

Transport Access Program

Yagoona Station Upgrade

Determination Report



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



Yagoona Station Upgrade – Determination Report

Transport Access Program

Ref – 6600417

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Glossary and abbreviations

Term	Meaning
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
Construction Contractor	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.
CPTED	Crime Prevention Through Environmental Design
DDA	<i>Disability Discrimination Act 1992</i> (Cwlth)
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction (subject to Transport for NSW acceptance).
Determination Report	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.
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i> (NSW)
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwlth)
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007</i> (NSW)
LEP	Local Environmental Plan
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, Transport for NSW.
Proposed Activity	The construction and operation of the Yagoona Station Upgrade
REF	Review of Environmental Factors
TNSW	Transport for NSW (the Proponent)

Executive summary

Overview of Proposed Activity

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

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

Yagoona 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:

- new station entry concourse from the Hume Highway including a new lift and stairs to provide access to the station platforms
- new station building on the island platform for all station facilities, including a new family accessible toilet and new male and female ambulant toilets
- additional platform canopies to provide continuous cover from the new lift and stairs to the boarding assistance zones on both platforms
- two new accessible parking spaces in the Breasley Place commuter car park and upgrade of the two existing accessible parking spaces in the Ritchie Road commuter car park
- upgrade of pathways from both commuter car parks to the station entrance
- new kiss and ride bay on the Hume Highway
- platform regrading and resurfacing
- relocating existing bike hoops
- ancillary work including service upgrades and/or relocation, minor drainage work, adjustments to fencing and lighting, relocation of station furniture, new Opal card readers, installation of new tactile ground surface indicators, improvements and modifications to station communications and security systems (including closed-circuit television (CCTV) cameras) and wayfinding signage.

Transport for NSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of work and environmental impacts associated with the Proposed Activity. The REF was prepared by GHD Pty Ltd (GHD) 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).

No modifications have been made to the Proposed Activity since the REF was prepared, however modifications may be considered during the detailed design phase. Should design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Proposed Activity (as approved), 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 Yagoona Station Upgrade, to comply with its obligations under Division 5.1 of the EP&A Act and determine whether or not to proceed with the carrying out of the Proposed Activity. Transport for NSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

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

Conclusion

Based on the assessments in the REF and consideration of the submissions received 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

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 provides:

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

Yagoona 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).

Yagoona Station comprises one island platform, with stairs from the concourse off the Hume Highway providing the only means of access and therefore does not allow for equitable access to the station platforms.

The non-compliant footpaths to the Yagoona Station concourse and the stairs to the platforms do not facilitate equal access for people with reduced mobility, parents/carers with prams or customers with luggage. There are no accessible toilet facilities at the station, no lift facilities, and inadequate tactile ground surface indicators to stairs and platforms.

Transport for NSW is the Proponent for the Yagoona 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 GHD 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 Yagoona Station Upgrade REF was placed on public display from Tuesday 18 May to Tuesday 1 June 2021, with 25 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3. Determination Report

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

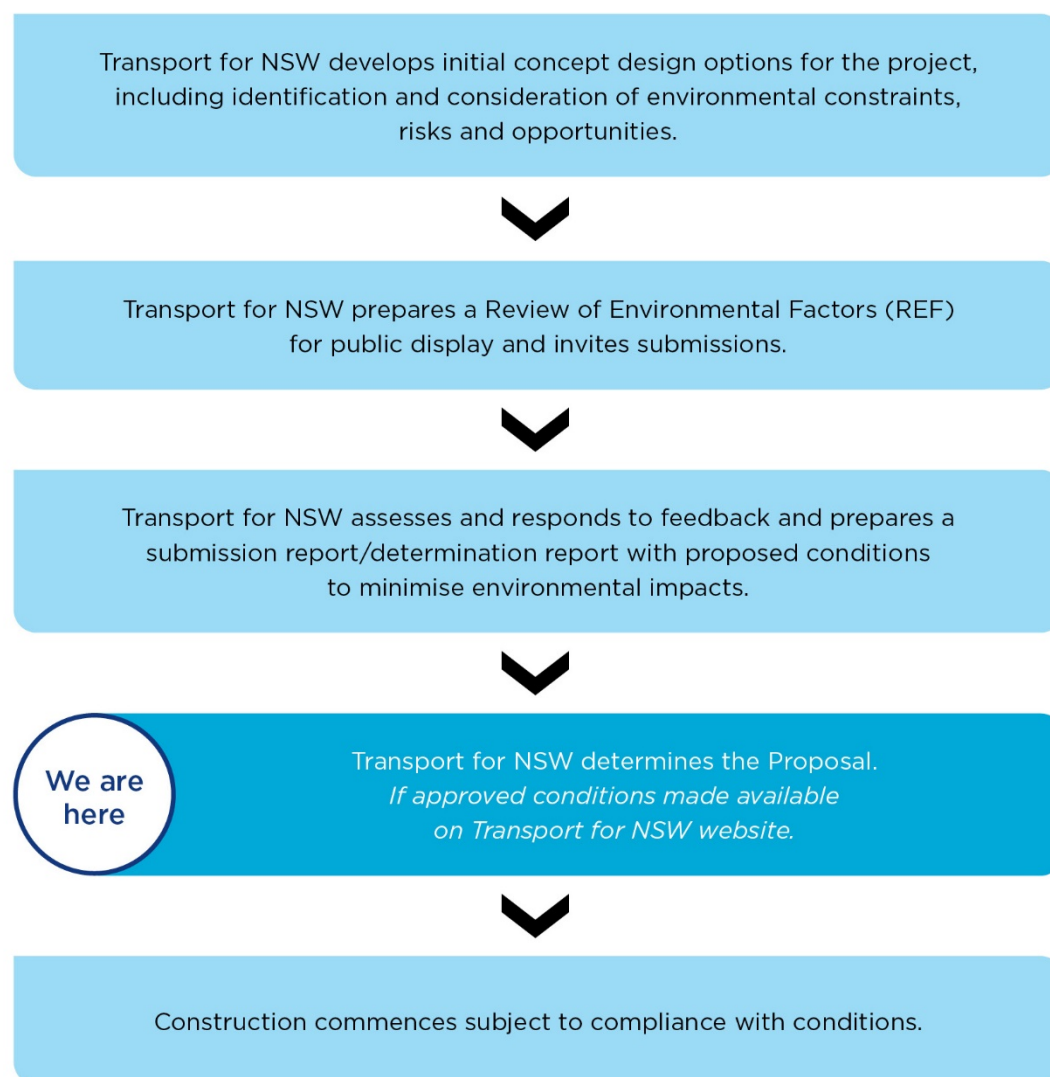


Figure 1 Planning approval process

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

- present a summary of the submissions received during the public display of the REF and 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

The Proposal is located off the Hume Highway in the suburb of Yagoona and is approximately 20 kilometres south west of Sydney's Central Business District (CBD). It is within the Canterbury-Bankstown Local Government Area (LGA).

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

- new station entry concourse from the Hume Highway including a new lift and stairs to provide access to the station platforms
- new station building on the island platform for all station facilities, including a new family accessible toilet and new male and female ambulant toilets
- additional platform canopies to provide continuous cover from the new lift and stairs to the boarding assistance zones on both platforms
- two new accessible parking spaces in the Breasley Place commuter car park and upgrade of the two existing accessible parking spaces in the Ritchie Road commuter car park
- upgrade of pathways from both commuter car parks to the station entrance
- new kiss and ride bay on the Hume Highway
- platform regrading and resurfacing
- relocating existing bike hoops
- ancillary work including service upgrades and/or relocation, minor drainage work, adjustments to fencing and lighting, relocation of station furniture, new Opal card readers, installation of new tactile ground surface indicators, improvements and modifications to station communications and security systems (including closed-circuit television (CCTV) cameras) and wayfinding signage.

A schematic outlining the key features of the Proposed Activity is provided in Figure 2.

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

Construction is expected to commence in mid-2021 and take around 18 months to complete.

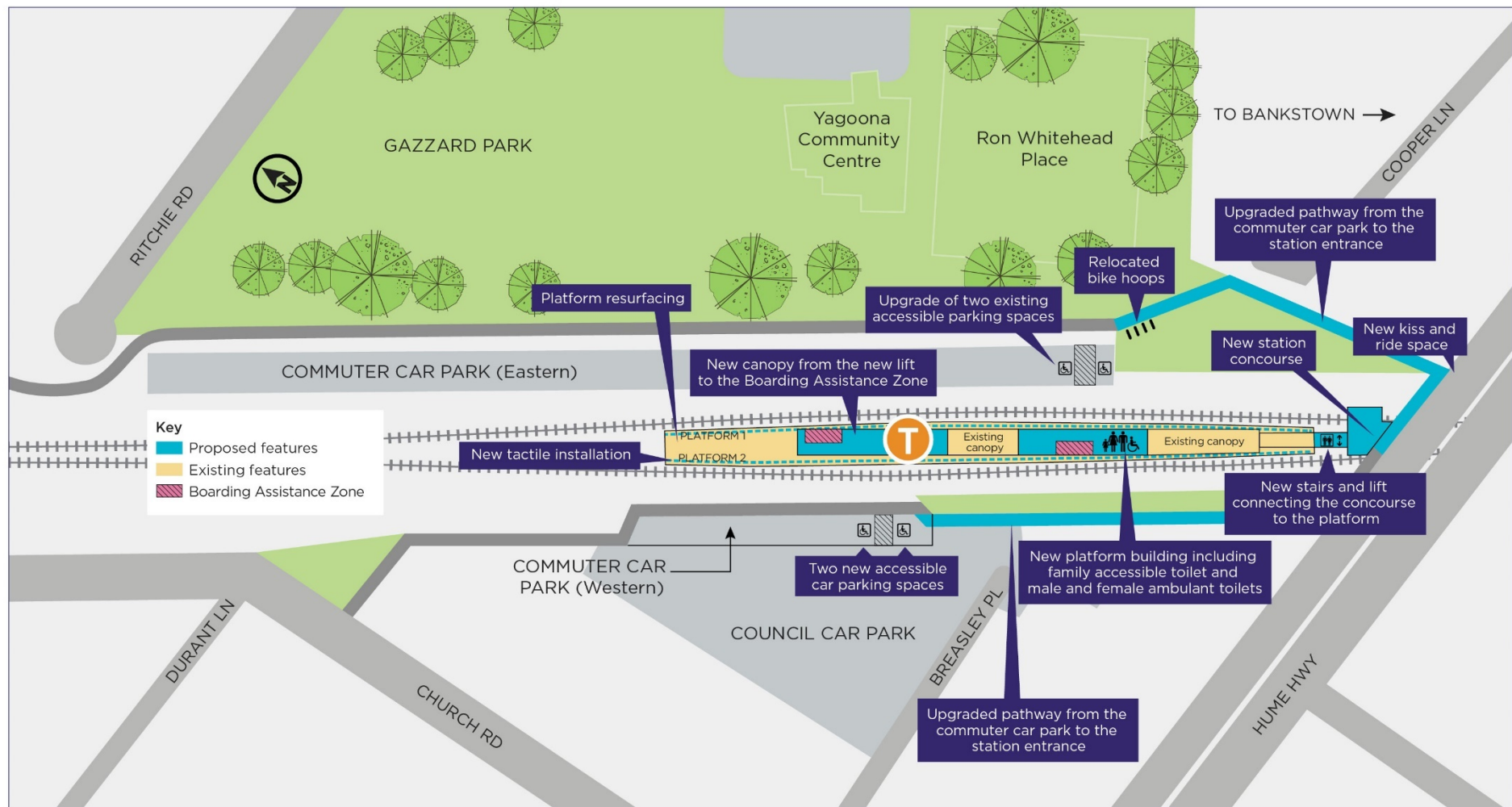


Figure 2 Key features of the Proposed Activity (indicative only, subject to detailed design)

2. Consultation and assessment of submissions

2.1. REF public display

The Yagoona Station Upgrade REF was placed on public display from Tuesday 18 May to Tuesday 1 June 2021 on the Transport for NSW corporate website¹ and on the NSW Have our Say Website².

Community consultation activities undertaken for the public display included:

- a dedicated webpage for the project on the Transport for NSW website with an online feedback form
- public display of the REF on the project webpage
- installation of information signage at the station with quick response (QR) codes taking customers to the project webpage
- distribution of a project newsletter to the local community, including businesses and residents, key stakeholder groups and customers, outlining the Proposal and inviting feedback on the REF
- advertisement of the REF public display in local newspapers including a summary of the Proposal and information on how to view the REF, information on how to provide feedback and Transport for NSW's contact details
- consultation with the City of Canterbury-Bankstown Council, State Emergency Services and Sydney Trains
- a geo-targeted social media campaign during the public display period
- emails to members of the community who have registered to be on the project mailing list.

2.2. REF submissions

A total of 25 submissions were received via letter, email, telephone and online submissions. Community submissions are addressed in Table 1, while submissions received from City of Canterbury-Bankstown Council and the State Emergency Services are addressed in Table 2.

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

- general support for the Proposed Activity
- request for increased safety measures including lighting and CCTV cameras
- requests for additional train and bus services to the area
- general improvements to the station and surrounds.

¹ www.transport.nsw.gov.au/yagoona

² <http://www.haveyoursay.nsw.gov.au>

2.3. Consideration and response to submissions

Community submissions

Table 1 Response to community submissions received

No.	Submission no.	Issue/s raised	Transport for NSW response
1	General		
1.1	YAG001 YAG003 YAG004 YAG005 YAG010 YAG011 YAG013 YAG016 YAG017 YAG021 YAG022	Support for the Proposed Activity, and/or for improving accessibility at the station.	Support for the Proposed Activity is noted.
2	Traffic, transport and access		
2.1	YAG002	Requested bus services to Yagoona Station from Glossop Street to improve access to upgraded Yagoona Station.	The focus of the Proposed Activity is to improve accessibility at Yagoona Station to meet the standards of the DDA and DSAPT. No changes are proposed to the existing bus services in the area as part of the Proposed Activity. This feedback has been passed onto the relevant division at Transport for NSW for consideration.
2.2	YAG006	Requested alternative bus services to other operational stations during the construction phase of project to accommodate the temporary closure of Yagoona Station.	As noted in Chapter 3 of the REF, the station would remain operational during construction. Temporary closures would be limited to the scheduled rail shutdown periods, where bus replacement services would be provided.
2.3	YAG011	Queried if provisions are in place to account for potential future implementation of rapid bus/trackless tram/light rail services along the existing rail corridor or Hume Highway.	The focus of the Proposed Activity is to improve accessibility to meet the standards of the DDA and DSAPT. Additional infrastructure services are outside the scope of the Proposed Activity, however, this Proposed Activity would not preclude the provision of future transport infrastructure. Any future transport projects would be noted on the Transport for NSW webpage (www.transport.nsw.gov.au).
2.4	YAG023	Requested the expansion of the night ride bus service including a stop on the Hume Highway.	The focus of the Proposed Activity is to improve accessibility to meet the standards of the DDA and DSAPT. The night ride bus service timetabling is facilitated by Sydney Trains. This feedback has been passed onto Sydney Trains for consideration in future planning.

No.	Submission no.	Issue/s raised	Transport for NSW response
2.5	YAG016	Requested the addition of express services to and from the city from Yagoona Station during peak periods	Train timetabling is managed by Sydney Trains. This feedback has been passed onto Sydney Trains for consideration in future planning.
2.6	YAG022	Noted that previous calls have been made regarding trains stopping at Yagoona Station in particular that every second train does not stop at the station.	Train timetabling is undertaken by Sydney Trains. This feedback has been passed onto Sydney Trains for consideration in future planning.
2.7	YAG012	Queried allocation of kiss and ride spaces on the Hume Highway as people currently use the existing car park on Breasley Place to drop off and pick up commuters.	<p>There are no dedicated kiss and ride spaces in Breasley car park.</p> <p>The new kiss and ride space on the Hume Highway would provide a dedicated, fit for purpose safe space for people to drop off and pick up commuters in close proximity to the station entrance. Breasley Place car park can also continue to be used to pick up and drop off commuters.</p>
2.8	YAG020	Requested direct access from Cooper Lane to the eastern commuter car park,	<p>The focus of the Proposed Activity is to improve accessibility to meet the standards of the DDA and DSAPT.</p> <p>An improved turning zone is proposed in the commuter car park to allow easier movement in and out of the car park.</p> <p>Cooper Lane is owned and maintained by the City of Canterbury Bankstown Council. This feedback has been passed onto Council for their consideration.</p>
2.9	YAG023	<p>Raised concern regarding the Sydney Metro Southwest project and the resulting potential changes to rail services to Yagoona Station.</p> <p>Also questioned the adequacy of the design of Yagoona Station Upgrade and its capacity to maintain Sydney Trains services into the long-term future.</p>	<p>The focus of the Proposed Activity is to improve accessibility at the station meet the standards of the DDA and DSAPT.</p> <p>For more information about Sydney Metro please visit https://www.sydneymetro.info/citysouthwest/sydenham-bankstown.</p> <p>The Proposed Activity has been designed to meet future predicted customer patronage and has been designed to exceed forecast growth to 2036 +15%.</p> <p>Transport for NSW continues to review future plans for transport corridors, infrastructure and interchanges and would keep the community informed as updates are made available.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
3	Design		
3.1	YAG003 YAG004 YAG005 YAG015 YAG021 YAG023	Support for the installation of a lift to improve accessibility for prams, wheelchairs and elderly.	Support for the installation of a lift is noted.
3.2	YAG019	Requested the installation of a lift.	The addition of a lift is part of the Proposed Activity (refer to Section 1.4).
3.3	YAG009	Requested Opal card gates to be installed at the station to avoid forgetting to tap on and off.	Opal card readers would be relocated, with the new locations selected to make it easier to use. Additional signage would also be provided to direct customers to the readers. Opal card gates are not part of the Proposed Activity.
3.4	YAG015	Suggested relocating the concourse to the middle of the station to provide closer access to the car parks and to allow the use of existing facilities during construction.	<p>The option of a new foot bridge midway along the platform was considered as part of the options assessment and is discussed in Section 2.5 and 2.6 of the REF.</p> <p>This option was discounted as:</p> <ul style="list-style-type: none"> • it would not provide direct access from the Hume Highway and Yagoona town centre • it would result in a loss of parking in the commuter carparks to accommodate access to the concourse • there was limited space along the boundaries of the station to allow for the required relocation of services <p>The Proposed Activity would provide improved access from the car park with the upgraded pathways.</p> <p>Access to the station and facilities would also be maintained throughout the construction period.</p>
4	Safety		
4.1	YAG014	Requested the upgrade of lighting along pathways connecting the commuter carparks to the station entrance to increase safety.	<p>The detailed design of the Proposed Activity would be undertaken in line with Crime Prevention through Environmental Design (CPTED) principles to enable passive surveillance of public areas.</p> <p>Additional lighting along the upgraded pathways would be provided in line with relevant standards, with the locations to be confirmed during detailed design.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
4.2	YAG014 YAG019	Requested the provision of CCTV around the station and pathways for safety and to deter suspicious activity.	The Proposed Activity includes modification to the existing station security systems including the installation of CCTV cameras and lighting around the station entrance. Detailed design of the Proposed Activity would be developed with regard to CPTED principles and relevant standards.
4.3	YAG014	Requested additional closed-circuit television (CCTV) around Yagoona Community Centre to improve security and safety.	The focus of the Proposed Activity is to improve accessibility at the station meet the standards of the DDA and DSAPT. The Yagoona Community Centre is owned and operated by the City of Canterbury-Bankstown Council. This feedback has been passed onto Council for their consideration.
4.4	YAG023	The exterior of the station and brick walls around the Yagoona Station are a target for graffiti. The proposal should include community murals as well as considerations of the surrounding amenity.	The station exterior would be subject to further review for Crime Prevention through Environmental Design (CPTED) principles and suitable mitigation would be considered during detailed design. Opportunities for additional community art would be considered during detailed design.
5 Other			
5.1	YAG007	Requested that vending machines be installed on the platform.	The focus of the Proposed Activity is to improve accessibility at the station to meet the standards of the DDA and DSPAT. This feedback has been passed onto Sydney Trains for their consideration.
5.2	YAG008	Requested improvements to the area surrounding Yagoona Station, including upgraded parking and shopping facilities.	The focus of the Proposed Activity is to improve accessibility at the station meet the standards of the DDA and DSPAT. The planning and revitalisation of the Yagoona town centre is led by the City of Canterbury-Bankstown Council. This feedback has been passed onto Council for their consideration.
5.3	YAG018	Requested a space for the Yagoona Station book store as the store has benefited many commuters in the past and will add to the enhanced experience of the station.	The focus of the Proposed Activity is to improve accessibility at the station to meet the standards of the DDA and DSPAT. There is insufficient space on the new concourse for the provision of a retail space. Consultation with the existing retail tenant has been undertaken as part of the planning process.
5.4	YAG020	Requested better maintenance of Cooper Lane to avoid current illegal parking and rubbish dumping".	Cooper Lane is owned and maintained by the City of Canterbury Bankstown Council. This feedback has been passed onto Council for their consideration.

No.	Submission no.	Issue/s raised	Transport for NSW response
5.5	YAG022	Noted that upgrade to the station has been requested over several years and would like to see it happen.	Construction is anticipated to commence in mid-2021 and would take about 18 months to complete.

Other stakeholder submissions

Table 2 Response to other stakeholder submissions received

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
1	General		
1.1	City of Canterbury-Bankstown Council	The REF notes ancillary facilities in Breasley Place and Ron Whitehead Reserve (section 3.4.8). Council requests clarification as previous discussions with Transport for NSW indicated these facilities would no longer be required.	As described in section 3.4.8 of the REF, two potential compounds have been identified. The final compound location would be confirmed during detailed design with continued consultation with Council.
2	Design		
2.1	City of Canterbury-Bankstown Council	<p>It is recommended that the proposed works where possible, minimise the impact on the existing mural along the western wall of property located on 484 Hume Highway, Yagoona.</p> <p>Final detailed designs should be provided to Council clearly demonstrating the relationship of the proposed works with the existing artwork including details of any consultation undertaken with the Artist and owner(s) of 484 Hume Highway, Yagoona.</p> <p>It is recommended that a design workshop is held with Council to determine the scope and plan for replacement artwork where the existing installation is likely to be significantly impacted by the proposed works. This process should be outlined in the Public Domain Plan.</p>	<p>During detailed design Transport for NSW would consider the final position of the walkway so that impacts to the mural would be avoided.</p> <p>Condition of Approval No.37 also requires the process of replacement of the mural, if required, would be undertaken in consultation with Council.</p>
2.2	City of Canterbury-Bankstown Council	The final design for the placement of the relocated bike parking on the eastern side of the station should be discussed with the Team Leader- Open Space Services as part of the Urban Design and Landscape Plan. The proposal currently moves the bike parking off the Transport for NSW land dedicated for commuter car parking onto the Council open space.	The final location for the bike hoops would be confirmed during detailed design in consultation with Council.

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
3 Traffic, transport and access			
3.1	City of Canterbury-Bankstown Council	A Construction Traffic Management Plan should be provided to Council ensure the Breasley Place car park can maintain traffic movements throughout the construction period of the project.	Noted, as described in Condition of Approval No.33, a construction Traffic Management Plan would be prepared in consultation with Council prior to construction commencing.
4 Landscape and visual amenity			
4.1	City of Canterbury-Bankstown Council	<p>Installation of the kiss and ride facility on the Hume Highway should consider the loss of garden beds, street furniture and a phone booth.</p> <p>Council would like to discuss opportunities to improve place making and enhance the street environment when the 'kiss and ride' bay is implemented.</p>	A Public Domain Plan would be prepared as part of the Urban Design and Landscape Plan described in Condition of Approval No.36. These plans would be prepared in consultation with Council, and Council would have the opportunity to discuss the street environment finishes around the kiss and ride bay.
5 Biodiversity			
5.1	City of Canterbury-Bankstown Council	<p>The Biodiversity and Arboricultural Assessment recommends the planting of up to 90 trees as a non-statutory offset requirement.</p> <p><i>Eucalyptus scoparia</i> is a threatened tree species present onsite and other locally indigenous Eucalypt species would be a suitable replacement species. If the offset planting cannot be accommodated within the site boundaries, Council can assist in identifying alternative locations.</p>	<p>Transport for NSW would continue to liaise with Council to determine suitable planting locations for offset species as described in Condition of Approval No.29.</p> <p>All cleared vegetation would be off set in accordance with Transport for NSW's <i>Vegetation Offset Guide</i> with vegetation planted on-site consisting of locally native species.</p>
5.2	City of Canterbury-Bankstown Council	It is noted that some tree pruning may be required on trees located on Council land. Permission to trim or remove any trees on Council land will be subject to further discussion with the Team Leader-Open Space Services.	Noted. Council would be notified of any tree trimming on Council land. Permission from Council would be sought prior to commencing any tree trimming on Council land.
6 Hydrology and water quality			
6.1	State Emergency Services	The proposed work appears to have minimal risk to NSW SES response operations and does not contribute to increasing risk.	Noted.

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
6.2	State Emergency Services	Noted that the design and stormwater management should minimise any risk to the community and should ensure commuters are aware of the flood risk (i.e. through an appropriate business emergency plan).	As per Section 6.9 of the Yagoona Station Upgrade REF, the station is not identified to be within a flood prone area. Existing stormwater assets would be assessed for capacity as part of detailed design to review and mitigate any flooding risk.
6.2	City of Canterbury-Bankstown Council	The REF states that the proposal area is not within a flood prone area due to proximity to nearby watercourses. It is recommended that the proposals are considered against the risk of flooding within the area and appropriate mitigation measures implemented where required.	As per Section 6.9 of the Yagoona Station Upgrade REF, the station is not identified to be within a flood prone area. Existing stormwater assets would be assessed for capacity as part of detailed design to review and mitigate any flooding risk.

2.4. Future consultation

Should Transport for NSW proceed with the Proposed Activity, consultation activities would continue, including consultation with the community, City of Canterbury-Bankstown Council and other key stakeholders design development. In addition, Transport for NSW would notify residents, businesses and community members in the lead up to and during construction. The consultation activities would help to ensure that:

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

The Transport for NSW **email address**³ 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 website⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ projects@transport.nsw.gov.au

⁴ transport.nsw.gov.au/yagoona

3. Consideration of the environmental impacts

3.1. 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?*⁵ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

3.2. 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.

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

4. Conditions of Approval

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

5. Conclusion

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

Yagoona Station Upgrade

APPROVAL

I, Sally Durham as delegate of the Secretary, Transport for NSW:

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



Sally Durham
Director Planning and Environment
Environment and Sustainability
Safety, Environment and Regulation Division
Transport for NSW

Date: 1/7/21

References

TfNSW, 2021, *Transport Access Program Yagoona Station Upgrade Review of Environmental Factors*, Sydney

GHD, 2021, *Yagoona Station Upgrade, Biodiversity and Arboricultural Assessment*, Sydney

Appendix A Review of Environmental Factors

Please refer to the Transport for NSW website to access the Yagoona Station Upgrade REF (Desksite 6582923):

transport.nsw.gov.au/yagoona

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Yagoona Station Upgrade

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

Schedule of acronyms and definitions used:

Acronym	Definition
ADEM	TfNSW Associate Director Environmental Management (or nominated delegate)
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
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
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
OOHWP	Out of Hours Work Protocol
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
TAP	Transport Access Program
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDLP	Urban Design and Landscaping Plan

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

CoA	Condition
	General
1.	<p>Terms of Approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <ul style="list-style-type: none"> a) <i>Yagoona Station Upgrade – Review of Environmental Factors</i> (TfNSW, May 2021) b) <i>Yagoona Station Upgrade – Determination Report</i> (TfNSW, July 2021). <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
2.	<p>Project Modifications</p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW, and any additional requirements from the assessment of the Project modification must be complied with.</p>
3.	<p>Statutory Requirements</p> <p>These conditions do not remove any obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.</p>
4.	<p>Construction Environmental Compliance Report</p> <p>A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:</p> <ul style="list-style-type: none"> a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions b) compliance with any approvals or licences issued by relevant authorities for the construction of the Project c) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP) d) environmental monitoring results, presented as a results summary and analysis e) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused f) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection) g) details of any review and amendments to the CEMP resulting from construction during the reporting period h) any other matter as requested by the TfNSW Associate Director Environmental Management (ADEM). <p>The CECR shall:</p> <ul style="list-style-type: none"> (i) be submitted to the Environmental Management Representative (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 ADEM for approval upon completion of the EMR review period. <p>The first CECR shall report on the first six months of construction and be submitted within six weeks of expiry of that period (or at any other time interval agreed to by the ADEM). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the ADEM) for the duration of construction.</p> <p>The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.</p>

CoA Condition

5. Graffiti and Advertising

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

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

Communications

6. Community Liaison Management Plan

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

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

7. Community Notification and Liaison

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

Prior to any site activities commencing and throughout the Project duration, the community is to be notified of work 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 work being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).

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 Associate Director Environmental Management (ADEM) 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 ADEM prior to the commencement of construction work associated with the Project.

11. Environment Personnel

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

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

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

12. Environmental Management Representative

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

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

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

CoA Condition

- i) where required by the ADEM, providing advice on the content and implementation of the CEMP and Environmental Controls Map (ECM) in accordance with the conditions
- j) reviewing and approving updates to the CEMP.

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

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

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

Updates to the ECM shall be made within 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 work which is permitted outside these standard hours:

- a) any work which does 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 ADEM
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any work authorised under the Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days No. 2) Order 2020 (whilst the Order is in effect)
- f) any other work as agreed by the ADEM and considered essential to the Project, or as approved by EPA (where an EPL is in effect).

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 ADEM, or as approved by EPA (where relevant to the issuing of an EPL).

CoA	Condition
Noise and Vibration	
16.	<p>Construction Noise and Vibration</p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise and Vibration Strategy</i> (ST-157) and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not limited to:</p> <ul style="list-style-type: none"> a) details of construction activities and an indicative schedule for construction work 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 work 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 work are subject to approval by the EMR and/or ADEM or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW <i>Construction Noise and Vibration Strategy</i> (ST-157) f) a description of how the effectiveness of actions and measures shall be monitored during the proposed work, 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.	<p>Vibration Criteria</p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ul style="list-style-type: none"> a) for structural damage vibration –British Standard BS 7385-2:1993 <i>Evaluation and measurement for vibration in buildings</i> Part 2 and German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) which includes British Standard BS 6472-2:1992 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings</i> (1 Hz to 80 Hz). <p>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>
18.	<p>Non-Tonal Reversing BEEPERS</p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on-site (i.e. greater than one day) and for any out of hours work.</p>
19.	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.</p>
20.	<p>Noise Impacts on Educational Facilities</p> <p>Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.</p>

CoA	Condition
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Contamination and Hazardous Materials	
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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 ADEM for consideration upon completion of the EMR review period. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.

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

22. Asbestos Management

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

Work 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.*

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.

CoA Condition

24. Hazardous Materials Survey

A Hazardous Materials Survey in accordance with AS 2601 (2001) *Demolition of Structures* shall be undertaken by an appropriately qualified environmental scientist prior to the demolition of the concourse and stairs.

Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA, SafeWork NSW and Safe Work Australia guidelines.

25. Contamination Investigation

Prior to construction, an investigation of the Project site shall be undertaken by a suitably qualified Environmental Consultant, in accordance with the level of assessment and requirements stipulated by the *National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013*. The assessment shall also be generally undertaken in accordance with:

- a) *Contaminated Sites - Sampling Design Guidelines* (EPA, 1995)
- b) *AS 4482 (2005) Guide to the investigation and sampling of sites with potentially contaminated soil*.

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

Specific requirements for further investigation (including requirements for a Site Auditor), remediation or management of any contamination shall be included in the CEMP (or supporting Contamination Management Plan) as appropriate.

Note: Nothing in this condition removes any obligation to adhere to the requirements under the NSW *Contaminated Land Management Act 1997* (or other legislation).

Erosion and Sediment Control

26. Erosion and Sediment Control

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

Heritage Management

27. Aboriginal and Non-Aboriginal Heritage

If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction work, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (SD-115) shall be followed and all work 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). Work in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the Heritage Advisor.

Flora and Fauna

28. 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.

29. 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 ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.

CoA	Condition
	Lighting
30.	<p>Lighting Scheme</p> <p>A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with <i>AS 1158 Lighting for Roads and Public Spaces</i> and <i>AS 4282 Control of the Obtrusive Effects of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <ul style="list-style-type: none"> a) consideration of lighting demands of different areas b) strategic placement of lighting fixtures to maximise ground coverage c) use of LED lighting d) minimising light spill by directing lighting into the station and onto the pathways 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.
	Property
31.	<p>Property Condition Surveys</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <ul style="list-style-type: none"> a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works b) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works. <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage.</p> <p>A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
	Sustainability
32.	<p>Sustainability Officer</p> <p>A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project.</p> <p>Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Associate Director Sustainability, Planning & Development (ADSPD) prior to the preparation of the Sustainability Management Plan.</p>

CoA Condition

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 of Australia (ISCA) scorecard demonstrating credits targeted to meet an Infrastructure Sustainability Rating Scheme (v1.2)
- 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 ADSPD at least 30 days prior to the commencement of construction, for approval (or such time as is otherwise agreed by the ADSPD).

34. Infrastructure Sustainability Council of Australia (ISCA) Ratings

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

Transport, Traffic and Access

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 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 people with limited mobility

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- 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 entering and existing the new kiss and ride area, and new and upgraded accessible parking spaces 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 the City of Canterbury-Bankstown Council for information.

Urban Design and Landscaping

38. Urban Design and Landscaping Plan

An Urban Design and Landscaping Plan (UDLP) for the Project shall be prepared and submitted to TfNSW for endorsement by the Precincts and Urban Design Team. The UDLP is to address the fundamental design principles as outlined in '*Around the Tracks*' – *urban design for heavy and light rail* (TfNSW, Interim 2016). At a minimum, the UDLP shall:

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

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

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

The following design guidelines are available to assist and inform the UDLP for the Project:

- *TAP Urban Design Plan Guidelines* (TfNSW, Draft 2018)
- *Commuter Car Parks Urban Design Guidelines* (TfNSW, Interim 2017)
- *Managing Heritage Issues in Rail Projects Guidelines* (TfNSW, Interim 2016)
- *Creativity Guidelines for Transport Systems* (TfNSW, Interim 2016)
- *Water Sensitive Urban Design Guideline SD-106* (TfNSW, 2017).

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The UDLP shall be:

1. prepared in consultation with councils and relevant stakeholders
2. prepared by a registered architect and/or landscape architect
3. finalised and submitted to TfNSW at the completion of design documentation.

Site-specific Conditions

39. Public art

If the existing mural along the eastern path to the commuter car park is impacted by the accessible path upgrade works, public art shall be provided to a similar level in an appropriate location close to the original site of the mural. Any art procurement must be in accordance with the processes and policies of the City of Canterbury-Bankstown Council. This could include, for example, consultation with local schools and community groups or similar in consultation with the City of Canterbury-Bankstown.

40. Noise wall

During construction, a temporary construction noise wall should be erected along the perimeter car park on the western side of the station extending between the junction of Church Street and the rail corridor.

41. Tree protection zones

Tree Protection Zones (TPZs) would be established around trees to be retained, as nominated in the Biodiversity and Arboricultural Assessment (GHD, 2021) that would be undertaken during detailed design. Tree protection would be undertaken in line with *AS 4970-2009 Protection of Trees on Development Sites* and would include exclusion fencing of TPZs.

The following actions should not be permitted within the Tree Protection Zone (TPZ) of any tree:

- storage of materials, plants or equipment
- installation of site sheds or portable toilets
- excavations, trenching, ripping or cultivation of soils
- modification of existing soil level or addition of fill materials
- disposal of waste materials and chemicals (both solid or liquid)
- mechanical removal of vegetation pedestrian or vehicular movement.