA/DSAPT compliant toilet and would retain the existing external brick wall that currently leads to the current toilet entrance.</p> <p>The increase in the storeroom area would require demolition of part of the existing storeroom/male bathroom wall, however the modification to relocate the proposed communications cupboards would conversely retain the waiting room/female bathroom wall within the building which was previously proposed to be removed.</p> <p>Overall, the proposed modifications would be minor and would result in largely the same overall impacts as assessed in the REF including a moderate direct physical and visual impact to the building as an item of high significance within the station from a non-Aboriginal heritage perspective. This is primarily due to the removal of original fabric and reduction of the legibility of the original layout and level of the interior, as well as the removal of significant original brickwork along the exterior of the building to allow for the accessible entrances.</p> <p>A further review of the potential heritage impacts associated with the modified design would be undertaken during detailed design to confirm that the final impact would be consistent with those identified in section 6.5.2 of the REF.</p>
<p>The modified design would include an additional section of glazing at the station entrance.</p>	<p>The modified design would include an additional section of glazing at the station entrance within the vicinity of the proposed rubbish bins (refer to Figure 3.1).</p> <p>The proposed modification would not impact the assessment of potential impacts as presented in the REF due to the minor nature of this modification.</p>
<p>The modified design would include an minor change to the proposed design of the boarding assistance zone canopies on Platform 1/2 and Platform 3</p>	<p>The proposed modification would provide a revised design to the proposed boarding assistance zone canopies through reduced glazing and reduced number of support structures (refer to Figure 3.2).</p> <p>The proposed modification would not impact the assessment of potential impacts as presented in the REF due to the minor nature of this modification.</p>
<p>The modified design would include an minor change to the location of the proposed rubbish bins within the commuter car park.</p>	<p>The proposed modification would not impact the assessment of potential impacts as presented in the REF as rubbish bins are generally in the same location as are currently provided and would be the same size and quantity as that originally proposed.</p>



*Indicative, subject to detailed design*

**Figure 3.1 Additional glazing proposed to front entrance of Denistone Station (left as identified in the REF, right, modified design)**



*Indicative, subject to detailed design*

**Figure 3.2 Revised design for the proposed boarding assistance zone canopies (left as identified in the REF, right, modified design)**

## 4. Consideration of the environmental impacts

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

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

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

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline [\*Is an EIS Required?\*](#)<sup>6</sup> It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

### 4.2. NSW Heritage Act 1977

The Proposed Activity would be undertaken within the curtilage of the Denistone Railway Station Group, which is listed on the Transport Asset Holding Entity Section 170 Heritage and Conservation Register.

The potential heritage impacts of the Proposed Activity have been assessed in Section 6.5 of the REF, Chapter 3 of this Determination Report, the *Statement of Heritage Impact* (Artefact, 2021). Under Section 170A of the NSW Heritage Act 1977, State Agencies are required to provide 14 days' notice prior to the demolition of a place, building or work. All notification requirements of the project must be met prior to the demolition of significant fabric.

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

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

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

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<sup>6</sup> Refer to the National Library of Australia's 'Trove' website <http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

## **5. Conditions of Approval**

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



## 6. Conclusion

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Having regard to the assessment in the REF, consideration of the submissions received, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement (EIS) is not required to be prepared under Division 5.2 of the EP&A Act.

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

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

# Determination

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## Denistone Station Upgrade

### APPROVAL

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

1. Have examined and considered the Proposed Activity in the *Denistone Station Upgrade Review of Environmental Factors* (December, 2021) and the *Denistone Station Upgrade Determination Report* (February, 2022) in accordance with Section 5.5 of the *NSW Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (February, 2022), consistent with the Proposed Activity described in the *Denistone Station Upgrade Review of Environmental Factors* (December, 2021).



Justin Perrott  
Director Environment and Sustainability - Rail Development & Delivery  
Environment and Sustainability

Safety, Environment and Regulation Division  
**Transport for NSW**

Date: 15 February 2022

## References

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Transport for NSW, 2021, *Denistone Station Upgrade Review of Environmental Factors* (Desksite number 6637768), Sydney NSW

Artefact, 2021, *Statement of Heritage Impact*, Sydney NSW

# Appendix A      Review of Environmental Factors

Please refer to the Transport for NSW website to access the Denistone Station Upgrade REF (Desksite 6637768)

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

# Appendix B      Conditions of Approval

## CONDITIONS OF APPROVAL

### Denistone Station Upgrade

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

#### Schedule of acronyms and definitions used:

Acronym	Definition
AFC	Approved For Construction
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLP	Community Liaison Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
DES	Director Environment and Sustainability (Rail Development and Delivery) (or nominated delegate)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMR	Environmental Management Representative
EMS	Environmental Management System
HIS	Heritage Interpretation Strategy
ISC	Infrastructure Sustainability Council
ISO	International Standards Organisation
OEH	Former NSW Office of Environment and Heritage
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Work Protocol
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDLP	Urban Design and Landscaping Plan



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

**General****1. Terms of Approval**

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

- a) *Denistone Station Upgrade – Review of Environmental Factors* (TfNSW, December 2021)
- b) *Denistone Station Upgrade – Determination Report* (TfNSW, February 2022).

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

**2. Project Modifications**

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

**3. Statutory Requirements**

These conditions do not remove any obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.

**4. Construction Environmental Compliance Report**

A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:

- i. compliance with the Construction Environmental Management Plan (CEMP) and these conditions
- ii. compliance with any approvals or licences issued by relevant authorities for the construction of the Project
- iii. 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)
- iv. environmental monitoring results, presented as a results summary and analysis
- v. details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused
- vi. 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)
- vii. details of any review and amendments to the CEMP resulting from construction during the reporting period
- viii. any other matter as requested by the DES.

The CECR shall:

- i. be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review and provide any comments to TfNSW in relation to the CECR
- ii. be submitted to the DES for approval upon completion of the EMR review period.

The first CECR shall report on the first six months of construction and be submitted within six weeks of expiry of that period (or at any other time interval agreed to by the DES). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the DES) for the duration of construction.

The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.

## CoA Condition

### 5. Graffiti and Advertising

Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project shall be maintained free of graffiti and advertising not authorised by TfNSW during the construction period. Graffiti and unauthorised advertising shall be removed or covered within the following timeframes:

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

## Communications

### 6. Community Liaison Plan

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

- a) a comprehensive, project-specific analysis of issues and proposed strategies to manage issues through the duration of the Project
- b) details of the communication tools (traditional and digital) and activities that will be used to inform and engage the community and stakeholders
- c) a program for the implementation of community liaison activities relating to key construction tasks with strategies for minimising impacts and informing the community
- d) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiries
- e) analysis of other major projects/influences in the area with the potential to result in cumulative impacts to the community and strategies for managing these.

The CLP shall be prepared to the satisfaction of the TfNSW Director Place - Central River City (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during the construction of the Project.

### 7. Community Notification and Liaison

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

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

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

## CoA Condition

### 8. Website

Project information shall be made available to members of the public, either on dedicated pages on the TfNSW/Project website or details provided as to where hard copies of this information may be accessed. Project information to be provided includes:

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

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

### 9. Complaints Management

A 24 hour construction response line number shall be established and maintained for the duration of construction.

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

Information on all complaints received during the previous 24 hours shall be forwarded to the Environmental Management Representative (EMR) each working day.

## Environmental Management

### 10. Construction Environmental Management Plan

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

- a) traffic and pedestrian management (in consultation with the relevant roads authority)
- b) noise and vibration management
- c) water and soil management
- d) air quality management (including dust suppression)
- e) Aboriginal and non-Aboriginal heritage management
- f) biodiversity management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) bushfire risk
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures
- n) details of approvals, licences and permits required to be obtained under any other legislation for the Project.

The CEMP shall:

- i. comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management
- ii. comply with the relevant requirements of *Environmental Management Plan Guideline – Guideline for Infrastructure Projects* (NSW Department of Planning Industry and Environment, 2020)

## CoA Condition

- iii. include a pre-construction environmental compliance matrix for the Project (or such stages of the Project as agreed to by the EMR) that details compliance with all relevant conditions and mitigation measures
- iv. include an Environmental Policy.

In preparing the CEMP the following shall be undertaken:

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

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

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### 11. Environment Personnel

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

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

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

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### 12. Environmental Management Representative

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

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

- a) considering and advising TfNSW on matters specified in these conditions and compliance with such
  - b) reviewing and where required by the DES, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation
  - c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the DES
  - d) reporting weekly to TfNSW, or as required by the DES
  - e) issuing a recommendation for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities
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- f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts
- g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections
- h) providing reports to TfNSW on matters relevant to the carrying out of the EMR role as necessary
- i) where required by the DES, providing advice on the content and implementation of the CEMP and Environmental Controls Map (ECM) in accordance with the conditions
- j) reviewing and approving updates to the CEMP.

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

### 13. Environmental Controls Map

An Environmental Controls Map (ECM) shall be prepared and implemented in accordance with TfNSW's *Guide to Environmental Controls Map (SD-015)* prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages, as set out in the CEMP.

A copy of the ECM shall be submitted to the EMR for review and endorsement. The EMR is to be given a minimum period of seven days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the DES for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed by the DES).

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

Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any EMR audit of the document and submitted to the EMR for approval.

## Hours of Work

### 14. Standard Construction Hours

Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:

- a) any works which do not cause noise emissions to be more than 5dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers
- b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)
- c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the DES
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any other work as agreed by the DES and considered essential to the Project, or as approved by EPA (where an EPL is in effect).



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### 15. High Noise Generating Activities

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

## Noise and Vibration

### 16. Construction Noise and Vibration

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

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise and vibration complaints
- e) an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 14 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the EMR and/or DES or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW *Construction Noise and Vibration Strategy* (ST-157)
- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, identification of the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.

### 17. Vibration Criteria

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

- a) for structural damage vibration – British Standard BS 7385-2:1993 *Evaluation and measurement for vibration in buildings Part 2* and German Standard DIN 4150:Part 3 – 1999: *Structural Vibration in Buildings: Effects on Structures*
- b) for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (Department of Environment and Conservation, 2006) which includes British Standard BS 6472-2:1992 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*.

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

### 18. Non-Tonal Reversing Beepers

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

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### 19. Piling

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

### 20. Noise Impacts on Educational Facilities

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

## Contamination and Hazardous Materials

### 21. Unidentified Contamination (Other Than Asbestos)

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

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

A revised copy of the report shall be submitted to the DES for consideration upon completion of the EMR review period. The DES shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.

**Note:** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 21 and Condition 22.*

### 22. Asbestos Management – previously unidentified

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

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

**Note:** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 21 and Condition 22.*

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### 23. Storage and Use of Hazardous Materials

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

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

## Erosion and Sediment Control

### 24. Erosion and Sediment Control

Soil and water management measures shall be prepared, implemented and maintained as part of the CEMP for the mitigation of water quality impacts during construction of the Project. The management measures shall be prepared in accordance with *Managing Urban Stormwater: Soils and Construction Volume 1 4<sup>th</sup> Edition* (Landcom, 2004).

## Heritage Management

### 25. Aboriginal and Non-Aboriginal Heritage

If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (SD-115) shall be followed and all works in the vicinity of the find shall cease. The EMR shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW, and/or the Energy, Environment and Science Group of the Department of Planning, Industry and Environment, as applicable). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the Heritage Advisor.

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

Design and construction of the Project within the curtilage of the Section 170 listed Denistone Railway Station Group must be undertaken in accordance with the recommendations made in the *Statement of Heritage Impact* (Artefact Heritage, 2021). In the event of any inconsistency between the EIA documents listed in Condition 1 and the SOHI, the SOHI shall prevail to the extent of the inconsistency.

**27. Heritage Architect**

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

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

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

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

- i. confirmation of the extent of involvement of the Heritage Architect in the detailed design process at the completion of Approved for Construction (AFC) design stage
- iii. identification and assessment of any changes to, and/or additional scope of work from those identified in the EIA which would affect heritage significance, including but not limited to, any further changes to the Platform 1/2 waiting room building.
- iv. a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (ii) above including the requirement for additional heritage approvals for consultation
- v. confirmation that the detailed design is compliant with the requirements of the EIA

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**28. Heritage Interpretation Plan**

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

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

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**29. Photographic Archival Recording**

Archival recording of the Denistone Railway Station Group shall be undertaken in accordance with the Heritage NSW guidelines prior to works commencing. The archival recording shall be reviewed and endorsed by the EMR prior to submission to Heritage NSW or other government body.

Digital copies of the archival recording are to be provided to City of Ryde Council and TfNSW Heritage Specialist Team for future reference.

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**Illustrated Services Plan**

The contractor in collaboration with the Heritage Architect/Consultant must prepare and submit an illustrated services plan to detail all services routes in order to demonstrate compliance with the Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites (2017). The illustrated services plan should include, but not be limited to; high voltage (HV), low voltage, communications, PA and CCTV. The illustrated services plan must be submitted and approved by the TfNSW Heritage Specialist prior to the commencement of permanent works.

**Lighting****30. Lighting Scheme**

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

- a) consideration of lighting demands of different areas
- b) strategic placement of lighting fixtures to maximise ground coverage
- c) use of LED lighting
- d) minimising light spill by directing lighting into the station/car park/other infrastructure type
- 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 TfNSW's technical (design) team for acceptance.

**Property****31. Property Condition Surveys**

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

- i. all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works
- ii. all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works.

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

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

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

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

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

### Sustainability

#### 32. Sustainability Officer

A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project.

Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the TfNSW Director Sustainability prior to the preparation of the Sustainability Management Plan.

#### 33. Sustainability Management Plan

A Sustainability Management Plan (SMP) which details the approach to managing sustainability requirements and opportunities during design and construction shall be prepared. The SMP shall include the following as a minimum:

- a) a completed electronic checklist demonstrating compliance with the Infrastructure Sustainability Council (ISC) scorecard demonstrating credits targeted to meet an Infrastructure Sustainability Rating Scheme (v1.2) of 'Excellent' rating for the 'Design' and 'As-Built' phases of the Project
- b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments
- c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project
- d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets
- e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of ISO 20400: 2017 – Sustainable Procurement in the selection of all materials, products and services
- f) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events.

A copy of the SMP shall be submitted to the TfNSW Director Sustainability at least 30 days prior to the commencement of construction, for approval (or such time as is otherwise agreed by the TfNSW Director Sustainability).

#### 34. Infrastructure Sustainability Council (ISC) Ratings

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



**35. Traffic Management Plan**

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

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

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

**36. Road Condition Reports**

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

**37. Road Safety Audit**

A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include but not be limited to detailed assessment of sight distances for vehicles along Gordon Crescent and mitigation measures proposed.

The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit shall be provided to City of Ryde Council for information.

**Urban Design and Landscaping****38. Urban Design and Landscaping Plan**

An Urban Design Plan and Landscaping Plan is to be submitted to TfNSW and endorsed by the Precincts and Urban Design team. The Urban Design Plan is to address the fundamental design principles as outlined in '*Around the Tracks*' – *urban design for heavy and light rail*, TfNSW, Interim 2016.

The Urban Design Plan and Landscaping Plan shall:

- a) demonstrate a robust understanding of the site through a comprehensive site analysis to inform the design direction, demonstrate connectivity with street networks, transport modes, active transport options, and pedestrian distances
- b) identify opportunities and challenges
- c) establish site specific principles to guide and test design options
- d) demonstrate how the preferred design option responds to the design principles established in '*Around the Tracks*', including consideration of crime prevention through environmental design principles.

The Urban Design Plan and Landscaping Plan is to include the Public Domain Plan for the chosen option and will provide analysis of the:

- i. landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art
- ii. materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping
- iii. an Artist's Impression or Photomontage to communicate the proposed changes to the precinct.

The UDLP is to include the Public Domain Plan for the chosen option and shall provide analysis of the:

- i. landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art
- ii. materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping
- iii. an Artist's Impression or Photomontage to communicate the proposed changes to the precinct.

The following design guidelines are available to assist and inform the Urban Design Plan and Landscaping Plan for the Proposal:

- *TAP Urban Design Plan, Guidelines, TfNSW, Draft 2018*
- *Commuter Car Parks, urban design guidelines, TfNSW, Interim 2017*
- *Managing Heritage Issues in Rail Projects Guidelines, TfNSW, Interim 2016*
- *Creativity Guidelines for Transport Systems, TfNSW, Interim 2016*
- *Water Sensitive Urban Design Guidelines for TfNSW Projects, 2016.*

The Urban Design Plan and Landscaping Plan shall be:

- i. prepared prior to concept design and finalised
- ii. prepared in consultation with local council and relevant stakeholders
- iii. prepared by a registered Architect and/or Landscape Architect.

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### Flora and Fauna

#### 39. Removal of Trees or Vegetation

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

#### 40. Replanting Program

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

### Site specific condition(s)

#### 41. Asbestos Management

Construction works within the vicinity of known locations of asbestos (including known asbestos piping within the platform surface) shall implement the following measures:

- a) all works are to be undertaken in accordance with *Working with Asbestos: Guide 2008 (ISBN 0 7310 5159 9)* published by the WorkCover Authority
- b) appropriate PPE to be readily available on site (suits, P2 masks, gloves, asbestos bags, black plastic, duct tape)
- c) if any loose bonded asbestos is encountered and/or if a pipe is damaged the following would be undertaken:
  - o stop works
  - o appropriate PPE to be put on and worn when handling asbestos
  - o all asbestos is to be placed in asbestos bags or double wrapped in black plastic
  - o once asbestos has been removed, all PPE used is to be placed in asbestos bags or double wrapped in black plastic
  - o asbestos and PPE to be taken off site and disposed of at an appropriate facility
- d) the Contractor is to have a high level methodology in place in the management of Asbestos in general
- e) a safe working methods statement covering off the scope of works is to be prepared
- f) the Contractor is to develop a hand digging/excavations permit prior to any activity commencing
- g) engagement of Protection Officer is required
- h) worksite demarcation/delineation is required
- i) excavated material is not to be stored on site.